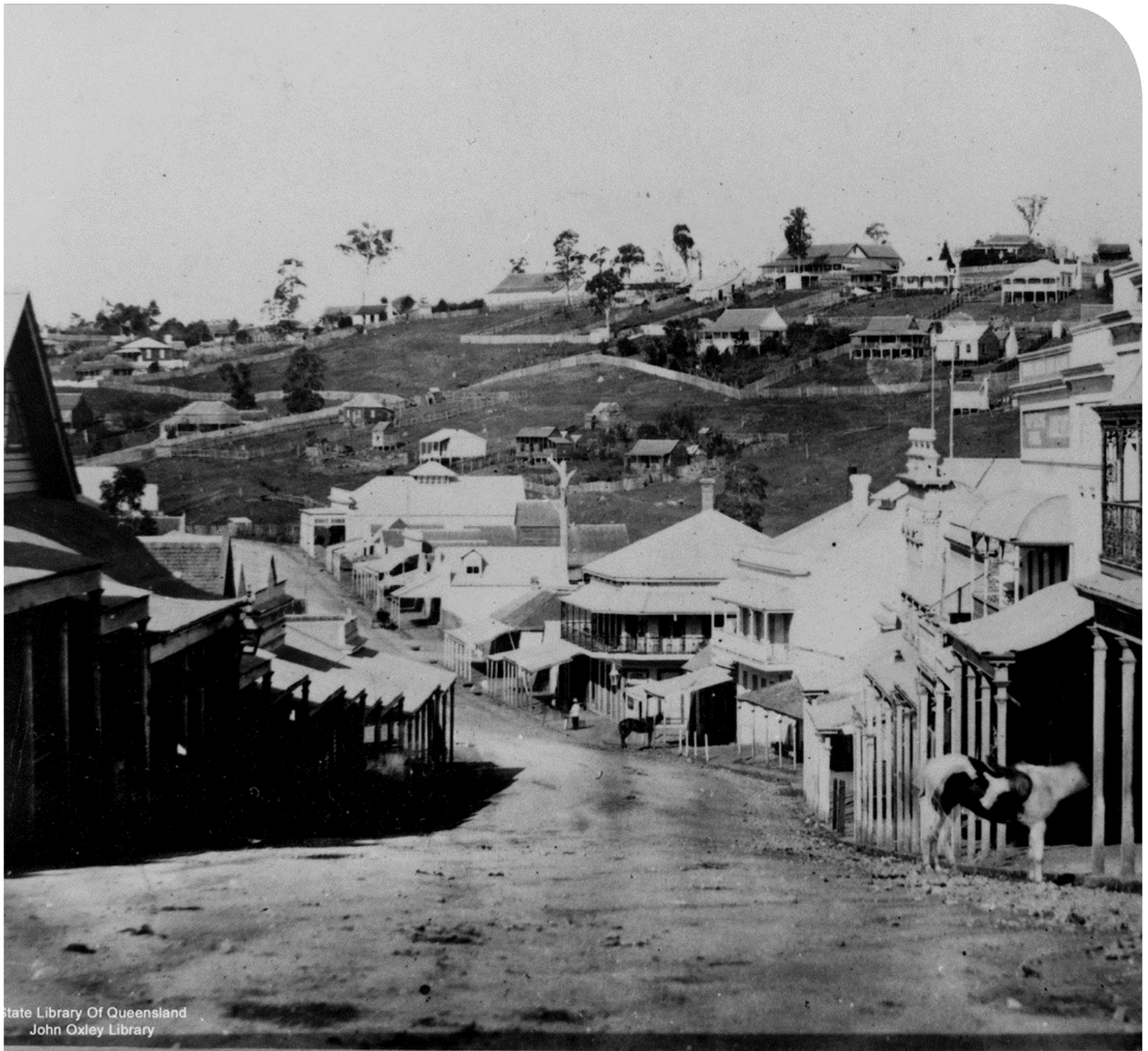


**Gympie Regional Council
Heritage Places Study**

Prepared for Gympie Regional Council | 30 June 2021



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Document control

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Executive summary

Niche was engaged by the Gympie Regional Council (Council) to undertake a Heritage Places Study (the Study), including a review of the existing Local Heritage Registers (LHR) for the Gympie Regional Council local government area (LGA). The Study is required to provide future direction for Council regarding the best practice management of places of heritage significance that represent the historical development of the Gympie region. The Study is also required as there has not been a Heritage Places Study or LHR update since the local government amalgamations of the former Cooloola Shire, Kilkivan Shire and Division 3 Tiara Shire in 2008. Further, the existing LHRs, which existed only for the former Cooloola Shire and Kilkivan Shire, were not compliant with the local heritage register provisions of the *Queensland Heritage Act 1992* (QHA).

The Study is seen as an opportunity to update and consolidate the existing LHRs and develop a strategic framework or direction that can inform future Planning Scheme reviews for heritage provisions. The Study aims to produce a consolidated and updated list of heritage places in the region for Council, based on the existing LHRs and identification of other places of heritage significance, which meets the requirements of the QHA as well as the needs and expectations of the community and, can be readily managed and maintained by Council. It is intended that the Study will inform the upcoming review of the Council's *Planning Scheme 2013* and the development of provisions applying to new development and building work contained within the Planning Scheme and how they relate to places of heritage significance. These will be subject to future deliberations of Council and further community engagement and feedback.

The Study was undertaken in a number of stages. Stage 1, (also referred to as Volumes 1 and 2), of the Study, updated and consolidated the existing LHRs (from Cooloola Shire and Kilkivan Shire) into one consolidated list of heritage places. This Study was prepared having regard to background materials that are available from current and historical Planning Schemes and other related documents, local heritage registers and inventories. Stage 1 was completed in 2019. A gap analysis of that list was undertaken as part of the Stage 1 review and identified a number of place types, themes, chronological phases and geographical patterning that were under-represented or not represented on the consolidated list. In 2020, Council engaged Niche to undertake an additional study to develop a list of a further 51 places of cultural heritage significance which may fill some of the gaps revealed in Stage 1. This was Stage 2 of the Study (also referred to as Volume 3). The Study includes heritage places from a wide range of geographical locations, themes and also place types.

In February 2021, Council sought community and landowner feedback to inform any amendments before the Study was finalised. As part of that community consultation, Council noted that the Study will not have any statutory impacts under the provisions of either the *Queensland Heritage Act 1992* or *The Planning Act 2016*. Fifteen submissions were received from property owners of places identified in the Study as having local or State significance. This document is the consolidation of Stages 1 and 2 of the Study, and the submission review following Council's public consultation, and includes the historical context, Stage 1 gap analysis, place citations for 151 places that were on the existing LHRs, as well as Stage 2 place citations for 51 new places of heritage significance throughout the region.

Glossary and list of abbreviations

Term or abbreviation	Definition
DES	Department of Environment and Science
LGA	Local Government Area
LHR	Local Heritage Register
Niche	Niche Environment and Heritage
QHA	<i>Queensland Heritage Act 1992</i>
QHR	Queensland Heritage Register
QSA	Queensland State Archives
QTF	Queensland Thematic Framework

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1. Introduction

1.1 Background

Niche was engaged by the Gympie Regional Council (Council) to undertake a Heritage Places Study (the Study), including a review of the existing Local Heritage Registers (LHR), for the Gympie Regional Council local government area (LGA). The Study is required to provide future direction for Council regarding the best practice management of places of heritage significance that represent the historical development of the Gympie region. The Study is also required as there has not been a Heritage Places Study or LHR update since the local government amalgamations of the former Cooloola Shire, Kilkivan Shire and Division 3 Tiara Shire in 2008. Further, the existing LHRs, which existed only for the former Cooloola Shire and Kilkivan Shire, were not compliant with the local heritage register provisions of the *Queensland Heritage Act 1992* (QHA).

The Study is seen as an opportunity to update and consolidate the existing LHRs and develop a strategic framework or direction that can inform future Planning Scheme reviews for heritage provisions. The Study aims to produce a consolidated and updated list of heritage places in the region for Council, based on the existing LHRs, which meets the requirements of the QHA as well as the needs and expectations of the community and, can be readily managed and maintained by Council. It is intended that the Study will inform the upcoming review of the Council's Planning Scheme 2013 and the development of provisions applying to new development and building work contained within the Planning Scheme and how they relate to places of heritage significance. These will be subject to future deliberations of Council and further community engagement and feedback.

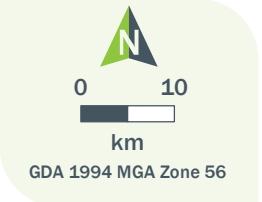
The Study was undertaken in a number of stages. Stage 1, (also referred to as Volumes 1 and 2), of the Study, updated and consolidated the existing LHRs (from Cooloola Shire and Kilkivan Shire) into one consolidated list of heritage places. This Study was prepared having regard to background materials that are available from current and historical Planning Schemes and other related documents, local heritage registers and inventories. Stage 1 was completed in 2019. A gap analysis of that list was undertaken as part of the Stage 1 review and identified a number of place types, themes, chronological phases and geographical patterning that were under-represented or not represented on the consolidated list. In 2020, Council engaged Niche to undertake an additional study to develop a list of a further 51 places of cultural heritage significance which may fill some of the gaps revealed in Stage 1. This was Stage 2 of the Study (also referred to as Volume 3).

In February 2021, Council sought community and landowner feedback to inform any amendments before the Study was finalised. As part of that community consultation, Council noted that the Study will not have any statutory impacts under the provisions of either the Queensland Heritage Act 1992 or The Planning Act 2016. Fifteen submissions were received from property owners of places identified in the Study as having local or State significance.

This document is the consolidation of Stages 1 and 2 of the Study, and the submission review following Council's public consultation, and includes the historical context, Stage 1 gap analysis, place citations for 151 places that were on the existing LHRs, as well as Stage 2 place citations for 51 new places of heritage significance throughout the region.



 Project Area



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Client: Gympie Regional Council

Project Area
Gympie Regional Council Heritage Places Study

Figure 1


Basemaps/OldBase_Colour: © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

Drawn by: Philip Rofe / Matt Harris File: T:\spatial\projects\3948_GympieCouncil\Maps\report\3948_Figure_1_ProjectArea.mxd Last updated: 11/26/2020 9:31:00 AM

2. Description of the project

2.1 Project overview

The Gympie Regional Council LGA encompasses 6,898 km² and is situated in the Wide Bay–Burnett region, about 170 kilometres north of Brisbane (Figure 1). Prior to the 2008 local government amalgamations, the Gympie area included three LGAs; the former Cooloola Shire, Kilkivan Shire and Division 3 Tiaro Shire. As identified in Section 1.1, the existing LHRs only identified places of heritage significance in the former Cooloola Shire and Kilkivan Shire, not the entire Council LGA. The entries (citations) for those existing LHRs are brief and do not provide statements of significance to enable them to be compliant with the local heritage register provisions of the QHA. They also do not provide detailed histories, descriptions or other important information to support the entry of these places in a LHR and assist with the management of these places (Figure 2).



Gympie Regional Council Local Heritage Register

TRAVESTON RAILWAY STATION

Alford St, Traveston

Place Details

PROPERTY DESCRIPTION:	SE on NICHESID
PLACE NAME:	Traveston Railway Station
ORIGINAL USE:	Transportation
DATE OF CONSTRUCTION:	Unknown
AREA (m²):	2223.00m ²
ASSESSMENT NUMBER:	6738
PARCEL NUMBER:	14928
HERITAGE SIGNIFICANCE:	Local
CULTURAL SIGNIFICANCE:	Historical




Photo sourced from Mark Baker Town Planning
Consultants Pty Ltd in association with
Ivan Mc Donald Architects

Historical Data

The Gympie Cooroo Railway was open in 1889.

Place Assessment

Timber station structures associated with the early development of rail transport in the area.

ID Number: 01

PD-CK-001

1

Figure 2. Example of existing LHR entry.

The Study, therefore, is seen as an opportunity to inform the development of an updated, consolidated list of places of cultural heritage significance which reflects the entire region's diverse history and contains a strategic framework / direction that can inform future planning scheme heritage provision updates. The Study is the first step in preparing a list of known heritage places for Council which meets the needs and expectations of the community and the requirements of the QHA as well as providing direction for the future heritage management provision for Council.

The Study was undertaken in a number of stages. Stage 1, (also referred to as Volumes 1 and 2), of the Study, updated and consolidated the existing LHRs (from Cooloola Shire and Kilkivan Shire) into one consolidated list of heritage places. Volume 1 provided the legislative context, historical context, assessment framework, gaps analysis of the existing LHRs, and key findings and recommendations. Volume 2 provided the updated place citations for all applicable places of cultural heritage significance on the existing LHRs. The gap analysis undertaken as part of Stage 1 identified a number of place types, themes, chronological phases and geographical patterning that were under-represented or not represented on the consolidated list of heritage places. Stage 1 was completed in 2019.

In 2020, Council engaged Niche to undertake additional assessment as part of the Study to develop a list of a further 51 places of cultural heritage significance which may fill some of the gaps revealed in the Stage 1 gaps analysis. This was Stage 2 of the Study (also referred to as Volume 3).

Stage 3 of the Study is the consolidation of Stages 1 and 2 into a single document to facilitate public consultation. Stage 3 includes the historical context, Stage 1 gap analysis, key findings and recommendations, updated place citations for applicable places that were on the existing LHRs and consolidation into one list of heritage places (Annex 2 and 3), as well as Stage 2 place citations for heritage places identified as meeting gaps in the consolidated list of heritage places (Annex 4 and 5).

2.1.1 Project management

The Project was undertaken by Kevin Rains and Jane Austen (Senior Heritage Consultants, Niche)

2.1.2 Limitations

Planned consultation in the form of a community open day was unable to proceed due to recent Covid-19 restrictions however, Council undertook initial community and landowner consultation via a written submission process in February 2021.

Site inspections were limited to the exteriors of buildings and those spaces that were publicly accessible.

In planning the site inspections, the feasibility of visiting all places within the allotted timeframe was unknown due to the constraints of distance, accessibility, weather, time constraints and the large number of places. Subsequently, the site inspections survey was unable to cover all places and the project team were unable to obtain photographs of some of the places on existing LHRs and for new place proposals.

A gap analysis was undertaken in Stage 1 to inform the development of Stage 2 of the Study. No further gap analysis has been undertaken.

2.2 Project tasks

2.2.1 Desktop review and research– existing LHRs

A desktop review of the existing LHRs, as well as the main planning documents and published sources of historical information for the Gympie region was undertaken in Stage 1. This included the following documents:

- Gympie Regional Council Local Heritage Register, 26 June 2009.
- Gympie Regional Council Planning Scheme 2013.
- *Cooloola Shire...a golden past*, Cooloola Shire Library Service, Cooloola Shire Council 2001.
- Schedule 6 – non Indigenous cultural heritage sites listings, Kilkivan Shire Planning Scheme, 23 November 2007.
- Cooloola Shire Heritage Register Study Vol 1 and 2, Mark Baker Town Planning Consultant Pty Ltd and Ivan McDonald Architects, 2003.
- Queensland Heritage Register (QHR) entries for QHA places within the Gympie region.
- Queensland Government Thematic Framework.
- Queensland Government guideline, *Assessing Cultural Heritage Significance: Using the cultural heritage criteria*.

In addition, searches of online newspapers via the National Library of Australia Trove website and other relevant websites were conducted.

2.2.2 Context and analysis – existing LHRs

Following the desktop review, the following tasks were undertaken:

- Development of an updated contextual history for the region to encompass all the additional geographical areas, as well as any additional historical themes and significant periods identified.
- Development and application of a strategic framework against which existing, and any future proposed LHR entries can be assessed.
- Application of this strategic framework in a gaps analysis to identify key deficiencies and areas of future direction with regard to best practice heritage management and development of the existing LHR.
- Development of a place citation template, based on QHA requirements, for places identified in the Study (see Annex 1), and application of that template to all relevant places already identified in the consolidated list of heritage places. As noted in Section 3.1.3 below, the QHA requires, at a minimum, enough information to identify the location and boundaries of the place, and a statement about the cultural heritage significance of the place. In practice, a place citation template needs to be robust, accurate and detailed enough to withstand legal scrutiny and provide direction for the place's ongoing care and management, including for the assessment of any development applications received by Council. The place citation template needs to outline exactly what heritage values are important and how these are expressed in the fabric and setting of the place. This required developing an understanding of the place's history and how it has changed through time. Therefore, the review of the 160 places on the existing LHRs encompassed the writing of both a contextual and site-specific history, a statement of significance based on the eight QHA criteria, assigning the main historical themes pertinent to that place, and identifying the type of place, its key components and historical periods and, where possible, updating place descriptions. Of the 160 places reviewed, the Study identified 151 as places of heritage significance for the Gympie region.
- Based on the historical research and the gaps analysis, development of a list of 51 additional heritage places that may meet gaps in the updated and consolidated list of heritage places.

The Study did not include updating the mapping or property details of each individual place as it was identified at the start of the project that Council would undertake these tasks.

2.2.3 Additional places identified in the Heritage Places Study – research and citation development

Following identification in the Study of an additional 51 places of cultural heritage significance, the places were researched and place citations prepared for each applicable place. This included the writing of both a contextual and site-specific history, a statement of significance based on the eight QHA criteria, assigning the main historical themes pertinent to that place, and identifying the type of place, its key components and historical periods and a place description.

2.2.4 Site inspections

Two pedestrian and vehicular site inspections were undertaken as part of the Study; the first was in March 2019 and included the existing LHR heritage sites (Cooloola Shire and Kilkivan Shire), the second was in March 2020 and focused on identifying additional places of heritage significance.

The first site inspections were undertaken by Kevin Rains and Jane Austen (Senior Heritage Consultants, Niche) on 19-21 March 2019. The primary purpose of this survey was to:

- Confirm the physical existence of each place in the existing LHRs, given that the original studies and documents underlying the assessment of those existing LHR places are over 10 years old.
- Obtain an understanding of recent changes to the places which may impact their significance.
- Obtain updated images, descriptions and any useful historical data on dedication plaques and other physical fabric to input into the place citations.
- A secondary objective of the site inspection was to identify other potential places of heritage significance within the Gympie region.

The site inspection was limited to the exteriors of buildings and those spaces that were publicly accessible. Therefore, some place information could not be updated, including the details of interiors. Other sites, such as farmsteads and large government infrastructure, could not be visited at all due to access restrictions.

In planning the site inspections, the feasibility of visiting all places within the allotted timeframe was unknown due to the constraints of distance, accessibility and the large number of places. Subsequently, the site inspections were unable to cover all places.

In total, 124 (77%) of the 160 places on the existing LHRs were inspected:

- Gympie City and immediate environs, including One Mile, Two Mile, Chatsworth and Jones Hill.
- Western localities of Mount Clara, Woollooga, Kilkivan and Goomeri.
- Mary Valley townships of Dagun, Amamoor, Kandanga, Imbil.

Thirty-three (23%) of the 160 listed places were not inspected, and geographical areas not covered included:

- Cooloola region.
- Large pastoral holdings and Widgee and Glastonbury in the rural west.
- Tiaro area to the north.
- Southern areas towards Traveston and Cooran.
- Brooloo in the Mary Valley.

The second site inspection was undertaken on 11 – 13 March 2020 by Jane Austen (Senior Heritage Consultant, Niche) and Josephine Woods (Heritage Architect, Niche). The primary purpose of this survey was to:

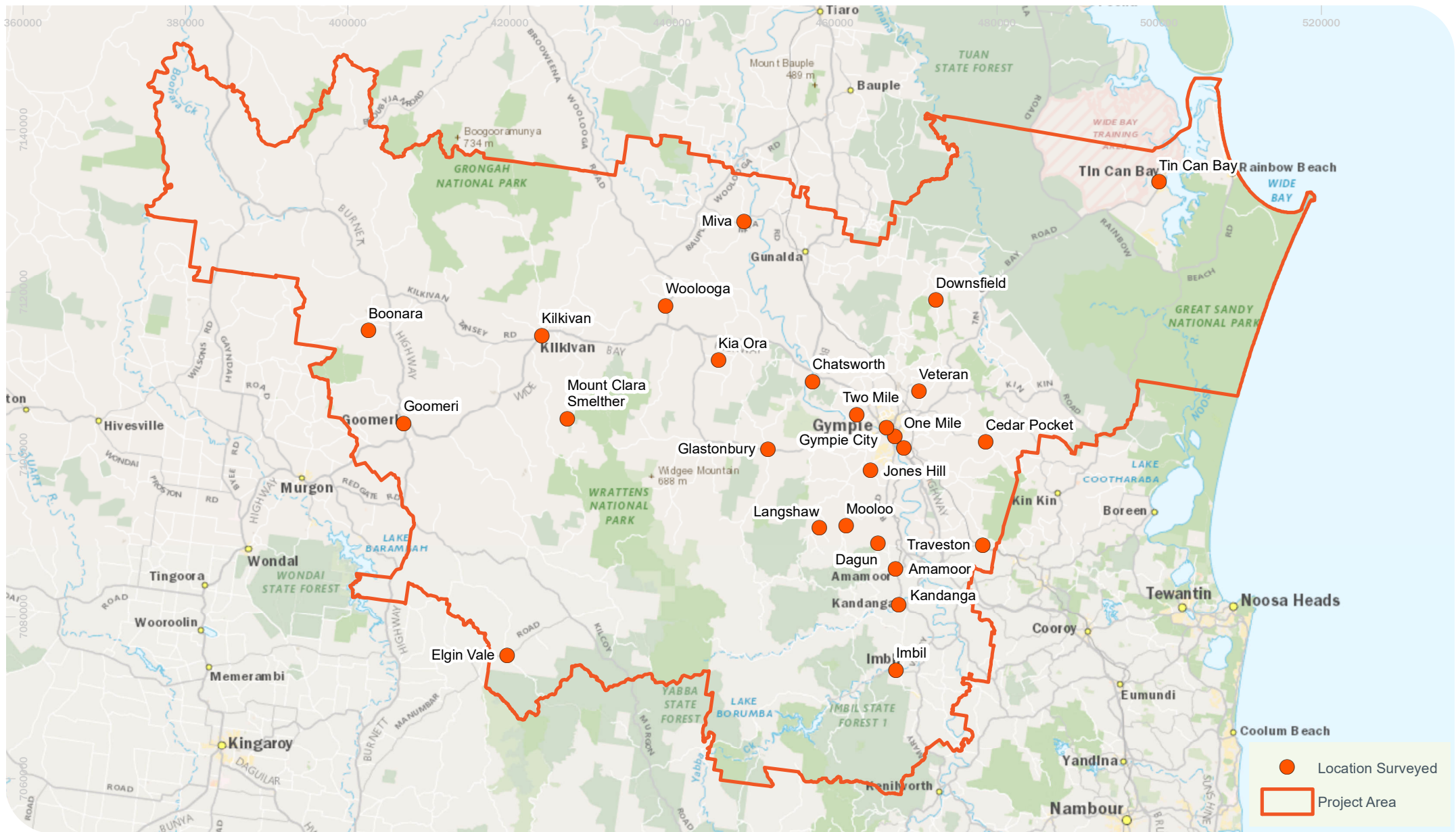
- Confirm the physical existence of each place in the existing LHRs that had not been covered in the March 2019 site inspection, time permitting.
- Confirm the physical existence of other potential places of heritage significance identified in the Study.
- Obtain an understanding of the cultural heritage significance of other identified potential places of heritage significance.
- Obtain an images, description and any useful historical data on dedication plaques and other physical fabric to input into the place citations for other identified potential places of heritage significance .

In total, 48 (94%) of the 51 places identified in the Study as potential places of heritage significance were inspected. Three places (6%) were not inspected, the Double Island Point Lighthouse, Emily Jane Reilly Grave and Andrew Fisher's Cottage within the grounds of the Gympie and District Historical Society Mining Museum. Eight places that were not inspected during the March 2019 site inspections were also unable to be inspected. This was due solely to time constraints.

2.2.5 Consultation

Extensive public consultation was outside the scope of this Study. This review focused on data gathering and analysis of the existing LHR places (Cooloolool Shire and Kilkivan Shire) which was required to underpin any future development of Council's heritage management practices. In undertaking this Study, targeted consultation was conducted with two key stakeholders, the Planning Department of the Gympie Regional Council as the client, and the Gympie Heritage Advisory Committee (HAC), a body of local experts and community members that advise Council on heritage matters. Draft versions of Stage 1 and 2 documents, which included all place citations for both the existing LHRs and other identified potential places of heritage significance were provided to the two stakeholder groups and comments were received and addressed. These two stakeholders provided the necessary background on the development of the existing LHRs and the community expectations for the future heritage planning direction.

Planned consultation in the form of a community open day was unable to proceed due to recent Covid-19 restrictions however, Council undertook initial community and landowner consultation via a written submission process in February 2021.



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Client: Gympie Regional Council

Gympie Regional Council Site Inspection Geographical Distribution
Gympie Regional Council Heritage Places Study

Figure 3

Basemaps/OldBase_Colour: © State of Queensland (Department of Natural Resources, Mines and Energy) 2020

3. Statutory heritage requirements and other approvals

3.1.1 Queensland Heritage Act 1992

The *Queensland Heritage Act 1992* (QHA) provides for the conservation of Queensland's cultural heritage for the benefit of the community and future generations. Cultural heritage significance is defined in the Act as follows:

Cultural heritage significance, of a place or feature of a place, includes its aesthetic, architectural, historical, scientific, social or other significance, to the present generation or past or future generations.

The QHA deals with places of state-level significance, but a place may be of cultural heritage significance on one or more levels, including:

- Local.
- State.
- National.
- World.

Identifying the level of significance of a place helps determine how best to manage its historical cultural heritage values under existing Queensland heritage and planning legislation.

Administered by the Department of Environment and Science (DES), the QHA sets out a framework for identifying and protecting heritage places by establishing the Queensland Heritage Council (QHC), the Queensland Heritage Register (QHR), local heritage registers, regulating development, and enabling the management of heritage places through heritage agreements.

3.1.2 Queensland Heritage Register

The QHR is a record of places of cultural heritage significance to the people of Queensland. The State Government's guideline for assessing heritage places notes:

A place is of state cultural heritage significance if its heritage values contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage. This includes places that contribute significantly to our understanding of the regional pattern and development of Queensland. Many regionally significant places highlight the diversity of Queensland's history and contribute to the representativeness of types of places entered in the Queensland Heritage Register.

Places may be entered in the QHR under two categories - State Heritage Place (SHP) or Protected Area (PA). SHP's are the most common category in the QHR. A place may be entered in the QHR under this category if it satisfies one or more of eight cultural heritage criteria specified in Section 35 of the QHA. These criteria are as follows:

- A. The place is important in demonstrating the evolution or pattern of Queensland's history.
- B. The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage.
- C. The place has potential to yield information that will contribute to an understanding of Queensland's history.
- D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.
- E. The place is important because of its aesthetic significance.

- F. The place is important in demonstrating a high degree of creative or technical achievement at a particular period.
- G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
- H. The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

The DES Guideline, *Assessing Cultural Heritage Significance: Using the cultural heritage criteria*, provides a methodology for identifying and assessing places eligible for entry in the QHR. It advocates the application of significance indicators and threshold indicators to help determine if a place satisfies the criteria for entry in the QHR.

Significance indicators are specific qualities or lines of argument that can help tie a place to a particular criterion. They allow for the identification of places of cultural heritage significance in Queensland regardless of the level of that significance. A place may meet Criterion A (historical significance) for instance, by being a *product, result or outcome of an event, phase, movement, process, activity or way of life that has made a strong, noticeable or influential contribution to the evolution or pattern of development of our society or of our environment*.

Threshold indicators are those that provide a level of discrimination between what is of purely local heritage significance and what is of state significance. Examples of these indicators can be earliness, rarity and intactness. For a full list of significance and threshold indicators, refer to the DES Guideline, *Assessing Cultural Heritage Significance: Using the cultural heritage criteria*.

Gympie Regional Council area contains 37 places entered in the QHR.

3.1.3 Local heritage registers and planning schemes

The QHA incorporates a directive to local governments to identify places in the local government area that are of cultural heritage significance for the area. A heritage place is solely of local cultural heritage significance if its heritage values do not contribute significantly to our understanding of the wider pattern and evolution of Queensland's history and heritage, but rather is more constrained to an individual community or smaller region. More precisely, if a place satisfies one or more of significance indicators, but does not satisfy the state threshold indicators, then it is of local heritage significance.

The QHA enables local governments the option to establish a local heritage register (LHR), or to use a planning scheme (through a list and/or heritage overlay), to identify and manage local heritage places, or use a combination of both a register (LHR) and planning scheme.

The minimal information required to make a LHR place entry compliant with the QHA is:

- Enough information to identify the location and boundaries of the place.
- A statement about the cultural heritage significance of the place.

Although the QHA is vague on what constitutes a statement of significance for local heritage places, the DES guideline *Assessing Cultural Heritage Significance: Using the cultural heritage criteria* advocates referring to the eight criteria for state places, but modifying them to relate to the local context, and use of the significance and threshold indicators.

Within a local area, QHR places need not be excluded from the LHR, and there are number of reasons why they should be included:

- In almost all instances, QHR places also exist within a local or sub-regional context and, through recognition of their greater state or regional significance, automatically satisfy the criteria and threshold for a LHR entry.
- QHR places can have some purely local values which need to be recognised.
- QHR places also contribute to our understanding of local communities and should be included within the thematic frameworks underpinning LHRs.

Local heritage places are often, and erroneously, considered of lesser importance than State heritage places, with their significance largely confined to their exteriors. In fact, they can be highly significant to local communities and deserving of a high level of care, including conservation of interior details.

Council currently considers local heritage places within the Gympie Regional Council Local Heritage Register. This register includes 160 places, including 19 places also entered in the QHR. 105 of these heritage places are also reflected in the *Gympie Regional Council Planning Scheme 2013* in Schedule 4 Heritage Character, and mapped on the Heritage and Neighbourhood Character Overlay Map. The Heritage and Neighbourhood Character Overlay Map Local also includes the QHR places (termed State Character Places), as well as neighbourhood character areas and places adjoining State heritage places.

The former Kilkivan Shire Council Planning Scheme 2007 lists 11 heritage places, including seven which are also entered in the QHR. The former Tiara Shire Council did not maintain a LHR, heritage list or overlay within its planning scheme.

3.1.4 Development within heritage places

“Development” refers to all types of work on heritage-registered places (State and local heritage places). What constitutes development is defined by the *Planning Act 2016* and includes reconfiguration of a lot, material change of use, operational work, plumbing and drainage work and building work.

Building work for a heritage-registered place also includes types of work not normally thought of as development. It includes activities like painting, maintenance, changes to interiors, repair work, excavating archaeological artefacts or disturbances to land that causes damage to or exposes archaeological artefacts.

Since 2015, the mechanisms through which local governments can manage and protect local heritage places have been expanded. Under the provisions of the QHA, local government has authority to issue repair and maintenance notices (provided they have shown they have appropriate procedures in place and have been prescribed in the regulation), can enter into heritage agreements with local heritage place owners, and can issue exemption certificates for certain minor works.

3.1.5 Approval pathway identification

There are a number of possible approval pathways for works to heritage places, including development works as defined by the *Planning Act 2016*. These are summarised in Table 1 below.

Significant for local governments is the local heritage code (*Schedule 2 Code setting out assessment benchmarks*, Queensland Heritage Regulation 2015 (the Regulation)), which regulates all development on a local heritage place identified on a LHR, unless:

- (a) The place is also a State heritage place.
- (b) An exemption certificate issued by the local government applies to the place; or
- (c) The local government’s planning scheme applies, adopts or incorporates its LHR under section 123 of the QHA.

Local governments may also develop their own development code for local heritage places to regulate or promote additional forms of development not addressed by the Regulation. This should be consistent with the Regulation and be guided by the State interest – cultural heritage provisions outlined in the State Planning Policy.

When development is proposed on a QHR place, the approval pathway reverts to the State; however, if the place is also on a LHR, local provisions may still be applied by the local government where there is a desire to regulate additional local values or concerns.

Table 1. Approval pathways for development of QHR places.

Pathway	Description	Approving Authority	
		State Heritage Places	Local Heritage Places
General Exemption	Works covered by this general exemption pathway require no application. The general exemption covers a range of works of a minor nature or for maintenance purposes. Types of works are detailed in the DES <i>General Exemption Certificate Queensland Heritage Places</i> .	No application required	No application required
Exemption Certificate	Works of a minor nature (e.g. simple projects or those with demonstrated no or minor detrimental impacts) that are not covered by the <i>General Exemption Certificate Queensland Heritage Places</i> can still occur following receipt of an exemption certificate from DES. Supporting documentation may be included with a general exemption application, including a consultant’s report or Heritage Impact Statement.	DES	Local government
Development Application	For works that meet the definition of “development” under the <i>Planning Act 2016</i> ; for any works that have more than a minor detrimental impact to the cultural heritage significance of the place; Development Application to be made under the <i>Planning Act 2016</i> (DA Rules) . Supporting documentation must be supplied, including a Heritage Impact Statement.	DES	Local government
Development by the State	<p>If the Proponent is considered the State, and if works that meet the definition of “development” under the <i>Planning Act 2016</i>, and if works would cause detrimental impacts, a Development by the State application must be made.</p> <p>Application is made by the Chief Executive of the Department or Agency proposing the development.</p> <p>Applications for Development by the State of State Heritage Places are considered by the QHC who make a recommendation to the relevant Minister.</p> <p>Applications for Local Heritage Places are considered by the relevant local government.</p> <p>Supporting documentation must be supplied, including a Heritage Impact Statement.</p>	QHC & Ministerial Advice	Exempt from any application under State development provisions as determined by the <i>Planning Regulation 2017</i>

4. Historical context

The historical context presented below is reproduced from the *Cooloola Shire Heritage Register Study Vol. 1* (Ivan MacDonald Architects and Mark Baker Town Planning Consultants Pty Ltd 2003), as much of the information in the study remains relevant. Supplementary or updated information is cited in text.

4.1 European exploration

The first European to systematically record the area was Captain James Cook on the Endeavour. During his 1770 voyage up the eastern coastline of the continent he chartered and named Double Island Point and Wide Bay, the latter extending from Double Island Point to Indian Head. He noted the distinctive cliffs at Rainbow Beach and recorded observations of the topographic characteristics and vegetation in the vicinity.

Almost thirty years passed before the second marine reconnaissance was undertaken, this time by Flinders on the Norfolk. On this expedition, Flinders focused his examination on Hervey's Bay, but in a subsequent expedition in 1802 on the Investigator, he identified the entrance to Great Sandy Strait between Inskip and Hook Points. His observations of the area led him to deduce that a large river lay beyond the bay.

A further twenty years elapsed before separate explorations were made by Bingle and Edwardson. These expeditions were gathering information on potential places for a new penal outpost that was subsequently established at Moreton Bay in 1824. Edwardson's explorations identified the extent of the Great Sandy Strait and revealed the separate nature of what was later called Fraser Island.

With the establishment of the penal settlement at Moreton Bay, opportunities arose for land-based explorations of the area. However, the distance from Moreton Bay and the presence of difficult terrain appear to have dissuaded official exploration. What did occur was an unofficial reconnaissance carried out by escaped convicts and survivors of shipwrecks. Richard Parsons, George Mitchell, John Graham, David Bracewell and James Davis, as well as others, all probably travelled through the area as they moved about with the local Aboriginal tribes. Graham, Bracewell and Davis, all escaped convicts, knew the area sufficiently well enough to later serve as guides.

While these early explorers appear to have been well treated by the local Aborigines, others did not fair quite as well. Some survivors of the Stirling Castle, including Eliza Fraser, painted a grim picture of hostile natives and this was reinforced in the minds of the European community when, in the following year, survivors of the Duke of York shipwreck were murdered at Double Island Point.

With the closure of the penal settlement at Moreton Bay in 1839 and its subsequent establishment as a town, there was renewed interest in surrounding areas. In 1842, a small party led by Petrie and Russell travelled up the coast and entered the Great Sandy Strait. From there they travelled up what was later named the Mary River to near Mt Boppol, in the vicinity of present Tiaro. In particular, the party noted good timber found at Fraser Island and Mary Heads, good soils on Fraser Island and potential grazing lands adjacent to the river.

A member of the party was Joliffe who, upon his return to Brisbane, set out overland to the Tiaro area with Davis as his guide. Moving 16,000 sheep from the Brisbane Valley, they travelled past Kilcoy Station, the northernmost run at that time, crossed the Connondale range and proceeded down the Mary River valley.

Russell also returned to the area using the same route as Joliffe late in 1842 and from Tiaro travelled west to the Boyne River, which he followed to its headwaters before crossing further west to Jimbour.

In the following year, the Commissioner for Lands, Simpson visited the area and moved as far north as the junction of the Mary River and Tinana Creek - a location he determined to be appropriate for a settlement which later was to become Maryborough. Not long after, the famous explorer Leichhardt visited the area collecting specimens.

In 1847, the surveyor Burnett carried out initial mapping of the area. The two rivers identified by Burnett were named by Governor Fitzroy as the Mary River (in honour of his late wife) and the Burnett River. In the same year, Dayman was commissioned to survey the Great Sandy Strait.

With increasing occupation in the 1850s, the following decade saw more detailed explorations. Between 1862 and 1865, Pettigrew made a number of trips to the region undertaking an assessment of its timber reserves. In 1865, the surveyor Wilson undertook a survey of the Upper Mary valley and commencing in 1868, detailed charts of the Wide Bay Bar were prepared.

4.2 Pastoral occupation

With the closure of the penal settlement at Moreton Bay imminent, pastoralists began arriving on the Darling Downs and the Brisbane Valley in 1840. There was a rush to secure good grazing lands and in a matter of a few years claims had been made over most of the lands on the Downs and in the Brisbane Valley with expansion moving north. By 1841, pastoral runs had been taken up in the Nanango and Kilcoy areas.

In mid-1842, during this frenetic period of occupation, Joliffe moved 16,000 sheep north, through Kilcoy, over the range, and down the Mary Valley to establish the Tiaro Run, about 42 km south of the future Maryborough. Outstations were established at Gigoongan and Owanilla and supplies were brought in up the Mary River.

However, Joliffe's occupation did not precipitate a rush to occupy the Mary Valley. Those who came to investigate the area, including Henry Stuart Russell and Leichhardt, did not consider the area well suited to sheep and the former proceeded to settle on the Boyne, west of present Kingaroy. Others too moved into the Boyne in their northern expansion.

Towards the end of 1843, Joliffe abandoned the Tiaro run. Whether this decision was based on an acceptance that the land was not suited to sheep grazing or whether it was the result of attacks by local Aborigines is not clear. However, it can be noted that few runs in the region were abandoned in such a manner as there appears to have been a strong trade in runs in this period.

Pedley suggests that the Tiaro run was subsequently occupied by Furber, prior to his establishment of trans-shipping facilities at Maryborough in 1847. The run was then reoccupied in 1848.

By this time most of the best lands in the region had been claimed and with port facilities developed at Maryborough, greater interest was directed to the area. In 1849, William and Atticus Tooth took up the Widgee Run. This run was bounded in the north by the coastal range and in the south by Amamoor Creek. It extended from the Mary River in the east, to Black Snake Range in the west. In 1905, the Widgee Station was described as 20,000 ha bounded by Brooyar in the north and Myra Vale in the south.

In 1851, two blocks comprising almost 13,000 ha were offered by the government. These were taken up by John Mactaggart and later became the Imbil Run (Mactaggart had founded the Kilkivan Run in about 1845). The Imbil Run was transferred to the Lawless brothers in 1857 (Lawless brothers founded Boobyjan Run in 1849).

In 1851, Donald McKenzie took up the Conondale Run at the headwaters of the Mary River.

In the following years, Yabba Station and the Kenilworth Run were established in the Mary Valley. The Tahiti Run, covering the middle section of Tinana Creek, was occupied in 1857 and in the same year Glissons took up the Traveston Run south of the Widgee Run. Curra, north of the Widgee Run, was taken up in 1859 by Walter Hay.

While the Whidlka (Tuchekoi) Run had been taken up in 1853, lands further to the east were not claimed until the early 1860s.

The dominance of these pastoral runs continued for some time. Their role commenced to erode from the 1870s, when the first selections were made in the area, however for many subsequent years these pastoral stations provided for the needs of employees and others. Even as late as 1905, the Imbil Head Station was reported to act as post office, school and Cobb & Co staging post, as well as providing lodgings for travellers.

4.3 Timber

Whilst the initial exploration of the region had been directed at identifying the pastoral suitability of the area, observations had also been made of the availability of timber. For example, the timber resources of Fraser Island had been noted by Petrie and Russell in their 1842 explorations.

By 1857, cedar getters were working in the area around Imbil Station. The felled logs were floated down the Mary River and loaded onto coastal vessels at Maryborough.

In 1862, the noted Brisbane timber merchant Pettigrew began his investigations of the area with a reconnaissance of the areas of the Susan River, Tin Can Bay and Fraser Island, followed by a visit to the Kin Kin area. In the following year, Pettigrew in partnership with Sim, constructed the Dundathu sawmill downstream from Maryborough. By 1865, Pettigrew was sourcing kauri logs from the area around Lake Poona and transporting them to the mouth of Seary's Creek from where they were towed up the Mary River to the sawmill. By 1871, others were also involved in timber getting in the Cooloola scrub and the census of that year recorded a population of 35 persons at Tin Can Bay.

Pettigrew's operations, however, were the most advanced. In 1873, he constructed and operated Queensland's first private railway from the Mouth of Cooloola Creek to Camp Milo - a distance of about 6 km. The railway was extended to a total length of about 15 km in 1878, however the accessible timber was exhausted by 1884 and operations ceased.

The development of Gympie as a result of the gold discoveries created a need for timber in that area and the first mill was established in the town in 1868.

By the 1870s, timber getters were working across the region, servicing the small local markets like Nanango and Kilkivan and hauling logs to the heart of Queensland's timber industry, Maryborough (State of Queensland, QHR entry for Elgin Vale Sawmill). The construction of the branch railway to Kilkivan from Theebine in 1886 enabled logs and sawn timber to be sent to Maryborough and Brisbane more efficiently, creating conditions for a viable and larger scale timber industry in this district. Timber revenue provided the chief justification for the extension of the Kilkivan branch line and after extending through to Goomeri (1902), Murgon (1904) and Kingaroy (1904), the timber industry was a major contributor to the initial growth of these settlements. In townships and in close proximity to forested areas, numerous steam operated sawmills were established to process timber.

In the Mary Valley, mills were established prior to the turn of the century. Between 1900 and 1930, ten mills operated in the Mary Valley area. Timber getting and milling was also an important early industry in the area from Ross Creek to Wolvi. The Wolvi Timber Company commenced in 1924 and closed in 1980. It supplied timber throughout the State for major projects such as the Mackay Harbour Wharf and the Hornibrook Highway.

One of the key species exploited was hoop pine (*Araucaria cunninghamii*), but also significant was Gympie messmate (*Eucalyptus cloeziana*). As early as 1873, there had been calls for the Government to regulate the exploitation of timber reserves and this led to the establishment of a Forestry Branch within the Department of Public Lands in 1900. Legislation in 1906 provided for the permanent reservation of State forests and National Parks. State owned mills were established in the Eel Creek in 1910 and at Imbil in 1914. The Hyne sawmill in Amamoor commenced in 1947 and the company erected a sawmill in Imbil in 1949.

Forest management commenced after the World War I and plantation forestry commenced in the 1920s. During World War II, the heavy demand for timbers, for defence and other uses, made Queensland's timber industry a protected trade (State of Queensland, QHR entry for Elgin Vale Sawmill).

The Toolara Forestry Reserve was established in 1948 and by 1950, between 60 and 70 men were employed in the plantation. They were initially housed in tents, but barracks were erected in 1954.

4.4 Mining

Small quantities of gold had been discovered in Australia in the early years of occupation, but news of these early finds had been suppressed by the authorities who feared the consequences of a rush by the population. However, they could not prevent the exodus of diggers to the Californian fields in 1848 and 1849.

The discovery of gold near Bathurst in 1851 by Hargraves was, therefore, viewed somewhat differently by the authorities. Later in the same year, major finds were also discovered at Ballarat and Bendigo. Also in 1851, the Commissioner for Lands for Wide Bay, John Carne Bidwell, discovered gold in the Imbil area and Queensland had its first small rush of diggers to the area. However, the gold petered out within a few months and by 1852 the diggers had moved south to the New England area.

Queensland's first big gold rush occurred in 1858 at Canoona north of present-day Rockhampton. It has been estimated that between 15,000 and 25,000 diggers came to the field although, again, the gold was quickly exhausted. New finds were made in the following years around Warwick and on the Central Tablelands, however none of these fields attracted more than a few thousand diggers.

In January 1867, the Queensland Government offered a reward for the discovery of a major new goldfield in the colony. Later that year, a new field was discovered near Nanango, with the first claim being made by Skyring who had founded the Whidlka Run. Among the diggers who moved from the Calliope fields to Nanango was James Nash. As the Nanango field was gradually worked out and miners drifted to a new find at Enoggera, it appears Nash decided to return to Calliope and he took a route that passed through Yabba Station and Bella Creek. While he evidently recovered a small amount of gold at Bella Creek, it was not substantial and he continued to move downstream to the Mary River, staying at Imbil Station and Traveston Station. At a subsequent camp on the side of Caledonian Hill, Nash discovered gold in promising quantities. He travelled on to Maryborough for supplies and returned to the site to determine its potential. In six days of secretive digging he recovered 75 ounces of gold. He then travelled to Brisbane to sell his gold in order to obtain more equipment. He once again returned to his find for a further two weeks of secret digging. Then, in October 1867, Nash reported his discovery to the authorities in Maryborough.

Maryborough was soon deserted as many moved to the Gympie Creek field. According to the *Maryborough Chronicle* there were between 2,000 and 2,500 men on the field within a month of the registration of the first claim. The Gold Commissioner estimated the number on the field to be 4,000 before Christmas of 1867, however Nash claimed there was between 15,000 and 16,000 at Christmas. Included in this migration were significant numbers of Chinese miners, market gardeners, storekeepers and other business people.

To meet the needs of the diggers, a township began to emerge. Initially called Nashville, a collection of shanties lined Mary Street which, at this time was about 1.6 km in length and nominally 12 m wide. A correspondent for the *Queenslander* noted saleyards, the Commissioner's tent, a canvas constructed shop, a spirit shop, several other shops, post office and bank, restaurant, a shop of slab construction and another made from galvanised iron, a grog shanty, butcher's shop, bakery, pawnbroker, and several public houses made up the town.

While the initial diggings had focused on the recovery of alluvial gold, it was not long before shafts were sunk in the search of reefs. Initial finds were of quartz bearing gold, but in February 1868, a miner named Curtis found a nugget that weighed about 30 kg. This find precipitated a further influx of diggers to the field. By this time the settlement had its own newspaper, the *Nashville Times* and it reported on February 15 that 15,000 miner's rights had been issued for the field and 560 business licenses had been granted.

In April 1868, the first crushing machines arrived on the field allowing large amounts of quartz gold to be recovered. The presence of such machinery also imbued a sense of permanency to the town and both business owners and miners commenced constructing more permanent buildings. Among these were hotels offering both liquor and accommodation. The *Maryborough Chronicle* listed 11 such establishments in the town by September 1868. By the end of the year, the town also had a church and with the completion of the Brisbane -Gympie Road, Cobb & Co commenced coach services between the two towns.

When Anthony Trollope visited Gympie in August 1871, he noted that there were 50 or 60 reefing claims being worked. The town's population at that time had receded to about 5,000.

Initially there had been smaller rushes to nearby goldfields at Kilkivan, Imbil and Jimna, but the 1870s also saw other significant gold finds in Queensland: Ravenswood in 1870; Etheridge and Charters Towers in 1872; and Palmer River in 1873. These fields attracted a large number of the Gympie miners.

While production of gold waned in the 1870s, significant new finds in the 1880s saw Gympie boom once again. The new reefs were 100 m to 200 m below ground and the new mines were substantial businesses employing up to 120 men working in two shifts. The number employed on the field in 1885 was put at 11,000 people. This seems to overstate the numbers as the Mining Warden's Report for 1886 puts the total population on the field as less than 10,000, with only 1,600 of these classified as miners.

The gold-bearing reefs dipped at an angle of 22 degrees south of Gympie, and so mines became deeper and mining activity moved from Caledonian Hill to Red Hill and Mt Pleasant, and then to Monkland, where the largest and richest mines, the No 2 South Great Eastern and the Scottish Gympie, operated from the mid - 1890s (Gympie Library Service, 2001, p.27). The goldfield reached its peak production during 1900 - 1910, then yields declined.

During the 1890s and early 1900s, the mines continued to expand. The Scottish Gympie Mine had its most productive year in 1906, when it produced 1270 kg of gold. It was the largest mine on the field at this time and employed 330 men. Its shafts extended more than 750 m below the surface and connected a network of 50 km of underground roads.

Production began to wane from about 1917 and by 1927 mining had ceased. It has been estimated that total production from the field up to that time was in the order of 115 tonnes of gold. This was yielded from a field that measured 5 km in length and had a width of less than 2 km.

In addition to gold, copper was an important mineral resource, with copper mining probably commencing in the Mount Clara - Mount Coora area in 1872 (State of Queensland, QHR entry for Mount Clara Smelter). The Mount Clara smelter was built in 1873, but only operated until 1875 when it was closed. The Mount Clara copper ore was subsequently carted to the Mount Coora smelter for treatment, following the purchase of the Mount Clara holdings by the Mount Coora Copper Mining Company in 1874.

4.5 Town development

The growth in the township of Gympie was rapid. An appreciation of this urban development is best demonstrated in the erection of hotels. Less than a year after the discovery of gold, the town had 11 hotels offering accommodation. While in a further six months, in early 1869, a map shows over 70 hotels in Mary Street, with others in the side streets.

Thus, significant urban development had already occurred on the field before the government surveyor, Stuart, arrived to layout a township in late 1868. Stuart was confronted not only by an irregular arrangement of a large number of structures, but also by the existence of various forms of mining tenures provided for by the mining legislation. The first registration of a reef claim was made in November 1868, while those for residential and business purposes were registered in the following month. Such constraints, along with the topographical characteristics of the location, caused Stuart to deviate from the accepted surveying practices contained in Darling's 1829 Regulation.

The town had its first church in late 1868 and a school at One Mile was opened in 1869. The Gympie School of Arts opened in Mary Street in 1871 and a Miners' Institute opened in the following year at One Mile.

The QHR entry for Tozers Building also notes that:

As Gympie evolved from a hastily established mining settlement, the early makeshift structures of the 1860s gradually gave way to more permanent and substantial public and private buildings from the mid 1870s. With the change to deep reef mining during the 1880s came the need for extensive capital investment. Gympie was Queensland's second and then third biggest gold producer during the 1880s and 1890s (after Mt Morgan gold production overtook it in 1887). In this period gold production contributed between 21.61 and 35.53 percent of Queensland export income. Gympie's part in the production was reflected in the redevelopment of upper Mary Street during the 1880s and 1890s with substantial commercial buildings such as banks and mining secretaries' and brokers' offices. Several fires - in 1877, 1881 and 1891 - razed the earlier timber buildings and accelerated this transformation. (State of Queensland, QHR entry for Tozers Building).

The Catholic and Wesleyan communities constructed substantial churches and in 1888 a new and substantial hospital was developed on the Henry Street site. The hospital was expanded in the 1920s and 1930s and a major redevelopment occurred in 1985.

A gas company had been formed in 1881 and supply commenced in 1884. Approval for the Gympie Electric Lighting Company was sought in 1896, however initial proposals did not proceed. A franchise was granted in 1916 and from 1920 until 1940 the supply was provided by the Universal Electric Supply, Construction and Repairing Co. The undertaking was acquired by the Gympie Electric Lighting Company in 1940. Town water was made available in about 1900, but it was not until 1964 that stage 1 of the sewerage system, connecting around 3,650 houses, was completed.

4.6 Transport

For the early pioneers of the area, the sea and rivers offered easier access than overland routes that had to negotiate thick bush, ranges and rivers. The first settlers to the area travelled an inland track through the Kilcoy district and then over the Connondale Range to the Mary Valley. This route was neither direct, nor easy for drays supplying the runs and transporting the produce.

The situation was soon remedied by Furber who, in 1847, established a wool store and trading post on the Mary River near Baddow Island. Coastal vessels then transported the goods to and from Brisbane. Others joined Furber and by the end of 1848 the settlement had a population of 380. Maryborough was declared an official port in 1859 and an immigration port in 1862.

With the gold discovery at Gympie in 1867, the number of vessels using Maryborough increased significantly - from 8 in 1868, to 93 in the following year. In response to this increased demand, a pilot station was established at Inskip Point in 1872. Navigation was further assisted with the construction of the lighthouse at Double Island Point in 1884. Also, at this time both the pilot station and the lighthouse were connected with a telegraph line to Maryborough via Tiaro.

An alternative route from Brisbane to the Gympie goldfield was to travel by coastal steamer to Lows Landing on the Mooloolah River and thence cross country to Gympie. However, in early 1868, this was not an easily trafficable route. An improved road connecting Brisbane was constructed later that year and Cobb & Co coaches commenced operations between Brisbane and Gympie. The trip took two days and travelled via Bankfoot House (Glass House Mountains), Mooloolah, Woombye, Yandina and Traveston (Tranter, 2010, p. 110). The Cobb and Co service between Gympie and Maryborough commenced in mid-1868 and took around 12 hours.

Access into Gympie from the south and west was via toll gates. Pengelly had constructed a bridge over Deep Creek and Heilbronn constructed approaches to the Widgee Crossing. The Widgee Crossing toll ceased in 1878, when a new low-level bridge was constructed near the site of the present Kidd Bridge.

The Gympie-Maryborough railway was opened in 1881. It was extended south to Cooran in 1889. In July 1891 the Yandina - Cooroy section of track was completed allowing the connection with Brisbane. The Mary Valley Railway was opened progressively in 1914 and 1915.

The Kilkivan to Maryborough branch line was built while the Maryborough Railway was not connected to any other system. A short section to Dickabram on the bank of the Mary River was opened on 1 January 1886. The section to Kilkivan opened on 6 December 1886, after the completion of a major combined rail-road bridge which crosses the Mary River at Miva (QHR entry for Woolooga Rail Bridge).

The Kilkivan branch, built in the hope of stimulating gold and copper mining, was ultimately extended to serve the South Burnett. Besides a major bridge over the Mary River (State of Queensland, QHR entry for Dickabram Bridge), the Kilkivan branch crossed Wide Bay Creek three times. The Woolooga Rail Bridge was built in 1884 and crosses Wide Bay Creek.

With increasing private car ownership in the early to mid-Twentieth Century, this mode of transport began to diminish the importance of rail. Improved roads were built by State and local government, and in the 1930s the North Coast Road, or Bruce Highway, was progressively opened between Brisbane and the North Coast region (O'Keefe, 2009). This became important not only for the transport of goods, but as a stimulus for tourism and along the route roadside features, such as service stations, fruit stalls, tree plantings, rest areas, hotels, caravan parks and larger attractions like the 'Big Pineapple', appeared to cater for the motoring public.

4.7 Rural hamlets

In many areas the initial development of transport infrastructure was crucial to the development of towns and hamlets. However, as transport infrastructure was further improved, it was also a key factor in their demise as service centres.

Prior to the establishment of towns in the area, the head stations of the pastoral runs acted as service centres for the local community as well as for travellers. The accounts of Nash's journey to the area record him staying at the head stations of the Kilcoy, Yabba Creek, Imbil and Traveston runs. Even after the development of Gympie and following the development of new roads, the head stations remained important. In 1905, the Imbil head station is recorded as a Cobb & Co staging post, a post office, a school and a place of lodgings.

The establishment of schools was, in many cases, the catalyst for the development of a range of services for the emerging rural communities. Commencing with the *Crown Land Alienation Act of 1860*, new legislation progressively made land available for selection under suitable terms. Selection in the study area commenced in about 1870 around Chatsworth and Kandanga.

Curra and Gunalda, along with Bauple, Mungar and Tiaro further to the north in Tiaro Shire, are several small towns that were established in the late 1860s as overnight stops between the goldfields of Gympie and the port of Maryborough (Queensland Places, Tiaro Shire).

Aside from the lands Acts that promoted selection, the Government sought to encourage closer settlement through the *Group Act of 1893*. This legislation enabled communal farming practices and several were established in the area. The Protestant Unity Group was awarded 1,200 ha of land at Skyring Creek and another group settlement was established at Diamond Field.

As occupation of the lands intensified, opportunities arose for the establishment of provisional schools. Eel Creek and Glastonbury schools commenced in the 1870s, while for the Chatsworth and Kandanga areas, mentioned above, the Two Mile School and the Bunya Creek School commenced in 1883 and 1881 respectively. The Chatsworth/Two Mile locality had a hotel in 1880 and churches were erected in 1885.

In the Kandanga area, the Bunya Creek School commenced in 1881, but it was not until 1899 that a permanent structure was built. In 1905-6, several churches were erected and by 1911 a number of shops had been constructed to form the nucleus of a rural hamlet. However, in 1914, the Mary Valley Railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

The construction of railways and the designation of stopping places for trains led to the establishment of a number of towns and hamlets both on the main line (Brisbane-Maryborough) and along the Mary Valley line. Such centres often had a more commercial focus than the social focus of the earlier centres.

Kilkivan began as a small town 45 km north-west of Gympie in a mixed mining, timber getting and farming district that had emerged from the Kilkivan pastoral run, settled by J.D. MacTaggart (Queensland Places, Kilkivan Shire). A school was opened in 1876, and Union, Catholic and Anglican churches were opened during 1880-88. In 1886, Kilkivan was connected to the Maryborough and Gympie railway system, and the construction of the railway station caused some of the town's activities to be moved nearer to it. When the line was extended to Goomeri in 1902, the old town site came back into favour.

In 1911, the Kilkivan pastoral station was resumed for closer-settlement, and three years later Kilkivan held its first agricultural show (Queensland Places, Kilkivan Shire). The extension of the railway to Goomeri, however, brought Kilkivan almost to a standstill. By 1921, Goomeri's population exceeded Kilkivan's and the position has remained unchanged to the present day. Kilkivan may have had two hotels to Goomeri's one

according to Pugh's Queensland directory in 1924, but Goomeri had two stock agents, two butchers and two motor garages to Kilkivan's one. After two decades of talk, Kilkivan built a school of arts in 1919. Kilkivan railhead was an important depot for timber from the shire and as far afield as Nanango. There were hardwoods, hoop pine and cedar. The last of several mills in the shire was closed in the 1980s. There are five timber reserves in the former shire, but forest management is run from Murgon.

Goomeri, like so many other centres, was originally part of a large pastoral run established in the 1840s-50s, and broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber (State of Queensland, QHR entry for Goomeri Hall of Memory). In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1930s.

At the conclusion of World War I, the opening up of more lands for soldier settlement programs provided the stimulus for a third period of the development of rural hamlets.

4.8 Intensive rural industries

The sheep introduced by the first pastoralists were soon replaced by cattle. Cattle stock numbers were significantly affected by the introduction of cattle ticks into the area in 1902 and as a consequence a number of community cattle dips were constructed in an effort to control the pest.

In *Cooloola Shire...a Golden Past*, it is noted:

There was a certain amount of agriculture in Gympie before the mining boom, although crops were mainly grown to satisfy the needs of the station population. Once mining was established the early farms catered for the local market. Maize, greens and potatoes were grown and most farmers had a few cows.

One of the remarkable features of the industry at that time was the Chinese market-gardening. Chinese prospectors arrived on the field immediately after the news of the gold find became known. They quickly established vegetable gardens as a source of fresh food for themselves and the busy miners who were more accustomed to a diet of salted beef and game such as wallaby. As Gympie became more established the Chinese took up land on the Southside, Chatsworth and Pie Creek.

Apart from the Chinese, George Flay was probably the first man to begin growing fruit near Gympie. He arrived in 1868 and worked a claim but in 1871 he started the famous Green Park farm at Two-Mile. There he grew citrus fruits, grapes and later strawberries. His strawberry farm was a very popular attraction on Sunday afternoons. (Cooloola Library Service, 2001, p.41).

Chinese growers were notable for some ingenious irrigation systems.

Hugo du Rietz is credited with installing the first cream separator in the district, although sources vary on the date and location. One source has it installed in the Chatsworth district in 1881, while another has it at Pie Creek a year later. The first claims it to be the first separator in Queensland, while the latter has it the first in Australia. In 1887, a second separator was introduced by Lorensen in the Pie Creek Area.

In 1887, the Queensland Government had formed a Department of Agriculture and one of its objectives was the creation of a commercial dairy industry. Between 1888 and 1896, the government sponsored a travelling dairy plant to advise farmers on cream separation and butter and cheese production. The first dairy processing factory on the southern Darling Downs was the Silverwood works at Yangan, which opened in 1893. Commercial cheese production in Queensland commenced at Allora in 1894. A significant factor of the dairy industry was its use of co-operative facilities. The co-operative movement had commenced in Switzerland in the 1880s and was introduced into Queensland from Victoria in the 1890s.

A butter factory was erected in Tozer Street by the Gympie Central Dairying Company in 1898. It was soon sold to Silverwood Dairying Company Ltd. The Wide Bay Co Operative Dairy Company was formed in 1906 and this organization later took over the butter factory. A new factory building was constructed in 1925 and at the time it was proclaimed to be *the world's biggest butter factory*. Over the years it became the largest producer of butter in the southern hemispheres and its local importance was evident in the number of suppliers of cream -1,190 in 1937.

Banana crops were introduced into the Chatsworth area in the early 1920s by Allen and Long families. Gympie, and in particular Widgee Shire, was the main area for banana production in the State in 1928, but fell into a decline in the 1930s in response to the great depression of the 1930's, attacks from rust thrip and increased competition (Cooloola Library Service, 2001, p.42). At this time, many farmers left Gympie while others turned to pineapples and beans. Pineapples were planted extensively in the Mary Valley and within a few years the area was one of the largest pineapple producing centres in Queensland. During the banana days, beans had been a sideline crop, but the early seeds had a tendency to be attacked by the Halo Blight. Experimentation led to the introduction of disease free seeds which allowed bean production to increase. Beans were grown under dry cultivation until the late 1930's, which meant that crops were almost finished by the end of winter. Irrigation, introduced after World War I, brought bigger yields.

Sugar cane was grown in the Chatsworth area between 1910 and 1930, with cane sent to the Bauple Mill for crushing.

Tiaro Shire developed largely around forestry and agriculture (sugar, dairying, meat cattle and cropping) (Queensland Places, Tiaro Shire), while Kilkivan Shire developed around a base of forestry, mixed mining and agriculture (Queensland Places, Kilkivan Shire).

4.9 Fishing

Commercial fishing for dugong possibly commenced in the 1850s and was well established by 1873, when advertisements for fresh dugong oil appeared in Maryborough newspapers. Fishing camps were established along the shores of Tin Can Bay at the mouths of Kauri Creek and Teebar Creek. The industry declined in the 1890s, but resumed from the 1930s to the 1960s.

4.10 Government

The *Divisional Boards Act of 1879* allowed some measure of local government. Under this legislation Divisional Boards were created for Widgee, Glastonbury and Gympie. In 1894, the Glastonbury Division was abolished and the bulk of its area included in Widgee. Widgee Divisional Board met for first time in 1880, as did that of Gympie.

Gympie was soon gazetted as a Borough and was declared a town in 1903 and finally a city in 1905. Cooloola Shire was formed when Widgee Shire and Gympie City merged in November 1993 (Cooloola Shire Library Service 2001).

The Tiaro local government division was formed in 1879, two years before the railway line from Maryborough to the Gympie gold field passed through the shire (Queensland Places, Tiaro Shire). Tiaro shire was an area of 2,196 km², immediately south of greater Maryborough. Its northern three-quarters were amalgamated with Maryborough City, Hervey Bay City and Woocoo Shire in 2008 to form Fraser Coast Regional Council. The remaining one-quarter was amalgamated into Gympie Regional Council.

Kilkivan Shire was formed when the Kilkivan division was severed from the Widgee division in 1888 (Queensland Places, Kilkivan Shire). Kilkivan Shire continued until 2008, when it was amalgamated with Cooloola Shire and part of Tiaro Shire, to form Gympie Regional Council.

4.11 Wars

Like all parts of Australia, the Gympie region was profoundly impacted by various international conflicts, beginning with the Boer War (1899-1902) and progressing through to World War I (1914-1918) and World War II (1939-1945). The absence of young people to fight these wars and their loss or return as injured or disabled people, had major economic and social implications, particularly to small rural communities. The most devastating conflict, in terms of loss of life, was World War I, in which over 300,000 Australians out of a population of 4 million volunteered for service overseas, with approximately 60,000 of these dying. Virtually every Australian community, including that of Gympie Shire, lost young men in this war (State of Queensland, QHR entry for Goomeri Hall of Memory). Following World War I, most communities wished to erect a memorial for those who served and particularly those who had not returned. Similar sentiments were expressed after World War II and later conflicts. These memorials often took form as monuments, halls and commemorative tree plantings.

5. LHR framework for local government

5.1 Introduction

Under the provisions in the QHA, local governments are directed to identify places in the local government area that are of cultural heritage significance for the area. As outlined in section 3.1.3 of the Study, local governments have the option to establish a local heritage register (LHR), or to use a planning scheme (through a list and/or heritage overlay), to identify and manage local heritage places, or use a combination of both a LHR and planning scheme.

The establishment and ongoing development of a LHR requires a strategic framework for assessing and listing places to help ensure the LHR meets State Government and community expectations of adequately reflecting the diversity and breadth of a local area's cultural heritage. It can also be used to focus resources and develop staged approaches to growing a LHR, as well as provide guidance to a local government in being more selective of the best and most appropriate places for inclusion on a LHR, particularly when listing is contentious.

In this section, a framework for the development of a list of places of heritage significance is presented which has been developed using the DES Guideline, *Assessing Cultural Heritage Significance: Using the cultural heritage criteria* and practical experience in developing LHRs. It is based on four key principles that should be considered:

- The Queensland thematic framework.
- Geographical patterning.
- Chronological phases.
- Place type.

These principles are discussed in more detail and applied to the Council context below.

5.2 Queensland thematic framework

The Queensland thematic framework was developed by historian Dr Thom Blake, drawing from the model developed for the Australian Heritage Commission in the mid-1990s, and it identifies 10 principal themes and various sub-themes in the pattern of Queensland's history. The framework was initially developed to assist in assessing places against Criterion A (historical significance) of the QHA, but it can also be used more broadly to provide a structure to develop a list of heritage places for an area or a LHR. Heritage places lists and/or LHRs should aim to reflect all the themes and sub-themes relevant to the local area, as by doing so, it will tell a more complete and comprehensive story of that community. Without application of a thematic framework, there is always the prospect of a LHR or list of heritage places being constrained to the most visible, iconic, common or politically palatable places. Typically, for instance, many LHRs have tended to focus on grand or publicly-owned civic buildings or memorials at the expense of humble domestic or privately-owned places, leaving significant gaps in the representation.

However, there will always be limitations to the thematic approach, as some themes may be over-represented in the landscape by development booms. Others may be under-represented or absent due to the impact of later development, especially if those places to which they relate to were early

or rare. Some themes may never have been applicable to an area and others may only be represented as archaeological sites.

Drawing from the contextual history, Table 2 shows the 10 key themes and their sub-themes with the most significant to the Gympie region shown in bold. Those not highlighted are not excluded, but are considered less relevant to the overall development of the area.

Table 2. Queensland thematic framework, identifying the most relevant themes to Gympie.

Theme	Sub-theme	Place example
1. Peopling places	1.1 The first inhabitants	Indigenous trails that became early roads
	1.2 Migration from outside and within	Sites of multicultural development (e.g. Chinatowns), transportation routes
	1.3 Encounters between Indigenous and non-Indigenous peoples	Pastoral station fortifications, Indigenous massacre sites
	1.4 Family and marking the phases of life	Cemeteries, maternity hospitals
2. Exploiting, utilising and transforming the land	2.1 Exploring, surveying and mapping the land	Blazed trees, surveyor marks
	2.2 Exploiting natural resources	Mining operations, sawmills
	2.3 Pastoral activities	Pastoral homesteads, abattoirs, stock routes
	2.4 Agricultural activities	Farms
	2.5 Managing water	Dams and irrigation systems
	2.6 Managing flora and fauna	Forestry reserves
	2.7 Experimenting, developing technologies and innovation	
	2.8 Protecting and conserving the environment	
	2.9 Valuing and appreciating the environment and landscapes	
3. Developing secondary and tertiary industries	3.1 Feeding Queenslanders	Butcher shops, bakeries
	3.2 Developing manufacturing capacities	Canneries, butter factories
	3.3 Developing engineering and construction industries	Mining engineering workshops

Theme	Sub-theme	Place example
	3.4 Developing economic links outside Queensland	
	3.5 Struggling with remoteness, hardship and failure	
	3.6 Inventing devices	
	3.7 Financing	Banks
	3.8 Marketing, retailing and service industries	Shops, emporiums, farmers' cooperatives
	3.9 Informing Queenslanders	Newspaper offices
	3.10 Entertaining for profit	Cinemas, dancing halls
	3.11 Lodging people	Hotels
	3.12 Catering for tourists	
	3.13 Adorning Queenslanders	
4. Working	4.1 Organising workers and workplaces	Trade Union halls
	4.2 Caring for workers' dependent children	Kindergartens
	4.3 Working in offices	
	4.4 Unpaid labour	
	4.5 Trying to make crime pay	
	4.6 Surviving as Indigenous people in a white-dominated economy	
	4.7 Working as exploited/indentured labour	
5. Moving goods, people and information	5.1 Utilising human movement	
	5.2 Using draught animals	Dray and coach roads, coach stops, horse paddocks
	5.3 Using rail	Railway stations, railway bridges
	5.4 Using shipping	Ports, wharves, lighthouses
	5.5 Using motor vehicles	Highways, service stations
	5.6 Using air transport	
	5.7 Telecommunications	Telegraph offices and lines

Theme	Sub-theme	Place example
	5.8 Postal services	Post offices
6. Building settlements, towns, cities and dwellings	6.1 Establishing settlements	First facilities, key geographical features
	6.2 Planning and forming settlements	Early town subdivision network
	6.3 Developing urban services and amenities	Government offices, fire services, water provision, street plantings
	6.4 Dwellings	Elite mansions, miners' cottages
7. Maintaining order	7.1 Policing and maintaining law and order	Police stations, court houses
	7.2 Government and public administration	Government offices
	7.3 Customs and quarantine services	
	7.4 Local government	Local shire halls
	7.5 Withstanding physical threats to order	
	7.6 Defending the country	
8. Creating social and cultural institutions	8.1 Worshipping and religious institutions	Churches
	8.2 Cultural activities	Agricultural show grounds
	8.3 Organisations and societies	Masonic lodges, CWA halls
	8.4 Festivals	
	8.5 Sport and recreation	Sporting fields
	8.6 Commemorating significant events	War memorials
9. Educating Queenslanders	9.1 Primary schooling	Primary schools
	9.2 Secondary schooling	High schools, college
	9.3 Educating adults	Schools of Arts
	9.4 Tertiary education	
10. Providing health and welfare services	10.1 Health services	Hospitals, ambulance stations
	10.2 Caring for the homeless and destitute	
	10.3 Caring for women and children	Child welfare clinics

5.3 Geographical patterning

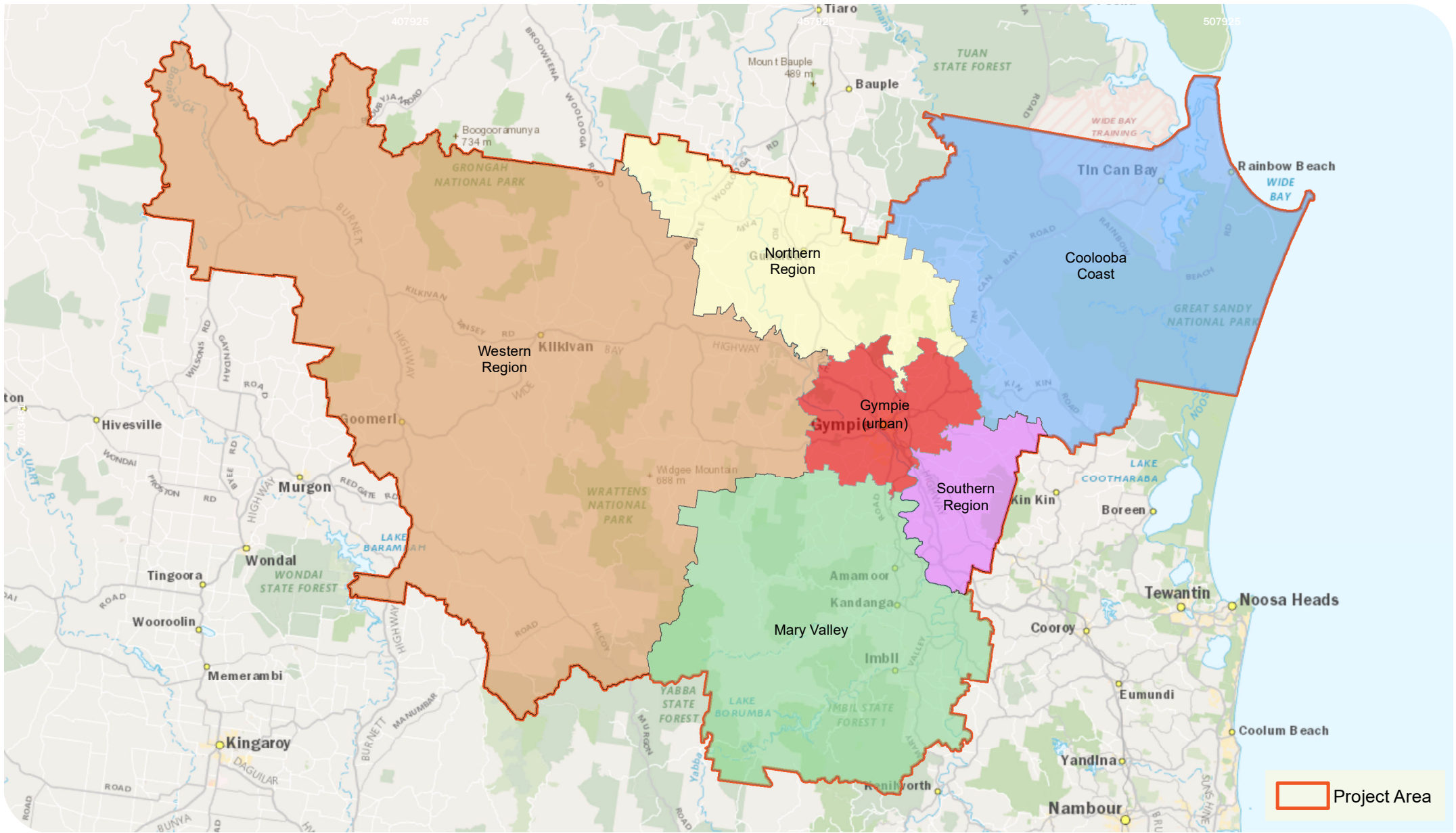
In addition to historical themes, Queensland’s pattern of historical development also demonstrates regional variations, where climate, geography, land-use, political boundaries and other factors have worked to establish a distinctive local heritage context. The DES Guideline *Assessing Cultural Heritage Significance: Using the cultural heritage criteria* identifies six main regions within Queensland, but also notes these regions can be divided into subregions.

At the local government level, subregions can be divided further into districts, catchments and communities, usually around particular service centres and geographical areas. A list of heritage places and/or a LHR should endeavour to achieve representation of all the local areas in the LGA, as these will have their particular historical differences and nuances.

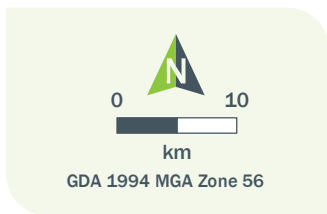
The Council area is part of the Wide Bay-Burnett subregion of the South East Queensland region, and itself can be divided into six broad local districts (Figure 4). These are:

- City of Gympie, the principle urban area.
- Cooloola coast.
- Southern region.
- Mary Valley hinterland.
- Western districts and highlands (including former Kilkivan Shire).
- Northern Region (including former Division 3 Tiaro Shire).

Within this division, of course, are individual townships and farming communities that also need to be recognised.



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Niche PM: Kevin Rains
 Niche Proj. #: 3948
 Client: Gympie Regional Council

Gympie Regional Council Geographical Regions
 Gympie Regional Council Heritage Places Study

Figure 4

5.4 Chronological phases

Within the thematic and regional patterning, Gympie region's historical development can also be separated into chronological phases. Dividing up history into neat periods is always problematic as wider historical events and trends tend to impact individual communities in slightly different ways, while localities also generate their own particular stories. At the local level there are invariably lags, overlaps, idiosyncrasies and other inconsistencies in the broad narrative that historians like to create. Therefore, these chronological divisions need to be considered as rough guides only to help define particular periods of growth or activity. Drawing on both the local history and the broader national one, a chronology for the Gympie region can be defined as having seven main periods:

- **1820s-1830s.** Initial exploration. First contact with Indigenous people.
- **1840s-1860s.** Expansion of pastoralism and timber-getting. Establishment of small communities around the main pastoral stations.
- **Late 1860s-1870s.** Alluvial mining boom followed by shallow reef mining. Establishment of Gympie as a canvas and wood town and break up of large pastoral holdings for closer rural settlement.
- **1880s-1900.** Shift to deep mining transforms Gympie into a substantial and prosperous town with many fine civic buildings. Opening of railways promote ongoing rural development and connections to Brisbane, but economic conditions later tempered by the world depression of the early 1890s, the 1893 floods, and political events leading to Federation.
- **1900s-1919.** Height of gold production followed by a decline. Mary Valley Railway promotes development of agriculture, dairying and forestry in this area. End of the period marked by the outbreak of World War I in 1914, which has a lasting effect on the social fabric of communities.
- **1919-1940s.** Interwar period – recovery from social and economic impacts of World War I. Growth in motor vehicle usage and beginnings of highway network. Another wave of economic buoyancy on the back of rural production ending in the Great Depression, work relief schemes and the outbreak of World War II. Tin Can Bay developed as a holiday destination for residents of Gympie and Widgee Shire and for permanent residency during the economic difficulties of the Depression.
- **1945-1960s.** At a national level, following the lifting of wartime rationing, a post-World War II economic boom and population growth. Locally, consolidation of rural production mostly around dairying and extensive re-forestation programs. Discovery in 1957 of a prawning ground near Tin Can Bay establishes a trawling industry. Tin Can Bay becomes a fishing port and ultimately, with growing leisure time and affluence within the population, a boating and fishing resort. Railways decline in usage as road network improves and expands. Gympie witnesses a wave of post-war urban development.

5.5 Place type

Application of themes, regional patterning and chronology within the heritage assessment process should capture the vast majority of places eligible for inclusion in a heritage places list. However, there is a further level of analysis which needs to be considered. Individual historical patterns can be reflected by a range of different place types. The development of education for children, for instance, can be represented by various classes of schools displaying different architectural forms and educational or design philosophies and relating to urban, rural, private and public contexts. Similarly, railway transport can be reflected by large urban stations, as well as small rural stations and sidings. It is therefore important to capture as much of this diversity of place type as possible, in order to develop a sound representation of a local area's heritage.

The QHR place type dataset has been adapted for the Study, and sets out the place type designations used in the review of the existing LHRs, gaps analysis and assessment of the list of additional heritage places. The place types list, and examples of place types, is included in Annex 6.

6. LHR review – gaps analysis

6.1 Queensland Thematic Framework gaps analysis

Figure 5 shows the number of times a Queensland Thematic Framework (QTF, refer to Table 2 above) principal theme is represented by a place entered in the Gympie Regional Council LHR (more than one theme may apply to a place). Generally, there is a concentration of built heritage forms, particularly places such as commercial buildings, schools, community halls and residential dwellings. These types of buildings represent the development of the commercial and retail industry, the evolution of education within the region, the social and cultural development of the community and the development progress of the area as the population grew (QTF themes 3, 6, 8 and 9). This type of concentration of built heritage and the relationship to the QTF is common for local heritage registers, as buildings are the most obvious and most easily identifiable, representations of heritage places in a region.

Theme 1: Peopling places, is not represented in the Study. These types of heritage places can often be intangible or archaeological sites, such as migrant camps and mission sites which have been dismantled or demolished. While these sites are less noticeable to the general public and may be more difficult to identify and assess, they still play an important role in the history of an area. In particular, important immigrant groups such as the Chinese are not represented. Places with archaeological potential, such as the Chinese Market Garden Site (identified in the Coolooloo Shire Heritage Study) and the Aboriginal reserve at Barambah, demonstrate this theme and should be assessed and considered as places of heritage significance.

Theme 2: Exploiting, utilising and transforming the land, is represented by 15 places in the Study. It was expected that representation of Theme 2 would be higher with so much of the region's history, economy and identity embedded in the mining industry. Built structures dominate representation of Theme 2 and this is probably due to a combination of limited extant examples of mining and mineral processing infrastructure remaining and places of archaeological potential not seen and understood as places of heritage significance.

Theme 4: Working, is represented through some of the community halls, such as the CWA, RSL and Masonic Halls, which provide strong community support services and operate with unpaid (voluntary) labour. There are 13 Theme 4 places identified in the Study. Andrew Fishers Cottage (QHR Place ID 600537) was entered in the QHR in 1992, although it was not entered in any existing LHR. This place demonstrates a number of themes including sub-theme 4.1 Organising workers and workplaces, and should be considered a place of local heritage significance.

Theme 5: Moving goods, people and information, is also underrepresented in the Study and again the theme is exclusively demonstrated by buildings and largely related to rail services. There are 10 Theme 5 places identified in the Study. With the Mary River running through Gympie and the surrounding region, it would be expected that places of heritage significance relating to the use of the river for transport could be identified and considered for future heritage places lists. Similarly, the identification and assessment of significant roadways in the region would assist with an understanding of historic transport patterns and support representation of Theme 5.

Theme 10: Providing health and welfare services, is poorly represented in the region. There are 5 Theme 10 places identified in the Study. The Gympie Hospital and the Foreign Legion Camp Site were both identified in the Cooloola Shire Heritage Study, but not included in any existing LHRs. These are important places which demonstrate the evolution of health care and efforts to provide welfare services to those in need. These places should be assessed and considered as places of local heritage significance.

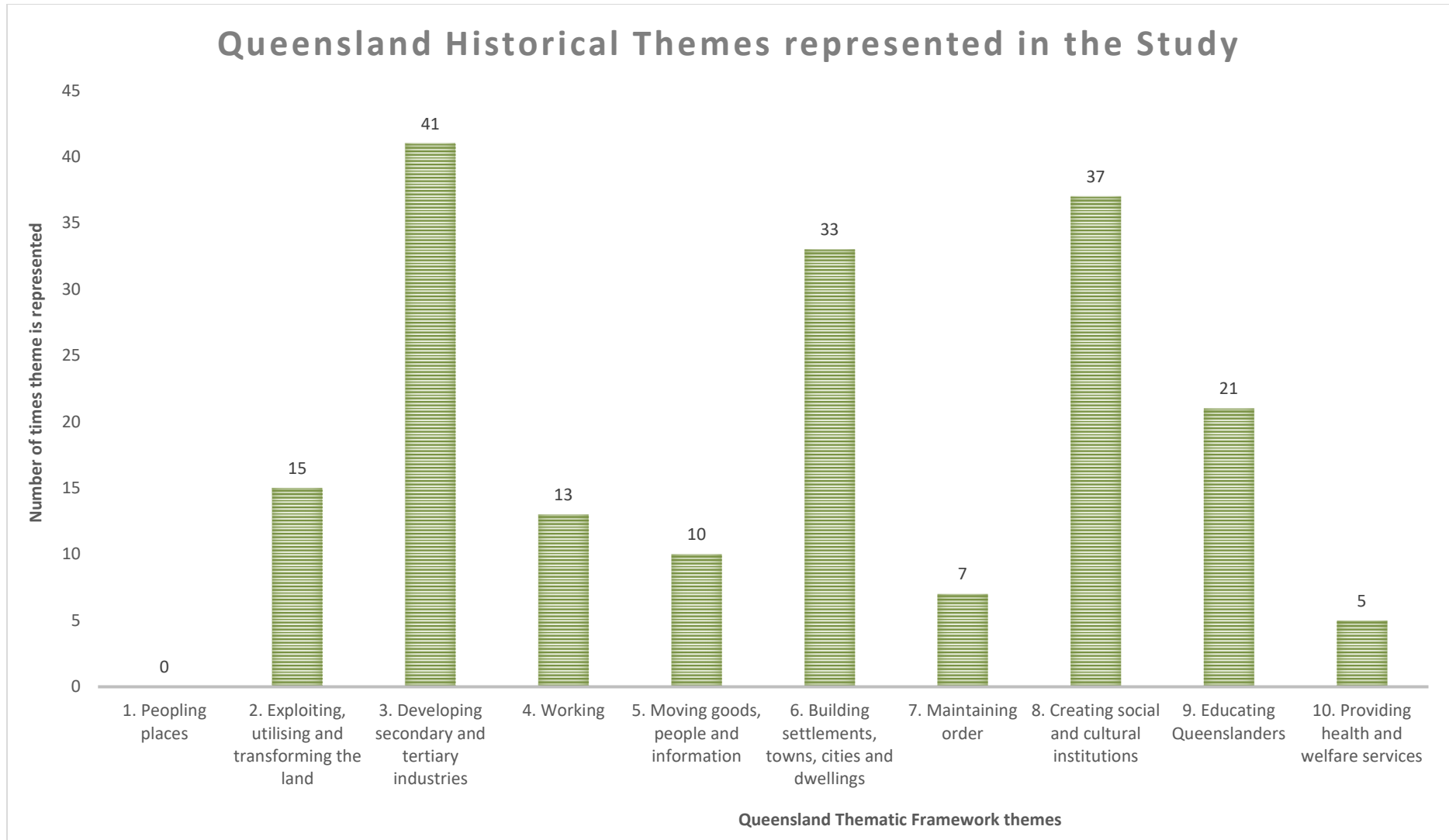


Figure 5. Queensland Thematic Framework principal themes demonstrated in Study.

6.2 Geographical patterning gaps analysis

The Study reviewed the list of heritage places by geographic distribution of places across the six local districts (Table 4, Figure 6), and unsurprisingly identified the majority of places (n=94) are located within the City of Gympie.

Table 3. Geographical distribution of heritage places identified in the Study.

Local districts	Number of LHR places
City of Gympie, the principle urban area	94
Cooloola Coast	7
Southern Region	4
Mary Valley Hinterland	31
Western Districts and Highlands (including former Kilkivan Shire)	14
Northern Region (including former Division 3 Tiaro Shire)	1

The high level of representation within the Gympie urban area is to be expected given its historic position as the principal township and business centre for the region and a general public focus on the more visible heritage of Gympie itself. In contrast, the outlying areas have always been lightly settled.

However, the Cooloola Coast, Southern Region, Western Districts and Highlands and Northern Region are significantly underrepresented in the Study. In part, this is due to the recent addition of the former Division 3 Tiaro Shire and Kilkivan Shire to the Gympie Regional Council local government area. Division 3 Tiaro Shire did not maintain a local heritage register and Kilkivan Shire included only 9 heritage places in its planning scheme. Underrepresentation can also be attributed to the dispersed and sometimes inaccessible nature of heritage places within the rural and coastal areas, making identification and assessment difficult.

The popular tourist destination of the Mary Valley is reasonably well represented by the larger townships of Amamoor and Imbil, however smaller centres and outlying areas are poorly represented. Again, this can be attributed to the difficulty of identifying and assessing places of local heritage significance in rural areas.

It is recommended that a program of identification and assessment (a heritage and character study or similar), be implemented in the districts that are underrepresented to ensure it adequately reflects the nature and range of local heritage places throughout the region.

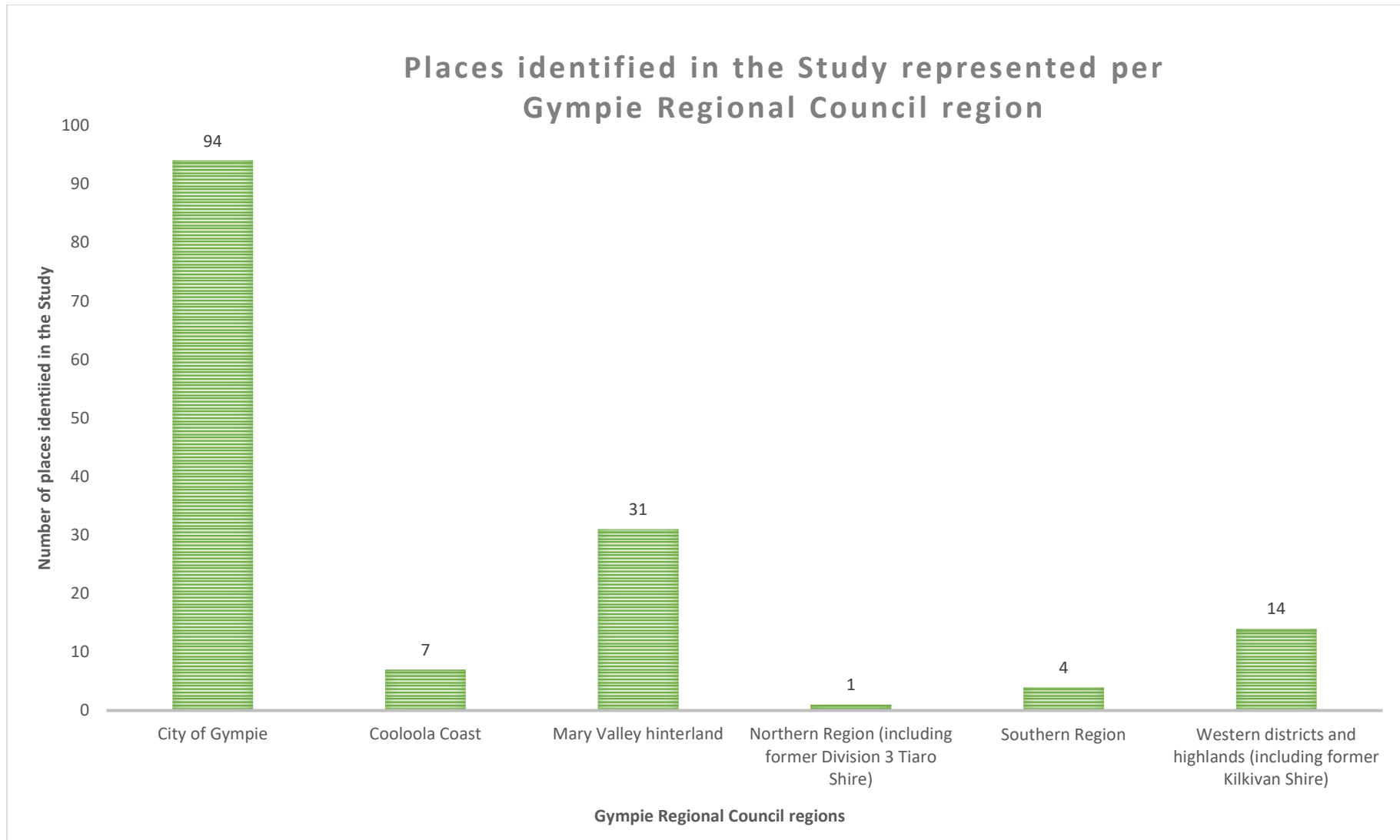


Figure 6. Geographical patterning demonstrated in the Study.

6.3 Chronological phases gaps analysis

Figure 7 shows a graph representing the number of places identified in the Study per chronological phase. This reflects the concentration of built heritage form, particularly residential, educational, commercial and social buildings that is reflected in the Study and the time periods when building development was most prominent. This type of concentration of built heritage from the late 1880s to 1945 is common for local heritage places lists, as this is the period where townships were developing and expanding, resulting in development of housing, schools and commercial businesses. Again, this is a reflection of buildings being the most obvious, and most easily identified, representations of heritage places in a region. The Study identified 127 places from this time period.

The early periods of development for the Gympie region are significantly underrepresented. There are only 15 places identified in the Study that represent the early periods of the region, from the early 1820s to the 1870s. During this time, initial exploration and contact with Indigenous people occurred; primary industry developed; villages and townships were established; and mining boomed. The lack of places identified from this period is probably due to a combination of limited extant examples of representative places and places of archaeological potential not yet considered for inclusion on local heritage places lists. While these places can be more difficult to identify and assess, they still play an important role in the history of an area.

Similarly, representation of the later periods of the region's development, 1945 onwards, is underrepresented. There are 9 places from this time period identified in the Study. It is often the case with local heritage places lists that places from more recent periods (1950s – 1980s), are generally seen to be too recent or modern to meet the criteria for entry in a LHR. It is important to include places of local heritage significance from these later chronological phases to develop an understanding of the patterns of development and place styles throughout a region. This phase was a time of considerable economic boom and population growth and it would be expected that examples of this phase occur throughout the region. Coastal places around Tin Can Bay that reflect the evolution of the place into a fishing port and ultimately a boating and fishing resort during this period, should be assessed and considered in future heritage place studies.

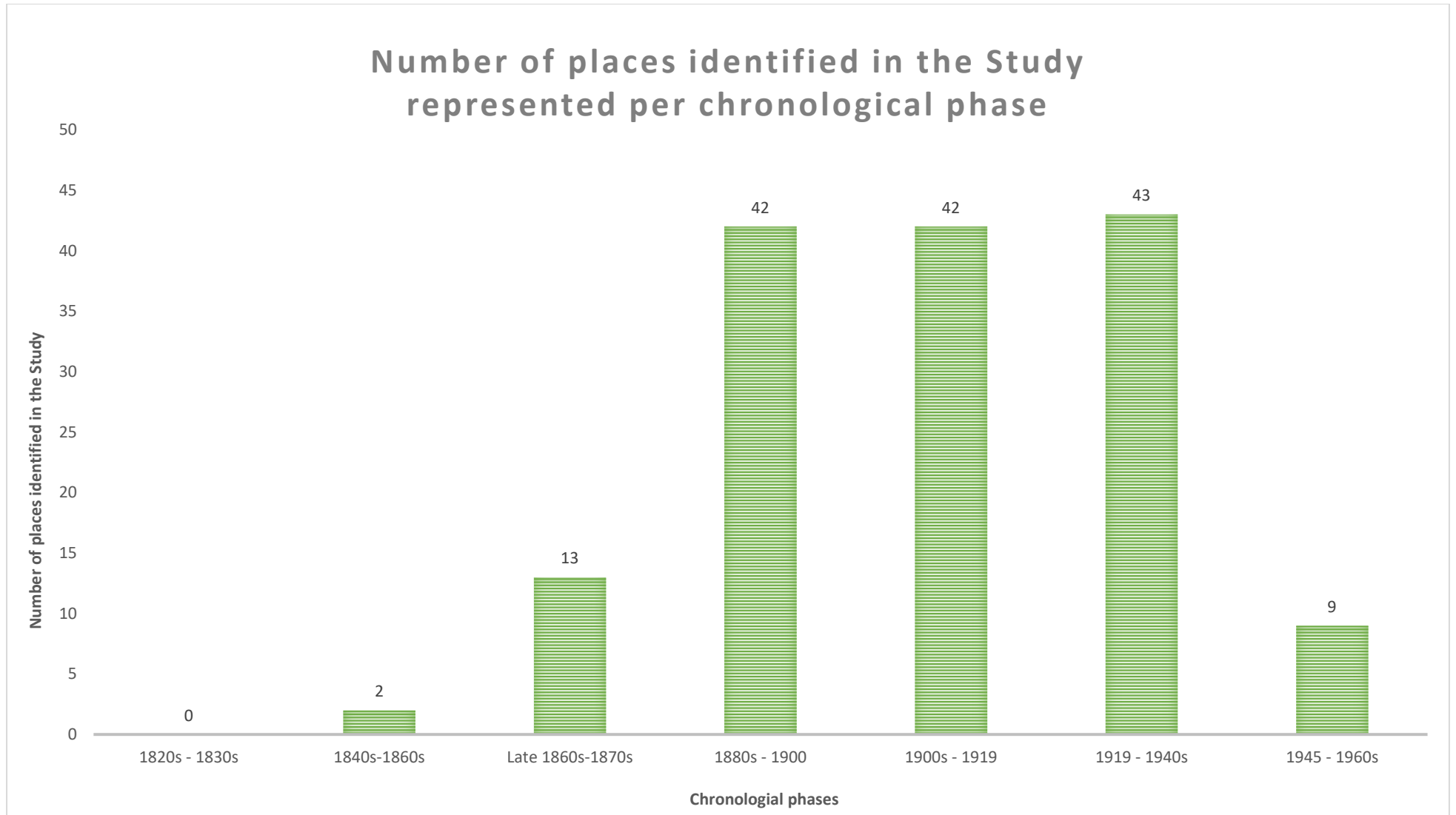


Figure 7. Number of places identified in the Study by chronological phase.

6.4 Place type gaps analysis

Figure 8 shows the number of places, of each place type, identified in the Study. This again reflects a concentration of built heritage form, particularly residential, educational, commercial and social buildings. The Study identified 108 examples of this type of place. This type of concentration is common for local heritage places lists as these are the most obvious, and most easily identified, representations of heritage places in a region. The graph also demonstrates a lack of less tangible heritage places, such as archaeological sites, burial grounds, natural features and parks and gardens. There is one example of this type of place identified in the Study. These places can be more difficult to identify and assess, but still play an important role in the history of an area.

The Study found that the maritime industry is not currently represented, however the Double Island Point Lightstation (QHR Place ID 601722) was entered in the QHR in 1998. As the regional boundary includes Tin Can Bay, Rainbow Beach, Inskip Point and coastlines, other heritage places relating to this industry should be identified and assessed as part of future heritage place studies.

Transport is another underrepresented place type in the Study, with only rail transport included. With the Mary River running through Gympie and the surrounding region, it would be expected that places of heritage significance relating to the use of the river for transport could be identified and considered in future heritage places studies. Similarly, the identification and assessment of significant roadways and bridges in the region, such as Cooloola Way, will assist with an understanding of historic transport patterns.

The development of utilities throughout the region is also poorly represented in the Study. Two examples of water utility infrastructure, Waterworks Pump House and the Jones Hill Reservoir, are entered in the existing LHRs, however there are no examples of historic drainage/sewerage and/or gas and electricity infrastructure represented. The Gympie Gas Works site was identified in the Cooloola Shire Heritage Study and should be assessed and considered as part of future heritage place studies.

Surprisingly, the Study identified only two examples of mining and mineral processing places in the existing LHRs. This is probably due to a combination of limited extant examples of mining and mineral processing infrastructure remaining and places of archaeological potential not seen and understood as places of heritage significance. The Mount Clara Smelter and the site of the first gold discovery in Gympie were both identified in the Cooloola Shire Heritage Study, with the Mount Clara Smelter subsequently entered in the QHR in 1992 (QHR Place ID 600640). With so much of the region's history, economy and identity embedded in the mining industry, a thorough heritage investigation of historic mining sites, both extant and archaeological, should be conducted to identify places of heritage significance for the region.

Another important local industry, forestry, is also poorly represented.

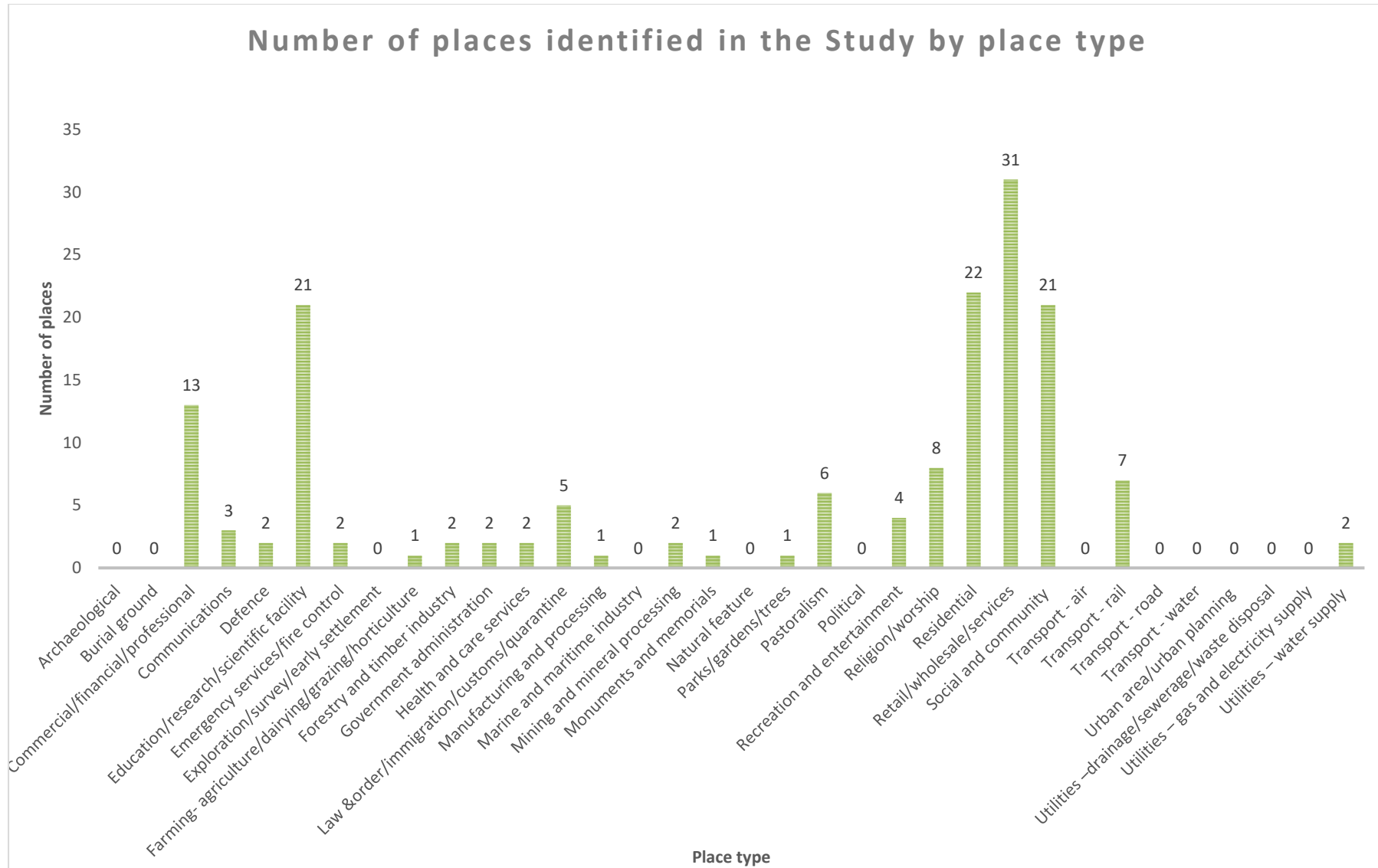


Figure 8. Number of places identified in the Study by place type.

6.5 Summary of gaps analysis findings

The Study gaps analysis shows that the list of identified heritage places is dominated by examples of built heritage; residential buildings, schools, community halls and commercial/retail buildings. This is common for local heritage places lists as buildings are the most obvious, and most easily identifiable, representations of heritage places in a region. The QTF themes are generally represented across places identified in the Study however, Themes 2, 5, 7 and 10 are underrepresented. There are a number of potential local heritage places which support these themes that could be assessed and considered as part of future heritage places studies.

Representation of geographical regions in the Gympie LGA reflect a concentration of heritage places in the Gympie urban area. This is to be expected given its historic position as the principal township and business centre for the region and a general public focus on the more visible heritage of Gympie itself. Other regions, including the Cooloola Coast, Southern Region, Western Districts and Highlands and Northern Region, are significantly underrepresented in the Study. In part, this is due to the addition of the former Division 3 Tiaro Shire and Kilkivan Shire to the Gympie LGA. This can also be attributed to the dispersed nature of heritage places within the rural and coastal areas, making identification and assessment difficult. Heritage and character studies can be used to geographically identify and assess places and areas of local heritage significance and assist with development of lists of heritage places which adequately reflects the nature and range of local heritage places throughout the region.

The chronological phase from the late 1880s to 1950 is generally well represented in the Study. Again, this reflects the concentration of built heritage form, particularly residential, educational, commercial and community buildings. Both the early and later periods of development for the Gympie region are significantly underrepresented. The lack of places identified from these periods is probably due to a combination of limited extant examples of representative places, places of archaeological potential not seen and understood as local places of heritage significance and places from more recent periods (1950s – 1980s), generally seen to be too recent or modern to be included in a list of heritage places. While these places can be more difficult to identify and assess, they still play an important role in the history of an area.

Place types identified in the Study show a concentration of built heritage form as noted above. There is a distinct lack of less tangible heritage places, such as archaeological sites, burial grounds, natural features and parks and gardens. The maritime industry, forestry industry, development of utilities and transport are also underrepresented in the Study. Surprisingly, places of local heritage significance relating to mining and mineral processing are also poorly represented. This is probably due to a combination of limited extant examples of mining and mineral processing infrastructure remaining and places of archaeological potential not seen and understood as local places of heritage significance. A thorough program of identification and assessment of both extant places and archaeological sites is recommended to adequately reflect this important place type.

7. Results of Heritage Places Study research and site inspections

Place research and site inspections were undertaken in 2019 for the Study, particularly in relation to the review of the existing LHRs from the former Cooloola Shire and Kilkivan Shire, and in 2020 for the identification of additional heritage places that may meet gaps in the Study.

7.1 Results of Heritage Places Study place research and site inspections

All 149 places in the current Gympie Regional Council LHR and 11 places in the former Kilkivan Shire Council Planning Scheme 2007, were subject to a desktop review. The aim of this review was to obtain sufficient detail to develop a draft heritage citation for each place, using the draft Heritage Places Study template (see Annex 1), which satisfies the requirements of the QHA, but also provides an improved level of information to inform decision-making and management for that place. To this end, for each place a history, description and other key details were developed. Overall, 151 places were found to meet the heritage places threshold considered in the Study.

The site inspections, although not able to cover all listed sites or all areas within the Gympie LGA, provided updated supplementary information on place condition, integrity and descriptions.

In all, the desktop research and site inspections identified a number of additional key issues with the existing LHRs, (former Cooloola Shire and Kilkivan Shire), that were not identified in the gap analysis. These are summarised below.

- The legal status, in relation to the provisions of the QHR, of both the existing LHRs, Kilkivan Schedule 6 and Schedule 4 of the Gympie Regional Council Planning Scheme, is unclear. It is uncertain if these schedules have been adopted by Council under s.112 of the QHA. Section 112 of the QHA directs local governments to identify places of local heritage significance for their area and makes provision for them to either incorporate a list of local heritage places within their planning scheme or as an external LHR. Steps should be taken to determine if these schedules were adopted under the provisions of the QHA.
- It is unclear on what basis a subset of 105 places, rather than all of the original 149 places in the existing LHRs, are included in Schedule 4 of the Planning Scheme and what statutory weight, if any, the remainder of the places on the existing LHRs have. Although it would appear that some of the omissions are the QHR places, this does not account for all. This inconsistency presents potential confusion over what is regulated under the Planning Scheme. Schedule 4 should be reviewed and updated if it is to remain in the Planning Scheme.
- Depending on the legal status of the existing LHRs, those places not in Schedule 4 or also on the QHR may be subject to Schedule 2 of the Regulation. However, if the existing LHRs have not been adopted under the QHA, then Schedule 2 of the Regulation would not apply and these places would not be protected. The current legal status of the existing LHRs should be verified.
- Under s.7 of the Regulation, a LHR incorporated into a planning scheme under the QHA (which Gympie Schedule 4 and Kilkivan Schedule 6 could be) is not subject to assessment against the Regulation *Schedule 2 – Code setting out assessment benchmarks*. While there are provisions for conserving, and regulating development on, local heritage places that are distributed throughout various zone and other codes in the Planning Scheme, these are of a fairly generalised nature. Council should consider writing a more specific table of assessment for places identified as local heritage places to provide a more detailed assessment guide.
- A number of places on the existing LHRs have been demolished or substantially altered and do not meet the threshold for inclusion in a LHR anymore. They should be removed from the existing LHRs. These places are:
 - The Former Service Station, 39 Monkland Rd, Gympie.
 - Brooloo Hall, Mary Valley Road, Brooloo.

- Kia Ora Methodist Church, McCarthy Road, Kia Ora.
 - Mooloo Hall, Mooloo Road, Mooloo.
 - Red Hill Rechabites Hall, 23 Red Hill Rd, Gympie.
 - Commercial (former), 8 Graham Street, Gympie.
 - Butcher's Shop (former), 5 Tozer Street, Gympie.
- The Gympie Town Hall Reserve entry in the existing LHRs is inconsistent with the QHR listing for the same place. The QHR listing encompasses the entire precinct, which also includes the Town Hall, Maternal and Child Welfare Clinic and Art Deco Toilet Block, whereas the existing LHR entry separates these into individual place entries. For ease of management and interpretation, the place citation for this place has been rationalised to conform to the QHR listing.
 - Patrick's Newsagency has a duplicate entry in the existing LHRs. This is because it spans two lots, but it is in fact the one building. The Study has rationalised this to one place citation.
 - There is no consistent approach to the acknowledgement of QHR places as local heritage places. As argued in Section 2.6.4 of this report, there are good reasons to include QHR places in a heritage places list and/or LHR, even though development assessment is largely deferred to the State. There are currently 37 places within the Council LGA that are entered in the QHR, but only 26 of these places are reflected in the existing LHRs and Kilkivan Schedule 6. The remaining 11 QHR places have been included in the place citations in this Study.
 - Naming of places in the existing LHRs has been based mostly on the function or business that was present at the time of the 2003 Cooloola Shire Heritage Register Study, not on the original historic name or function of the place. Many of these later names have no relationship with, and indeed may obscure, the stated significance or historical use of that place. With changes in property ownership, some are also defunct, presenting potential confusion over place identification. The naming convention adopted by the QHR, which is based on the original or most historically important name or use has been used in the Study for all place citations, as these names/functions do not change with time and better reflect the heritage values of the individual places.
 - The listing of houses on the existing LHRs has not followed a robust or consistent assessment methodology. The Study found that there are houses on the existing LHRs which only tenuously meet thresholds, principally as housing type examples, but are not necessarily the best examples of those types. These places might be better described as character houses rather than local heritage places. In contrast, far better examples, in terms of place type and other potential criteria, were identified during site inspections. Council should consider undertaking a housing typology study to inform the understanding of remaining heritage and character housing stock in the LGA.
 - The housing stock in the existing LHRs does not comprehensively capture all the key architectural styles and types which are important in telling the residential history of the Gympie region. Although not an exhaustive list, the following examples are absent or underrepresented:
 - Small workers' and miners' cottages.
 - Large elite residences.
 - Early pastoral homesteads.
 - Urban building stock from the 1860s-70s.

The existing LHRs are currently dominated by middle-class urban residences and farmhouses from the 1880s to World War II period and some upper working- and middle-class dwellings from the post-war period. Even here, these entries appear ad-hoc, with no overarching methodological framework, and it is likely that important architects, styles and trends have been overlooked. Council should consider undertaking a housing typology study, including the identification of important local architects, a typology of their buildings, and extant examples of such structures.

- The site inspections, in combination with the historical research undertaken for the Study, identified 7 places which are currently entered as LHR places in the existing LHRs, but which potentially reach the threshold for a QHR entry. Council should consider undertaking further research for these places to

determine their level of significance with a view to nominating them to the QHR. These 7 places include:

- The Gympie Fire Station (former), 4 Stewart Terrace, Gympie.
- The Gympie Fire Station, 6 Bligh Street, Gympie.
- The Salvation Army Temple (former), 15 Caledonian Hill, Gympie.
- Traveston Homestead Complex, 1813 Bruce Highway, Traveston.
- One Mile State School, 7 John Street, Gympie.
- Gympie Waterworks, Waterworks Road, Jones Hill.
- Boonara Homestead, 7191 Burnett Highway, Boonara.

8. Recommendations

Following the Study review of existing LHRs place entries, gap analysis, assessment of additional heritage places and site inspections, the following recommendations are made for further studies and development of the list of heritage places which reflects the region's diverse history and contains a strategic framework or direction that can inform future Planning Scheme reviews for heritage provisions. Recommendations include those directly relevant to making a LHR compliant with the QHR requirements and meeting community expectations as well as recommendations based on best practice to broadly support the long-term management and future direction for Council regarding the best practice management of places of heritage significance.

In relation to the latter, it is broadly understood that the preservation and management of heritage at all levels of government is not achieved by regulation alone, but requires community and political support garnered by positive measures that allay fears or perceptions that heritage is a burden on property owners or is in some way a hindrance to economic development. These measures can come in various forms, from active community engagement and education around heritage through to financial incentives such as grant schemes which various councils across Australia and internationally, including Brisbane City Council, Ipswich City Council, Sunshine Coast Council and City of Gold Coast Council, have adopted to varying degrees to suit their particular needs and priorities.

Recommendation 1.

This Study includes 151 place entry citations comprised of places from the existing LHRs. A further 51 places have been assessed as places of heritage significance for the Gympie region. Council, in consultation with the Gympie region community, should consider formally adopting the heritage places identified in the Study as a LHR and implement a program to continue to assess places of heritage significance in the region, in particular undertaking a study of other heritage places that may address gaps identified in the Study. The Study is the first step in the ongoing conservation and management of the region's heritage places.

Recommendation 2.

Currently there is inconsistency between the existing LHRs and what is reflected in the Planning Scheme, and lack of clarity over DA processes. These issues could be addressed by the following:

- Council should obtain legal clarification on the current status of the existing LHRs and schedules in relation to the QHA, and if necessary, formalise their adoption under s.112 of the QHA as an interim measure until an updated and consolidated LHR can be developed and adopted.
- Amend Schedule 4 to reflect all local heritage places entered in the existing LHRs and adopt under s.112 and s.123 of the QHA. Schedule 4 will also need to be amended to include location, heritage boundary and the statement of significance to comply with the QHA. Under s.7 of the Regulation, a LHR incorporated into a planning scheme is not subject to assessment against Schedule 2 – Code setting out assessment benchmarks. Therefore, Council should include its own table of assessment within the Planning Scheme. Updating Schedule 4 and the associated overlay map would be considered a major planning scheme amendment.
- Alternatively, remove the current Schedule 4 (Gympie) and Schedule 6 (Kilkivan) and adopt a new LHR under s.112(b) of the QHA as a LHR sitting outside the Planning Scheme. This document would be linked to the Planning Scheme through a local heritage overlay map (or the existing Heritage and Neighbourhood Character overlay map). Places on a new LHR (excluding QHR places) would be assessable against the Regulation; Schedule 2 – Code setting out assessment benchmarks. In addition, Council could prepare its own Heritage Overlay Code if it requires additional DA outcomes and solutions not covered by the State code, such as requiring conservation management plans or

promoting adaptive re-use. The wording of the Heritage Overlay Code should refer to the Gympie Regional Council Local Heritage Register (when prepared) and the QHR and be consistent with the State code.

This pathway of an external register would be the best option if Council wishes a LHR to be a living, evolving document, as it can be more readily updated without being subject to long major planning scheme amendment timelines. However, the mapping associated with a LHR will still be subject to the Planning Scheme amendment process and there will be a lag between updates to a LHR and what is reflected in the Planning Scheme. This can be addressed with an editor's note, or similar, in the Planning Scheme and local heritage code to refer to a LHR document for current entries.

Recommendation 3.

The review of the existing LHRs undertaken in the Study identified gaps where it is lacking or unrepresentative of particular historic periods, historic themes, place types and geographical areas. While identification and assessment of heritage places reflecting well-represented aspects of the region's development can continue, the Study framework and gaps analysis should be used to prioritise or strategise future growth to establish a LHR which reflects the true breadth and diversity of the Gympie region's heritage. Where possible, effort should be made to fill gaps in the representation, including but not limited to:

- Burial grounds and other archaeological sites.
- Sites reflective of multiculturalism and the important Chinese history of the area.
- Mining, forestry and maritime places.
- A comprehensive reflection of residential history and styles, particular early and working-class housing.
- Early exploration.
- Shared Indigenous/European sites and contact sites.
- Road and river transport.
- Later built heritage (1950s onwards).
- Better geographical representation from the Northern (Tiaro), Eastern (Cooloola) and Western (Kilkivan) Regions.

It is recommended that a program of identification and assessment (a heritage and character study or similar) be implemented to ensure the list of heritage places adequately reflects the nature and range of local heritage places throughout the region.

Recommendation 4.

Many places identified in the Study do not have a concise place history. Although every effort has been made in the place entry citations included in this Study to address this issue, limitations on time and resources have meant that the histories provided cannot reflect all the detailed background that may be necessary to provide certainty about the significance of the place or manage development on the place. Therefore, a program of developing individual place histories drawing on primary sources, where possible, should be implemented to further refine the place entry citations provided in the Study.

Recommendation 5.

To avoid duplication and planning confusion, the existing LHRs should be rationalised to ensure greater consistency, both internally and between the LHR and QHR listings, and to remove duplicate entries and those places which no longer exist or do not meet the threshold for a local heritage place. The 11 QHR places not represented in the current local heritage lists should be included in any new LHR. A naming

convention following that used by the QHR, which preferences the original or early name/function of the place, should also be considered.

Recommendation 6.

There is no consistent approach to the assessment of residential buildings, consequently the Study found that the list of heritage places does not reflect the range or best examples of housing stock in the Gympie area. To facilitate a more thorough representation, a housing typology survey should be undertaken to inform heritage register decisions around the best representative examples of residential places. This could be undertaken as a Shire wide project or separated into a town by town housing typology survey to target certain areas, particularly where development pressure is greatest.

Recommendation 7.

The Study identified seven places as being of potential State significance. Council should undertake further detailed research into these places and where appropriate nominate these places to the QHR. The seven places include:

- The Gympie Fire Station (former), 4 Stewart Terrace, Gympie.
- The Gympie Fire Station, 6 Bligh Street, Gympie.
- The Salvation Army Temple (former), 15 Caledonian Hill, Gympie.
- Traveston Homestead Complex, 1813 Bruce Highway, Traveston.
- One Mile State School, 7 John Street, Gympie.
- Gympie Waterworks, Waterworks Road, Jones Hill.
- Boonara Homestead, 7191 Burnett Highway, Boonara.

Recommendation 8.

A heritage incentives scheme, appropriate for the Gympie community, should be considered to help foster positive community attitudes to heritage listing and management. This could include, but is not restricted to:

- Provision of a free architectural and heritage advisory service.
- A grant scheme to help pay for conservation management plans and conservation works for heritage places.
- Where facilitating heritage conservation, rates or DA fee reductions for owners of heritage places.
- A public program of events to celebrate and showcase heritage places within the region.
- An awards program to acknowledge and reward excellence in heritage works and conservation.
- An oral history program to enrich the breadth of available heritage resources for the region.

Recommendation 9.

Under Part 7 of the QHA, a local government may enter into a local heritage agreement for a local heritage place. Heritage agreements, attached to the land, could be developed in consultation with private owners of heritage places which are entered in the consolidated LHR, to provide certainty to owners and Council and ensure all parties understand their obligations regarding the future management of the heritage place. Heritage agreements could be offered to private owners as a free heritage support service.

Recommendation 10.

A general exemption certificate could be developed for the existing LHRs to provide clear guidelines and certainty for owners and Council for the day-to-day management of heritage register places, as well as to reduce 'red-tape'.

Recommendation 11.

A conservation management plan could be prepared for each Council owned heritage place to assist Council asset owners and inform the future management of these places.

Recommendation 12.

Council could provide conservation management plans or on-request conservation advice to private owners of heritage places as part of a free heritage support service.

Recommendation 13.

It is recommended that, when any new Gympie Regional Council LHR is prepared, places be listed in alphabetical order for ease of public use and assigned an identification number which reflects that order.

References

Cooloola Library Service, 2001. *Cooloola Shire...a Golden Past*, Cooloola Shire Council.

Ivan MacDonald Architects and Mark Baker Town Planning Consultants Pty Ltd, 2003. *Cooloola Shire Heritage Register Study Volume 1*.

O'Keeffe, S. (2009). The Great North Coast Road: the early development of the Bruce Highway and features of its cultural landscape. Professional Historians Association Queensland Conference, St Lucia, Queensland, Australia, 3-4 September, 2009. St. Lucia, Qld: Professional Historians Association (Queensland).

Tranter, D, 2010. *Cobb & Co.: Coaching in Queensland*, South Brisbane: Queensland Museum.

State of Queensland

QHR entry for Elgin Vale Sawmill <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=602762>

QHR entry for Mount Clara Smelter <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=600640>

QHR entry for Tozers Building <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=602779>

QHR entry for Dickabram Bridge <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=600836>

QHR entry for Goomeri Hall of Memory <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=600641>

QHR entry for Woolooga Rail Bridge <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=600645>

Queensland Places, Kilkivan Shire. <http://www.queenslandplaces.com.au/kilkivan-and-kilkivan-shire>

Queensland Places, Tiaro Shire. <http://www.queenslandplaces.com.au/tiaro-shire>

Annex 1. Heritage Places Study place citation template

Place name	
Image	
PLACE NUMBER	
OTHER NAMES	
ADDRESS / LOCATION	
LOT/PLAN	
AREA FOR PROTECTION	
PLACE TYPE	
PLACE COMPONENTS	
YEAR CONSTRUCTED / PERIOD	
THEMES	
OTHER LISTINGS	
SIGNIFICANCE LEVEL	
HISTORICAL CONTEXT	
STATEMENT OF SIGNIFICANCE	
<p>XXXX is a place of local heritage significance as it demonstrates XYZ in the Gympie region as evidenced by, but not limited to, criterion a), b), c), d), e), f), g) and h) (delete as required) of the Heritage Places Study as follows:</p>	
<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	
<p>B. The place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage.</p>	
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history.</p>	
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	
<p>E. The place is important because of its aesthetic significance to the local area.</p>	

<p>F. The place is important in demonstrating a high degree of creative or technical achievement at a particular period.</p>	
<p>G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	
<p>H. The place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history.</p>	
<p>MAP</p>	
<p>SOURCES</p>	

Annex 2. Heritage Places Study existing LHR places (alphabetical order)

Places also entered in the QHR have been marked with an asterisk (*).

Place name	Address	Town
Albert Park	River Road	Gympie
Amamoor Butcher Shop (former)	10 Busby Street	Amamoor
Amamoor General Store	4 Busby Street	Amamoor
Amamoor Hall	31-33 Busby Street	Amamoor
Amamoor State School	2 Elizabeth Road	Amamoor
Atlantic Hotel (former)	183 Mary Street	Gympie
Australian Hotel	1 Lady Mary Terrace	Gympie
Australian Joint Stock Bank (former)/Gympie Stock Exchange Offices and Club (former)	236 Mary Street	Gympie
Bank of New South Wales (former)	242 Mary Street	Gympie
Barambah Homestead	Goomeri Road	Goomeri
Boonara Homestead	7191 Burnett Highway	Boonara
Booubyjan Homestead	Booubyjan Road	Booubyjan
Butcher's Shop, Gympie (former)	5 Tozer Street	Gympie
Cameron House	17 Calton Terrace	Gympie
Cedar Pocket School of Arts	Cedar Pocket Road	Cedar Pocket
Chatsworth Hall	3 Allen Road	Chatsworth
Chatsworth State School Block A and former play shed	15 Rammutt Road	Chatsworth
Commercial (former): 15 Graham Street, Gympie	15 Graham Street	Gympie
Commercial (former): 8 Graham Street, Gympie	8 Graham Street	Gympie
Commercial: 102 Mary Street, Gympie	102 Mary Street	Gympie
Commercial: 11 Reef Street, Gympie	11 Reef Street	Gympie
Commercial: 116 Yabba Road, Imbil	116 Yabba Road	Imbil
Commercial: 201 Mary Street, Gympie	201 Mary Street	Gympie
Commercial: 224 Mary Street, Gympie	224 Mary Street	Gympie
Commercial: 230 Mary Street, Gympie	230 Mary Street	Gympie
Commercial: 232 Mary Street, Gympie	232 Mary Street	Gympie
Commercial: 25 Mary Street, Gympie	25 Mary Street	Gympie
Commercial: 4 Nash Street, Gympie	4 Nash Street	Gympie
Commercial: 62-76 Mary Street, Gympie	62-76 Mary Street	Gympie
Commercial: 65 Main Street, Kandanga	65 Main Street	Kandanga
Commercial: 65-69 Mary Street, Gympie	65-69 Mary Street	Gympie
Crown Road Presbyterian Church	11 Crown Road	Gympie
Cullinanes Building	104 Mary Street	Gympie
Dagun Railway Station	Kimlin Lane	Dagun
Dagun State School	39 Dagun Road	Dagun
Eel Creek State School (former)	1574 Eel Creek Road	Langshaw
Empire Theatre (former)	112 Yabba Road	Imbil
Federal Hotel (former)	19 Bligh Street	Kilkivan
Former Service Station (no longer extant)		
Freemasons Hotel	20 Channon Street	Gympie
Glastonbury Hall	1329 Glastonbury Road	Glastonbury
Golden Age Hotel (former)	135 Mary Street	Gympie
Goomeri War Memorial	Burnett Highway	Goomeri
Gwandoban	8 Hill Street	Kilkivan
Gympie Ambulance Station (former)	17 Crown Road	Gympie
Gympie Central State School	20 Lawrence Street	Gympie
Gympie Cordial Factory	6 Nelson Road	Gympie
Gympie Court House and Lands Office (former)	26 Channon Street	Gympie
Gympie Courthouse	38 Channon Street	Gympie
Gympie Drill Hall (former)	29 Duke Street	Gympie
Gympie Fire Station	6 Bligh Street	Gympie
Gympie Fire Station (former)	4 Stewart Terrace	Gympie
Gympie Masonic Hall	39 Channon Street	Gympie
Gympie Police Station (former)	King Street	Gympie
Gympie Post Office (former)	22 Channon Street	Gympie
Gympie Public Toilet - amalgamated with #15	Caledonian Hill	Gympie
Gympie Railway Station Platform Complex	28 Tozer Road	Gympie
Gympie School of Arts (former)	39 Nash Street	Gympie
Gympie State High School	1 Everson Road	Gympie

Place name	Address	Town
Gympie Town Hall Reserve Complex	2 Caledonian Hill	Gympie
Gympie Town Hall Reserve Complex -amalgamated with #15	Mellor Street	Gympie
Gympie Waterworks	Waterworks Road	Jones Hill
Gympie West State School	Cartwright Road	Gympie
Hall of Memory, Goomeri	17 Boonara Street	Goomeri
Hibernian Hall (former)	37 Red Hill Road	Gympie
Imbil Butcher Shop	122 Yabba Road	Imbil
Imbil General Store	100 Yabba Road	Imbil
Imbil Masonic Hall	34 William Street	Imbil
Imbil Memorial Hall (Mary Valley RSL Sub-branch)	127 Yabba Road	Imbil
Imbil Police Station	95 Yabba Road	Imbil
Imbil Railway Station	William Street	Imbil
Imbil Uniting Church (former)	1 Elizabeth Road	Imbil
Imperial Hotel (former)	170 Mary Street	Gympie
Jones Hill Reservoir	Waterworks Road	Jones Hill
Jones Hill State School	17 McIntosh Creek Road	Jones Hill
Kandanga Creek Community Hall	251 Sterling Road	Kandanga Creek
Kandanga Memorial Hall	81 Main Street	Kandanga
Kandanga Railway Station	Main Street	Kandanga
Kandanga Sawmill (former)	307 Sterling Road	Kandanga Creek
Kandanga State School	84-86 Main Street	Kandanga
Kandanga Creek State School	249 Sterling Creek Road	Kandanga Creek
Kia Ora School	2752 Anderleigh Road	Kia Ora
Kilkivan Station Master's Residence (former)	6 Cave Street	Kilkivan
Kingston House	11 Channon Street	Gympie
Kominsky's Store (former)	187 Mary Street	Gympie
Kybong Hall	Bruce Highway	Kybong
Lagoon Pocket Methodist Church (former)	Mary Valley Road	Long Flat
Land and Engineering Surveyors	24 Reef Street	Gympie
Langshaw Hall	Upper Eel Creek Road	Langshaw
Long Flat Hall	705 Mary Valley Road	Long Flat
Mary Valley State College	15 Edward Street	Imbil
Memorial Park	River Road	Gympie
Monkland Railway Station	Brisbane Road	Monkland
Monkland State School Residence	Brisbane Road	Monkland
Monkland State School	Brisbane Road	Monkland
Mothar Mountain Hall	Noosa Road	Mothar Mountain
Mount Clara Smelter	Rossmore Road	Kilkivan
Mt Pleasant Hotel	69 Mt Pleasant Road	Gympie
Nashville Police Station (former)	9 Graham Street	Gympie
No. 01 Scottish Gympie Gold Mine	Brisbane Road	Monkland
Odd Fellows Hall (former)	11 Red Hill Road	Gympie
O'Donnell Residence (former)	24 Caledonian Hill	Gympie
One Mile Post Office (former)	11 Graham Street	Gympie
One Mile State School	7 John Street	Gympie
Queensland National Bank (former)	Nash Street	Gympie
Railway Hotel	1 Station Road	Gympie
Railway Hotel, Imbil	110 Yabba Road	Imbil
Residence: 1 Ferguson Street, Gympie	1 Ferguson Street	Gympie
Residence: 10 Graham Street, Gympie	10 Graham Street	Gympie
Residence: 10 Straun Street, Gympie	10 Struan Street	Gympie
Residence: 11 Hughes Terrace, Gympie	11 Hughes Terrace	Gympie

Place name	Address	Town
Residence: 12 Watt Street, Gympie	12 Watt Street	Gympie
Residence: 14 Watt Street, Gympie	14 Watt Street	Gympie
Residence: 15 Kidgell Street, Gympie	15 Kidgell Street	Gympie
Residence: 18 Crescent Road, Gympie	18 Crescent Road	Gympie
Residence: 18 Watt Street, Gympie	18 Watt Street	Gympie
Residence: 24 Excelsior Road, Gympie	24 Excelsior Road	Gympie
Residence: 29 Perseverance Street, Gympie	29 Perseverance Street	Gympie
Residence: 3 Graham Street, Gympie	3 Graham Street	Gympie
Residence: 32 Hilton Road, Gympie	32 Hilton Road	Gympie
Residence: 45 Channon Street, Gympie	45 Channon Street	Gympie
Residence: 4-6 Stephens Street, Gympie	4-6 Stephens Street	Gympie
Residence: 60 Pine Street, Gympie	60 Pine Street	Gympie
Residence: 8 Nash Street, Gympie	8 Nash Street	Gympie
Residence: 88 Pine Street, Gympie	88 Pine Street	Gympie
Royal Bank of Queensland (former)	199 Mary Street	Gympie
Royal Exchange Hotel (former)	214 Mary Street	Gympie
Royal Hotel	188 Mary Street	Gympie
Sacred Heart Catholic Church	41-45 Stephens Street	Kandanga
Salvation Army Temple (former)	15 Caledonian Hill	Gympie
South East Gold Mine Residence (former)	208 Brisbane Road	Monkland
Southside State School (former)	50 Exhibition Road	Southside
St John Vianney Church	22-24 Gympie Road	Tin Can Bay
Surface Hill Uniting Church	Channon Street	Gympie
The Chambers Hotel (former)	250 Mary Street	Gympie
Tin Can Bay Picnic Shelter	Cod Street	Tin Can Bay
Tin Can Bay RSL and Citizens Memorial Hall	Gympie Road	Tin Can Bay
Tozer Street Warehouses	25 Tozer Street	Gympie
Tozer's Building (former)	218 Mary Street	Gympie
Traveston Homestead Complex	1813 Bruce Highway	Traveston
Traveston Powder Magazine (former) (incorporated in Traveston Soldiers' Memorial Hall)	Traveston Road	Gympie
Traveston Railway Station	Alford Street	Traveston
Two Mile School	288 Bruce Highway	Two Mile
Veteran School of Arts Hall	Sandy Creek Road	Veteran
Victoria House	210 Mary Street	Gympie
Walker's Building (former)	73 Mary Street	Gympie
Westpac Bank	92 Mary Street	Gympie
Wide Bay Co-op Building	53 Tozer Street	Gympie
Widgee Crossing Shop (former)	260 Widgee Crossing Road	Widgee Crossing North
Wodonga House (former)	Woolooga Road	Upper Widgee
Wolvi Hall	Kin Kin Road	Wolvi
Wolvi State School	936 Kin Kin Road	Wolvi
Woolooga Rail Bridge	Theebine-Kilkivan Line, Wide Bay Creek	Kilkivan

Annex 3. Heritage Places Study existing LHR place citations

Traveston Railway Station



Traveston Railway Station, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	Alford Street, Traveston
LOT/PLAN	Lot 85 on MCH2359
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Building, location on allotment and relationship to railway line, original fabric, fixtures and fittings of building
YEAR CONSTRUCTED / PERIOD	pre-1910, extensive renovation 2011
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Records show that by 1857, Robert Glisson occupied two pastoral runs in the Traveston area including the Traveston Run and the Traveston North Run. On 4 May 1858, acceptance of Glisson's leasing of the two runs was issued in the Government Gazette with an annual rent of £2/13/9 each and an 8 year lease. Glisson formed a partnership with Broughton and Co. and by the end of that first year, Broughton and Fattorini had taken over the leases. In 1861, the leases were transferred to De Lacey Moffat and in 1862, both leases were transferred to Thomas Holt.

In 1864, the leases were in the name of Thomas Powell, before reverting back to the name of Holt. Powell remained in Traveston and as he was an experienced pastoralist it seems likely that from 1864 Powell had some practical and probably monetary involvement with the runs. He lived in a hut, located in the general location of the present day

Traveston Homestead. In 1867, James Nash a prospector, spent the night with Powell in his hut at Traveston. The next day Nash discovered gold in Gympie, which resulted in the Gympie gold rush. Situated on the old Gympie-Brisbane Road, Traveston Homestead became a rest stop for the Cobb & Co. coach service. Thomas Powell passed away in January 1909, aged 78, by which time he had acquired 3,000 acres in the Traveston area. The estate was subdivided into 35 farms, ranging in size from 118 acres to 23 acres, and put up for sale in 1910.

According to newspapers at the time, the subdivision was quite important to the development of the nearby Traveston Township. It was reported that, *"The solo topic of conversation has been the sale of Powell's Traveston estate as the advent of settlement of the farms means the springing up of the township of Traveston"*.

The Gympie Cooran Railway was opened in 1889 as part of the North Coast Railway, which was extended to Brisbane in 1891. The establishment of railways in the region was essential for the development of agricultural industries as well as facilitating the timber and mining industries. The railway line and a station, essentially a small timber shelter, was built at Traveston in 1889. The station building has been substantially modified and reduced in size over time. Traveston was reportedly named after an early grazier named Travers. When naming the railway siding, the name lost the 'r' and became Traveston due to an official error in the spelling of the name.

In 1925, the Traveston railway became notorious for the second worst rail disaster in the history of Queensland.

STATEMENT OF SIGNIFICANCE

Traveston Railway Station is a place of local heritage significance as it demonstrates the evolution of rail transport in the Gympie region as evidenced by, but not limited to, criterion a) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The timber Traveston Railway Station, constructed in 1889, is historically important for demonstrating the early development of rail transport in the area, particularly decisions around economically advantageous routes to boost the economy of the growing area. It is also associated with the second worst railway disaster in Queensland, which was the impetus for changes to railway operations, particularly in relation to the development of baggage cars on passenger trains.

E. The place is important because of its aesthetic significance to the local area.

The Traveston Railway Station, with its rural setting and grassed open areas with no other buildings nearby, is evocative of early rural station settings. It is a public building, highly visible from Traveston Road in both directions. The small timber station building contributes to the streetscape in Traveston and has landmark qualities for the township.

MAP

SOURCES

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<<http://blogs.slq.qld.gov.au/jol/2015/06/09/frightful-railway-accident/>>.

Chatsworth Hall



Chatsworth Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	3 Allen Rd, Chatsworth
LOT/PLAN	Lot 510 on MCH5009
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1910
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	National Trust of Australia (Queensland): COOL 1/5
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Chatsworth is a rural village and farming district 10 km north-west of Gympie. Immediately west of Chatsworth is the Glastonbury locality. In 1868, a sawmill mill was opened at Chatsworth by Ferguson and Co. but this was only in operation a short time. There was a gold rush at Chatsworth in 1869, and Glastonbury was the site of a roadside inn on Glastonbury Creek in 1871. The two areas became part of the Glastonbury local government division, which was formed in 1879. It adjoined the Gympie goldfield, but was only 122 square miles in area and later was absorbed by the Widgee division in 1894.

There was a briefly worked Glastonbury goldfield (1886-87), a primary school (1879-1960), a public hall, a Catholic church and a racecourse. As Gympie became more established, Chinese market gardening also began in the area.

Population growth was strong in the 1920s-30s with banana growing and dairying becoming major industries. Chatsworth's primary school was opened in 1900 by local member and future Prime Minister Andrew Fisher. The Chatsworth/Two Mile area had a hotel in 1880 and churches were erected in 1885.

Chatsworth Hall was built in 1910 with Mr D. Mulcahy, M.L.A performing the opening ceremony. It was erected on land donated by Mrs C. Spiller and the survey conducted for free by Mr Moody. The hall was extended in 1935 and again in 1958 to meet the demands of the growing community.

In 2013, the hall underwent a major refurbishment and extension to meet the changing needs of the local community.

STATEMENT OF SIGNIFICANCE

The Chatsworth Hall is a place of local heritage significance as it demonstrates the evolution of the Chatsworth community in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Chatsworth Hall, built 1910, is important in demonstrating the evolution of the social, cultural and recreational needs of the Chatsworth community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Chatsworth Hall is a rectangular, gable-ended hall of timber construction. It is set on stumps with an iron roof. It has a front entry portico and a side extension was added in 2013. Despite adaptation to meet changing community needs, the scale and form of the original building can still be discerned. The place is important in demonstrating the class characteristics of a small, timber community hall design of the late 19th and early 20th Centuries.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	<p>The Chatsworth Hall was funded and built by members of the local community in 1910. It has been a place of social gathering and celebration since this time and has a strong association and social significance for the Chatsworth community.</p>

MAP

<p>SOURCES</p>	<p>1910 'CHATSWORTH.', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 25 January, p. 3. , viewed 23 January 2018, <http://nla.gov.au/nla.news-article188285197>.</p> <p>Cooloolooloo Library Service, 2001, <i>Cooloolooloo Shire...a golden past</i>, Cooloolooloo Shire Council.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p><i>The Gympie Times</i>, 2012: Hall upgrade work to start. Retrieved 23 April 2019 from <https://www.gympietimes.com.au/news/hall-work-to-start/1246320/>.</p> <p><i>The Gympie Times</i>, 2013: New look hall for Chatsworth after renovation. Retrieved 23 April 2019 from < https://www.gympietimes.com.au/news/new-look-hall-Chatsworth-hall/2113544/>.</p> <p>Queensland Places, Chatsworth, Glastonbury and The Palms. Retrieved 28 November 2018 from <https://www.queenslandplaces.com.au/chatsworth%2C-glastonbury-and-the-palms>.</p>
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Kia Ora School



Kia Ora School, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	2752 Anderleigh Road, Kia Ora
LOT/PLAN	Lot 185 on SP128956
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building design, original fabric, fixtures and fittings (internal and external), mature tree plantings and parade/play grounds
YEAR CONSTRUCTED / PERIOD	1926
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Kia Ora is a small farming locale which grew up around Kia Ora Homestead in the Gympie region. Kia Ora Provisional School opened on 18 July 1921. It became a state school in 1927, with the original building moved to Tin Can Bay as a residence in 1926.

The current school was built in the mid-20th Century to a standard design – a high-set timber building with semi-enclosed undercroft area – which reflected new planning concepts adopted by the Education Department at this time. During the 1950s, the site-planning concept evolved from footprints of parallel blocks to splayed buildings, producing

wedge-shaped courtyards. This became standard and was characteristic of schools in Queensland during the 1950s. The plans are characterised by long, narrow, high-set buildings linked around open-ended courtyard spaces used for play and parade/gathering. From 1954, a timber framed floor truss was developed to replace the concrete stumps under the building providing unobstructed play areas. In 1957, the timber truss was replaced with a steel, open-web floor joist.

STATEMENT OF SIGNIFICANCE

Kia Ora School is a place of local heritage significance as it demonstrates the evolution of primary education in the Gympie region as evidenced by, but not limited to, criterion a), d), and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Kia Ora School is important in demonstrating the growth of the locale of Kia Ora and the provision of rural education during the early to mid-Twentieth Century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Kia Ora School is important in demonstrating the key design and planning characteristics of the high-set timber schools built during the 1950s by the Department of Public Works for the Education Department.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	<p>As a place of education since 1926, Kia Ora School has social significance for past and present teachers, students and the local community.</p>

MAP

<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register.</p> <p>1926 'NEW STATE SCHOOLS.', The Daily Mail (Brisbane, Qld. : 1903 - 1926), 23 July, p. 9. , viewed 23 Jan 2018, http://nla.gov.au/nla.news-article220663456.</p> <p>Project Services, Department of Public Works, 2008, <i>Queensland Schools Heritage Survey Part II Summary report</i>, prepared for Education Queensland.</p> <p>Queensland Government, Opening and closing dates of Queensland Schools, J-L, <http://education.qld.gov.au/library/edhistory/celebrations/dates/j.html. Retrieved 27/22/2018>.</p>
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Gympie Fire Station



Gympie Fire Station, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	6 Bligh Street, Gympie
LOT/PLAN	Lot 109 on MCH2680
AREA FOR PROTECTION	Lot on Plan
PLACE TYPE	Emergency services/fire control
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures, fittings and architectural detailing (internal and external), associated moveable heritage
YEAR CONSTRUCTED / PERIOD	1940
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	National Trust of Queensland, COOL 1/36
SIGNIFICANCE LEVEL	Local, potential State significance

HISTORICAL CONTEXT

Gympie was established in 1867, when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville, but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906. By 1909, fifty-one mining companies were operating in the region. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the Twentieth Century and in 1903, Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn, Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War II period, the economy was boosted by the development of a large powdered milk factory in 1953 and the building of the Borumba Dam in the 1960s.

With many wooden buildings, Gympie was impacted by a number of devastating fires in its early history. A central fire station was built on a prominent location on Caledonian Hill in 1902. This was a two-storey wooden building that was extended in the 1920s to accommodate the fire trucks which replaced the earlier horse-drawn carts. In 1938, the Gympie Fire Brigade Board sought a loan of £5,000 from the State Government to build a new, modern station, but the funding for the project was to be a joint venture between the State Government, Gympie City and insurance companies. A substantial two-storey brick and concrete station with distinctive curve-fronted tower was designed to suit the site and built at a cost of £6,500 in the Interwar Functionalist style by local master builder, David Malcolm Kay in 1940. It had accommodation for two large engines, staff rooms and a board room on the ground floor. The private quarters of the superintendent (Mr. W. J. Smith) were on the second floor. Side extensions to increase accommodation for engines and a glass-enclosed observation deck on the tower were later added.

Generally, throughout the 19th and early 20th Centuries, Queensland fire stations were small timber buildings, often only sheds or garages, but the Gympie Fire Station, along with the State-listed Albion Fire Station (built 1927) (QHR 602246) and now demolished South Brisbane Fire Station (built 1927), represented a move towards more commodious and substantial two storey brick and concrete buildings. As the Albion Station demonstrates, the typical format was for the ground floor to be devoted to garage space for two fire engines, a repair shop and pit, and facilities for staff, and the top floor to be private accommodation for staff living on site.

The builder, Mr Kay (b.1894 - d.1961), was made foreman of Public Works in the Gympie area after the World War II and built and extended many public buildings in the Gympie area including schools and hospitals, including the Gympie Fire Station in 1940.

STATEMENT OF SIGNIFICANCE

The Gympie Fire Station is a place of local heritage significance as it demonstrates the evolution of emergency services in the Gympie region as evidenced by, but not limited to, criterion a), b), d), e) and h) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Gympie Fire Station is important in demonstrating the growth of Gympie and the provision of fire-fighting services in the region during the inter-war period.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage.</p>	<p>With its distinctive curve-fronted tower, the Gympie Fire Station is a rare example of the substantial two-storey brick and concrete buildings which replaced earlier timber fire stations during the interwar period.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Gympie Fire Station is important in demonstrating the class characteristics of the brick interwar and mid-20th Century fire stations built in Queensland.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie Fire Station is a significant landmark in Gympie, situated on a prominent hill location with commanding views of the surrounding district. The place is of aesthetic significance due to its landmark qualities, sculptural form, proportions and finishes characteristic of the Interwar Functionalist style of architecture.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history.</p>	<p>The Gympie Fire Station has a special association with the Gympie Fire Brigade Board and the Gympie fire-fighting service as well as builder David Malcolm Kay, who was made foreman of Public Works in the Gympie area after the Second World War and built and extended many public buildings in the Gympie area.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>1904 'GYMPIE FIRE BRIGADE STATION.', <i>Gympie Times and Mary River Mining Gazette</i> (Qld. : 1868 - 1919), 24 December, p. 10. , viewed 26 Nov 2018, <http://nla.gov.au/nla.news-article190079319>.</p> <p>1938 'Gympie Wants £5,000 for New Fire Station', <i>The Telegraph</i> (Brisbane, Qld. : 1872 - 1947), 29 November, p. 8. (CITY FINAL LAST MINUTE NEWS), viewed 26 Nov 2018, <http://nla.gov.au/nla.news-article183500052>.</p> <p>1940 'BUILD FOR FUTURE.', <i>Cairns Post</i> (Qld. : 1909 - 1954), 27 August, p. 5. , viewed 26 Nov 2018, <http://nla.gov.au/nla.news-article42240095>.</p> <p>Cooloolooloo Library Service, 2001, <i>Cooloolooloo Shire...a golden past</i>, Cooloolooloo Shire Council.</p> <p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>QHR entry, Albion Fire Station (former). Retrieved 23 April 2019 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602246>.</p> <p>State Library of Queensland, Gympie Fire Station 1955, Negative number: 189980. Retrieved 23 January 2019 from <https://trove.nla.gov.au/work/36936554?q=gympie+fire+station&c=picture&versionId=47954407>.</p>

Monkland Railway Station



Monkland Railway Station, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	Brisbane Rd, Monkland
LOT/PLAN	Lot 444 on SP105941
AREA FOR PROTECTION	Lot on Plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	Circa 1889
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Gympie region was the site of a gold rush in the late 1860s and onwards, and the southern suburb of Monkland, named by a prospector after a town in Scotland, contained a number of profitable mines including the No.2 Great Eastern Gold Mine. By 1873, rapid expansion of the area had led to the construction of a number of shops and four hotels in the main street, with many families living in the area. Monkland State School opened in 1884 with 96 pupils.

The North Coast Railway was built through the area in 1889, connecting Gympie to Brisbane by 1891. The venture involved a considerable gradient between Monkland and Gympie of 30 metres (98 feet). The establishment of railways in the region was essential for the development of agricultural industries as well as facilitating timber-getting and mining.

STATEMENT OF SIGNIFICANCE

The Monkland Railway Station is a place of local heritage significance as it demonstrates the evolution of rail transport in the Gympie region as evidenced by, but not limited to, criterion a), b), and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Monkland Railway Station is important in demonstrating the construction and evolution of the North Coast Railway which connected Gympie and Brisbane in 1889-1891 and provided the impetus for the economic development of the region.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>Monkland Railway Station is important as a rare, substantially intact example of a country station of the late Victorian period in the Gympie region.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Monkland Railway Station is important in demonstrating the class characteristics of a small late Victorian railway station. It is a single storey, timber framed building, set on low timber stumps, clad with timber weatherboards with curved brackets supporting a shady eave. The building has a gable roof clad with corrugated iron. It is of comparable appearance to Esk, Bundamba, Gin Gin and North Bundaberg railway stations, all built within a similar period.</p>

MAP

<p>SOURCES</p>	<p>Cooloola Library Service, 2001, <i>Cooloola Shire...a golden past</i>, Cooloola Shire Council.</p> <p>Gympie Regional Council Local Heritage Register.</p>
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Monkland State School



Monkland State School, Block 03, 2020.



Monkland State School, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	Brisbane Rd, Monkland
LOT/PLAN	Lot 511 on CP862417
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, mature trees and parade/playground, building locations original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1884-1968
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings 9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Gympie region was the site of a gold rush in the late 1860s and onwards, and the suburb of Monkland, named by a prospector after a town in Scotland, itself contained a number of profitable mines including the No.2 Great Eastern Gold Mine. By 1873, rapid expansion of the area had led to the construction of a number of shops and four hotels in the main street, with many families living in the area. In 1880 a public meeting was held at Monkland to discuss the establishment of a school for the district.

Monkland State School was opened in 1884 with 74 pupils enrolled on the first day. At the time of opening, the Monkland State School comprised a single room school building and a detached residence, both of which were extended a number of times. The school was first extended in 1886 and again in 1900.

In 1932, a cyclonic storm severely damaged the school building, resulting in the demolition of a wing constructed in 1886, and the repair and extension of the original core. The residence remained relatively undamaged, only suffering damage to the roof over the kitchen. The new school building remained in use until a major reconstruction of the school occurred in 1958.

The Monkland State School continued to develop and expand, with the Goomboorian school building being moved to the site in 1968, and a number of demountable buildings added to the site in the 1870s and 1980s. The school residence is fenced off from the main body of the site and remains largely intact.

Source: Extract from the QHR entry for Monkland State School Residence, Place ID: 602013.

STATEMENT OF SIGNIFICANCE

Monkland State School is a place of local heritage significance as it demonstrates the evolution of primary education in the Gympie region as evidenced by, but not limited to, criterion a) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Monkland State School is important in demonstrating the growth of the Monkland locale within the Gympie region and the provision of education during the late 19th and early 20th Century. The Residence demonstrates the early practice of providing accommodation for teachers close to the school building.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

As a place of education for over 130 years, Monkland State School has social significance for past and present teachers, students and the local community.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Queensland Heritage Register entry, Monkland School Residence, <<https://apps.des.qld.gov.au/heritage-register/detail/?id=602013>>.

Monkland State School Residence



Monkland State School Residence, 2020.

OTHER NAMES	Monkland School Residence
ADDRESS / LOCATION	Brisbane Rd, Monkland
LOT/PLAN	511 on CP862417
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, mature trees and plantings, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1884-1890
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings 9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602013
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

The Gympie region was the site of a gold rush in the late 1860s and onwards, and the southern suburb of Monkland, named by a prospector after a town in Scotland, itself contained a number of profitable mines including the No.2 Great Eastern Gold Mine. By 1873, rapid expansion of the area had led to the construction of a number of shops and four hotels in the main street, with many families living in the area.

Monkland State School was opened in 1884 with the residence constructed in the same year. It was designed when architect Robert Ferguson was employed as Superintendent of Buildings for the Department of Public Instruction. Ferguson arrived in Queensland from Ireland in 1860 and by 1864 was employed as a temporary foreman of works for the Queensland Government. He continued to work for the Government Architect in the areas of Wide Bay and Brisbane until 1879 when he was appointed Superintendent of Buildings for the Department of Public Instruction. In this position, Ferguson developed designs for single skin timber school buildings based on the Suter style, but 'avoiding the technical disadvantages of exposed studding by reverting to external sheeting.'

In March 1883, R. Newcombe Ross recommended a State School be constructed in Monkland and tenders were called for the construction of a school and residence. The lowest tender was received from Metcalfe and Wilson who were awarded the project, however their partnership dissolved prior to commencement of works. The next lowest tenderer, William Condon was then awarded the contract, agreeing to complete the school and residence in eight months for £895, including materials, of which approximately £180 was to be paid for by local subscriptions. The buildings were completed in September 1884 and the first occupants of the residence were headmaster Charles Reinhold and his wife Marion.

The residence originally comprised three bedrooms, a sitting room with fire place, a kitchen an enclosed verandah at the rear and an open verandah at the front. Constructed of timber weatherboards, it was elevated on low stumps and early plans depict the roof as shingled. At the time of its construction, it was departmental policy to provide residences for married headmasters 'thereby securing a resident caretaker and cleaner for the school in the person of the headmaster's wife.' The construction of residences also addressed problems associated with the lack of suitable teacher accommodation in remote areas and was used to encourage teachers to relocate to these areas.

Few additions or alterations were made to the house, apart from the construction of a fence which divided the residence from the remainder of the school grounds in 1886. In 1890, Charles Reinhold requested that an additional two rooms be added to the western side of the residence. At this time, conditions were quite cramped with space shared by Reinhold, his wife, their four children and a servant. The additions were approved, as well as the lining of all internal walls, and the extension of the front verandah to partially wrap around the eastern side. The tender of local contractor Henry Lee for £149 was recommended and the school committee was requested to contribute £29.16.0.

In 1932, a cyclonic storm severely damaged the school building, resulting in the demolition of a wing constructed in 1886, and the repair and extension of the original core. The residence remained relatively undamaged, only suffering damage to the roof over the kitchen. The school residence is fenced off from the main body of the site and remains largely intact.

Source: Extracts from the QHR entry for Monkland State School Residence, Place ID: 602013.

STATEMENT OF SIGNIFICANCE

The Monkland State School Residence is a place of local and State heritage significance as it demonstrates the evolution of education and provisions for teaching staff in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), b), d), e), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Monkland State School Residence was erected in 1884 as part of the newly established Monkland State School. As the only surviving building on the site from this period, the residence provides evidence of the growth of the area east of Gympie during the 1880s due to mining activity. It also provides evidence of the development of the education system throughout Queensland and is demonstrative of government policy of the period when residences were erected to overcome problems associated with the lack of appropriate accommodation for teachers in remote areas and also as encouragement for teachers to work in these areas.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

Although many similar residences were constructed throughout Queensland, many were replaced by new structures in the 1930s. The Monkland State School Residence is a rare surviving example of its type. It is the earliest of only four

	known intact examples of school residences constructed during the Ferguson period of school design.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	Although extended on a number of occasions, the Monkland State School Residence is largely intact and demonstrates the principal characteristics of a building of its type by its form and use of materials, as developed by Robert Ferguson.
E. The place is important because of its aesthetic significance to the local area.	Its simple form and materials contribute to the aesthetic significance of the place.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The building has strong associations with past pupils, many of whom still reside in the area, and contributed to the school centenary publication printed in 1984. It also has strong associations with the present Monkland Parents and Citizens Association.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Monkland State School Residence has special association with architect Robert Ferguson as a rare surviving example of his work whilst employed as Superintendent of Buildings for the Department of Public Instruction.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register. Queensland Heritage Register entry, Monkland State School Residence, Place ID: 602013, available online at https://apps.des.qld.gov.au/heritage-register/detail/?id=602013 .

No. 01 Scottish Gympie Gold Mine and Battery



No. 1 Scottish Gympie Gold Mine and Battery, 2019.

OTHER NAMES	No. 1 Scottish Gympie Mine
ADDRESS / LOCATION	Brisbane Road, Monkland
LOT/PLAN	Lot 356 on CP910156
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Mining and mineral processing
PLACE COMPONENTS	The standing assay office which has been conserved, concrete foundations of the compressor room, engine room and secondary crushing equipment, a 4-head prospecting stamp battery, engine foundations, battery foundations, very large in-ground water tank, capped shaft, headframe foundations and foundations of the winding house
YEAR CONSTRUCTED / PERIOD	c. 1889–1923
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600536 Nation Trust of Queensland, COOL 1/3
SIGNIFICANCE LEVEL	State, Local
HISTORICAL CONTEXT	The Gympie region was the site of a gold rush in the late 1860s and onwards, and the southern suburb of Monkland, named by a prospector after a town in Scotland, itself contained a number of profitable mines including the No. 1

Scottish Gympie Gold Mine. By 1873, rapid expansion of the area had led to the construction of a number of shops and four hotels in the main street, with many families living in the area.

The lease occupied by the site was taken up in 1889 as the "No.1 Eastern" mine, forfeited and taken up as the No.3 Great Eastern mine in 1891, but went into liquidation soon thereafter. Gympie Goldmines (Eastern Monkland) Company was formed, and was sold to Scottish investors in 1895, becoming the Scottish Gympie Gold Mines Limited with its head office in Glasgow.

By the following year the shaft was down 1,433ft, the deepest on the field. At this time companies started considering cyaniding their tailings dumps and the company increased the number of stampers in its battery by 50 in 1898. In 1904 the battery was reported to have 125 head of stamps and 394 men employed, and to be raising 7,000 tons of ore for crushing each year, with an estimated ore reserve for another ten years.

The company closed the mine in 1923 and in the following year a syndicate of 19 men was formed to purchase the lease over the shaft and winding gear, and mining recommenced intermittently. However, the lease was relinquished in 1924 and an auction sale of machinery held. In 1927 W. Runge and O. Alexander took over the mine and battery site and established a cyaniding plant. The leases were held by the Runge family until taken over by the Gympie Council.

The mine was the most productive in the Gympie Goldfield producing 608,279 ounces of gold from 1,589,162 tons of ore between 1867 and 1923.

Source: Extract from the QHR entry for No.1 Scottish Gympie Mine and Battery, Place ID: 600536.

STATEMENT OF SIGNIFICANCE

The No.1 Scottish Gympie Mine and Battery is a place of local and State heritage significance as it demonstrates the history of gold mining in the Gympie region, and more broadly Queensland, as evidenced by, but not limited to, criterion a), b), c) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The No.1 Scottish Gympie Mine and Battery is significant in the evolution and pattern of Gympie's history because it was the most successful mine in the Gympie Goldfield. It had a major impact on Gympie's development and was a major example of the impact of overseas investment on the development of region and the State.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The place is a rare aspect of Gympie's and Queensland's cultural heritage and contains the only readable evidence of historical mining activity in Gympie.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history</p>	<p>The place demonstrates, through surviving foundations and the intact assay office, the characteristics of a large-scale gold mining works and as such has the potential to provide information to increase our understanding of battery technology and management. There is potential for archaeological features and deposits demonstrating the development and use of the site over time.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The place is significant as the most intact surviving example of mining remains in the Gympie gold field, and probably the largest gold battery remains in Southeast Queensland.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Queensland Heritage Register entry, No. 1 Scottish Gympie Mine and Battery,
Place ID: 600536, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600536>.

South East Gold Mine Residence (former)



South East Gold Mine Residence (former), 2019.

OTHER NAMES	Inglewood Hill Pottery
ADDRESS / LOCATION	208 Brisbane Rd, Monkland
LOT/PLAN	Lot 70 on RP825310
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	House, outbuildings, garden with mature trees, building location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1897
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources 6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Gympie region was the site of a gold rush in the late 1860s and onwards, and the southern suburb of Monkland, named by a prospector after a town in Scotland, itself contained a number of profitable mines including the No.2 Great Eastern Gold Mine. By 1873, rapid expansion of the area had led to the construction of a number of shops and four hotels in the main street, with many families living in the area.

Inglewood Pottery buildings at the South East Gold mine site date back to approximately 1897. The house was built as a substantial middle-class dwelling on a large allotment adjacent to the Monkland State School. Of timber with a corrugated iron roof, the house is set on timber stumps and features a gabled roof with encircling verandah. The front verandah features an asymmetrical projecting pediment. Both the main and verandah gables are flying gables.

In 2002 there were stables and a blacksmith's shop which were in use 40-50 years previously. Mr Irv Runge who operated the blacksmith's shop there with his father and brothers said that the nails and glass etc date from the 1940s.

The surrounding buildings were utilised by Byron Moore, master potter, as Inglewood Hill Pottery, until his death in 2014.

STATEMENT OF SIGNIFICANCE

The South East Gold Mine Residence (former) is a place of local heritage significance as it demonstrates the evolution of the gold mining industry in the Gympie region as evidenced by, but not limited to, criterion a), b), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The South East Gold Mine Residence (former), as a substantial residence built in 1897, demonstrates the growth and prosperity of Gympie during the late Victorian period</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The South East Gold Mine Residence (former) is an uncommon example of a gold mine residence still in-situ on its original site.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The South East Gold Mine Residence (former), as a large, high-set timber and iron house with enclosing verandahs, demonstrates the characteristics of the type of prosperous middle-class dwellings built in the Gympie area in the late Victorian period.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>As a substantial dwelling of the late Victorian period, with its timber detailing and setting within spacious grounds, the South East Gold Mine Residence (former) has aesthetic significance in the local area.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register

The Gympie Times, 2014, Gympie pays tribute to late artist Bryan Moore. Retrieved 27 November 2018 from

<https://www.gympietimes.com.au/news/gympie-pays-tribute-late-artist-bryan-moore/2435689/>.

Kybong Hall



Kybong Hall, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	1347 Bruce Hwy, Kybong
LOT/PLAN	1 on RP53811
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1936
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Kybong Farm, also known as Kybong Run, on the Mary River, was run by Lawrence Cotham from at least 1874. Kybong later developed as a farming district southeast of Gympie.

The first Kybong Hall, erected in 1911, was accidentally destroyed by a grass fire on Christmas morning 1935. Also destroyed were the WW1 honour board and service personnel photographs inside. A new timber hall was erected on the current site and opened in November 1936.

STATEMENT OF SIGNIFICANCE

Kybong Hall is a place of local heritage significance as it demonstrates the social evolution of the Kybong community in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Kybong Hall is important in demonstrating the growth of the rural district of Kybong and the social and recreational needs of the Kybong community.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Kybong Hall is a small, rectangular, gable-ended hall of wooden construction, set on stumps and with an iron roof. It has a front entry verandah and side skillion. The scale and form of the original building is important in demonstrating the class characteristics of the types of small, wooden community hall built during late 19th and early 20th Century.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

As a place of social gathering and celebration for more than 80 years, Kybong Hall has social significance for the Kybong community.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Advertising (1874, August 19). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved 27 November 2018 from <<http://nla.gov.au/nla.news-article168911255>>.

Country News (1936, November 6). The Courier-Mail (Brisbane, Qld. : 1933 - 1954), p. 4. Retrieved 27 November 2018 from <<http://nla.gov.au/nla.news-article37027072>>.

Hall the Subject of Controversy is Accidentally Burned (1935, December 26). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 3 (CITY FINAL). Retrieved 27 November 2018 from <<http://nla.gov.au/nla.news-article179943195>>.

Traveston Homestead Complex



Traveston Homestead, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	1813 Bruce Hwy, Traveston
LOT/PLAN	1 on RP176437
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Pastoralism
PLACE COMPONENTS	Homestead, outbuildings, mature trees, paddocks and fencing, building location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	Pastoral run: 1857, Homestead: 1882
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance

HISTORICAL CONTEXT

Records show that by 1857 Robert Glisson occupied two pastoral runs in the Traveston area, the Traveston Run and the Traveston North Run. On the 4 May 1858, acceptance of Glisson's leasing of the two runs was issued in the Government Gazette with an annual rent of £2/13/9 each and an 8 year lease. Glisson formed a partnership with Broughton and Co., and by the end of that first year Broughton and Fattorini had taken over the leases. In 1861 the leases were transferred to De Lacey Moffat and in 1862 both leases were transferred to Thomas Holt.

In 1864 the leases were in the name of Thomas Powell before reverting back to the name of Holt. Powell remained in Traveston and as he was an experienced pastoralist it seems likely that from 1864 Powell had some practical and probably monetary involvement with the runs.

Thomas Powell was born at Hereford, England in May 1831. In 1855 he left England for Queensland, accompanied by his brother, Mr Charles Powell. He first worked at Dykehead Station, on the Burnett, and then at Hornet Bank Station. He came to Traveston in 1864. In 1885 he married the eldest daughter of Mr G. N. Clarke of Gympie and they had four children, two sons and two daughters. One son and one daughter died young and they were buried at Traveston.

From 1864, Powell remained in the Traveston area working the pastoral runs. He lived in a hut, located in the general location of the present day Traveston Homestead. In 1867, James Nash a prospector, spent the night with Powell in his hut at Traveston. The next day Nash discovered gold in Gympie, resulting in the Gympie gold rush. Situated on the old Gympie-Brisbane Road, the homestead became a rest stop for the Cobb & Co. coach service.

Powell selected land described as portion 37 in the parish of Traveston in 1869 under the Crown Lands Alienation Act 1868. The selection of the land resulted in the alienation of the Traveston run.

In December 1869, the surveyor D. Lussey surveyed portion 37 for Powell's selection. At the time of the survey a house named Traveston and Stockyards already existed on the property. The value of improvements to the land was identified as £200 indicating the land had been in use well before it was surveyed in 1869

In 1882, the existing homestead was built out of local beech and red cedar logged from the property. The new homestead replaced an earlier slab hut.

Thomas Powell had a herd of 1000 Hereford cattle that were branded with the Traveston Cattle Brand 'TP4', which was the first brand registered in Queensland. Horses were also bred on the station. During the 1893 flood, 20 broad mares were lost.

Thomas Powell passed away in January 1909, aged 78, by which time he had acquired 3000 acres in the Traveston area. At his request he was buried on his property as were his two children that had died before him.

The estate was subdivided into 35 farms, ranging in size from 118 acres to 23 acres, and put up for sale in 1910. Prices ranged from £2/10/ up to £10 per acre and more than half the estate was sold at the initial auction.

According to newspapers at the time, the subdivision was quite important to the development of the nearby Traveston Township. It was reported that *"The solo topic of conversation has been the sale of Powell's Traveston estate as the advent of settlement of the farms means the springing, up of the township of Traveston"*.

In 1911, the parcel of land that included the Traveston Station Homestead was auctioned as a sale of freehold stock and implements. The advertisement for auction described the place as Portion 37 at the Parish of Traveston, containing 204 acres with the following description of improvements: *comfortable 5-roomed House, detached kitchen, also bachelors' quarters, 2 large dams, stables, cart, and implement shed, yards, concrete plunge dip. The whole property is securely fenced and subdivided, and is permanently watered.* The Traveston Station ran 350 head of cattle all of which were to be included in the sale.

The property must have sold to a Mr Gordon as he is reported as having sold the Traveston Station Homestead to Mr Wakeham in July 1917.

In 1931, the Traveston Station Homestead property became part of the Wakeham Estate. The name of the property had been changed to 'Tochteth', an area in England where Mr Wakeham was from. It was reported in 1931 that some of the early buildings from the station days survived on the property and that dairying had become the main industry of the Estate. A herd of jersey cows were kept.

Since 1931 the name of the property has been referred to as Traveston. By this time the area had progressed primarily to dairying.

STATEMENT OF SIGNIFICANCE

Traveston Homestead is a place of local heritage significance as it demonstrates the pastoral history of the Gympie region as evidenced by, but not limited to, criterion a), b), c), d), e), and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Traveston Homestead Complex is important in demonstrating the early development of the local area, particularly its early pastoral history, and for its role in influencing local settlement patterns. Traveston was an early (c.1857) pastoral run in the area. The house, which survives, is an early example (1882) of a pastoral homestead in the region. Following the death of its original owner, Thomas Powell, in 1910, the subdivision of this property was instrumental in the development of the nearby Traveston township and the surrounding area.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage</p>	<p>The Traveston Homestead Complex is an endangered aspect of the local area’s history as surviving physical evidence of the area’s first pastoral run. While the original slab hut does not survive, the complex includes the extant 1882 house built by Thomas Powell, as well as the collection of dip remains, yards and the Powell family graves.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region’s history</p>	<p>The Traveston Homestead Complex has potential to yield important information about the history of the local area. As the property has been used almost continuously for pastoral and dairying operations, archaeological investigations may reveal important and otherwise unknown aspects of local history, including development and change at Traveston over time, and specific information about the people who lived and worked on the homestead.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Traveston Homestead Complex is important in demonstrating the principal characteristics of early pastoral properties in the local area. Principal characteristics of such places include a substantial homestead house, cattle yards, dips, sheds, family or lone graves, dams and windmills. The Traveston Homestead Complex retains its 1882 house, Powell’s family grave, remnant yards and a dip.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Set on prominent hill location visible from the Bruce Highway, and set amongst a stand of mature trees, Traveston Homestead has important aesthetic qualities.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region’s history</p>	<p>The site of Traveston Homestead, although probably not the existing structures, has an association with Robert Glissons, a prominent early pastoralist of the Gympie region. The Traveston Homestead Complex also has a special association with Thomas Powell, the first permanent settler and first land selector in the local area. As one of the earliest pastoralists, Powell had an important role in the development and growth of the local area.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Niche Environment & Heritage (2015). Traveston Homestead Complex Heritage Impact Statement. Unpublished report prepared for Department of Transport and Main Roads.

TRAVESTON. (1931, October 1). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 8. Retrieved 27 November 2018 from <<http://nla.gov.au/nla.news-article23142850>>.

Amamoor General Store



Amamoor General Store, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	4 Busby Street, Amamoor
LOT/PLAN	Lot 2 on SP242445
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, awnings over footpath, parapet, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1914-1930s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Amamoor, or Police Creek, was originally a pastoral run in the Upper Mary River Valley selected by J.D. Mc Taggart in the late 1850s. Like many of these runs, it was later broken up for closer settlement and lent its name to a farming district and township. From the late 1870s the area became a focus of small cropping and dairying activities.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending

to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A primary school opened in 1921. In 1924 the post office directory recorded 15 farmer/selectors, 10 dairy farmers, 9 fruit growers, 5 timber getter/teamsters, a sawmiller and a storekeeper. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Amamoor General Store was built at some time between 1914 and the 1930s in a small commercial precinct along Busby Street close to the railway station.

STATEMENT OF SIGNIFICANCE

The Amamoor General Store is a place of local heritage significance as it demonstrates the growth of Amamoor in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Amamoor General Store is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Amamoor General Store, a single storey wooden building with awning projecting over the pavement, is important in demonstrating the general architectural characteristics of small rural and neighbourhood shops typically built in the Gympie area in the 1900s.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Amamoor General Store, with its wide awning projecting over the pavement and prominent position near the railway, provides visual character to the Amamoor streetscape and is of aesthetic significance as a landmark building in Amamoor.</p>

MAP

<p>SOURCES</p>	<p>Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved 27 November 2018 from <http://nla.gov.au/nla.news-article4607844>.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>Queensland Places, Amamoor. Retrieved 27 November 2018 from <https://www.queenslandplaces.com.au/amamoor>.</p> <p>Queensland Place Names, entry 492. Retrieved 27 November 2018 from <https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>.</p> <p>Queensland Heritage Register entry, Mary Valley Railway Cream Sheds. Retrieved 27 November 2018 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>.</p>
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Amamoor Butcher Shop (former)



Amamoor Butcher Shop, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	10 Busby Street, Amamoor
LOT/PLAN	39 on SP196679
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, corner location on allotment, awnings over footpath, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1921
THEMES	3.1 Developing secondary and tertiary industries: Feeding Queenslanders
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Amamoor, or Police Creek, was originally a pastoral run in the Upper Mary River Valley selected by J.D. Mc Taggart in the late 1850s. Like many of these runs, it was later broken up for closer settlement and lent its name to a farming district and township. From the late 1870s the area became a focus of small cropping and dairying activities.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the

availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A primary school opened in 1921. In 1924 the post office directory recorded 15 farmer/selectors, 10 dairy farmers, 9 fruit growers, 5 timber getter/teamsters, a sawmiller and a storekeeper. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995, but later reopened as a tourist line.

The Amamoor Butcher Shop was built in 1921 in a small commercial precinct along Busby Street close to the railway station.

STATEMENT OF SIGNIFICANCE

Amamoor Butcher Shop (former) is a place of local heritage significance as it demonstrates the growth of Amamoor in the Gympie region as evidenced by, but not limited to, criterion a), d), and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Amamoor Butcher Shop (former) is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The Amamoor Butcher Shop (former), a single storey wooden building with awning projecting over the pavement, is important in demonstrating the general architectural characteristics of small rural and neighbourhood shops typically built in the Gympie area in the 1900s.

E. The place is important because of its aesthetic significance to the local area.

The Amamoor Butcher Shop (former), with its gabled roof and awning projecting over the pavement, provides visual character to the Amamoor streetscape.

MAP

SOURCES

Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved 27 November 2018 from <<http://nla.gov.au/nla.news-article4607844>>.

Gympie Regional Council Local Heritage Register.

Queensland Places, Amamoor. Retrieved 27 November 2018 from <<https://www.queenslandplaces.com.au/amamoor>>.

Queensland Place Names, entry 492. Retrieved 27 November 2018 from <<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>>.

QHR entry, Mary Valley Railway Cream Sheds. Retrieved 27 November 2018 from <<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>>.

Amamoor Hall



Amamoor Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	31-33 Busby Street, Amamoor
LOT/PLAN	11 on RP7008
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1921
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Amamoor, or Police Creek, was originally a pastoral run in the Upper Mary River Valley selected by J.D. Mc Taggart in the late 1850s. Like many of these runs, it was later broken up for closer settlement and lent its name to a farming district and township. From the late 1870s the area became a focus of small cropping and dairying activities.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the

availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A primary school opened in 1921. In 1924 the post office directory recorded 15 farmer/selectors, 10 dairy farmers, 9 fruit growers, 5 timber getter/teamsters, a sawmiller and a storekeeper. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995, but reopened as a tourist line

The Amamoor Hall was built in 1921 to serve as a venue for community commemorations, dances and other social functions.

STATEMENT OF SIGNIFICANCE

Amamoor Hall is a place of local heritage significance as it demonstrates the social evolution of the Amamoor community in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Amamoor Hall is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Amamoor Hall is a rectangular, gable-ended hall of timber construction, set on stumps and with an iron roof. It has a front verandah entrance and skillions on either side. The scale and form of the original building is important in demonstrating the class characteristics of the types of timber community hall typically built during late 19th and early 20th Century.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>With its simple timber construction and detailing, Amamoor Hall provides visual character to the Amamoor streetscape.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	<p>As a place of social gathering and celebration since 1921, Amamoor Hall has social significance for the local area.</p>

MAP

<p>SOURCES</p>	<p>Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from http://nla.gov.au/nla.news-article4607844</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>Queensland Heritage Register entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Place Names, entry 492 https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494</p> <p>Queensland Places, Amamoor: https://www.queenslandplaces.com.au/amamoor</p>
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Gympie Town Hall Reserve Complex



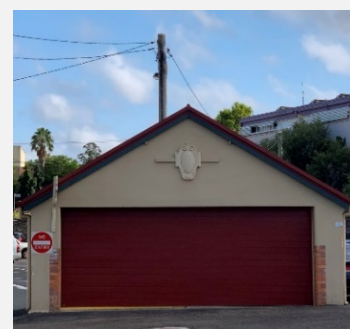
Gympie Town Hall Reserve Complex, 2019.



Gympie Maternal and Child Welfare Clinic (former), 2019.



Art Deco Toilet Block, 2019.



Gympie Town Hall Garage, 2019.

OTHER NAMES	Former Gympie City Council Chambers; Gympie Town Hall
ADDRESS / LOCATION	2 Caledonian Hill, Gympie
LOT/PLAN	10 on G14758
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Government administration
PLACE COMPONENTS	Gympie Town Hall (1890-1939) Art Deco Toilet Block (1920s-1930s) (previous I.D Number 18) Gympie Maternal and Child Welfare Clinic (1926) (previous I.D Number 101) Gympie Town Hall Garage (1939)
YEAR CONSTRUCTED / PERIOD	1890-1939

THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities 7.4 Maintaining order: Local government 10.1 Providing health and welfare services: Health services 10.3 Providing health and welfare services: Caring for women and children
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602789
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie Town Hall was opened in 1890 on land reserved for this purpose in 1883. It was designed by Clark Brothers, which won competitions for proposed town halls for Brisbane and Gympie in 1884 and Warwick in 1885. Of the Clark Brothers' prize-winning designs for Queensland town halls, only that for Gympie may have been realised, and its construction was supervised by H W Durietz in the late 1880s. It was extended in 1938-9 by Brisbane architect C H Griffin.

Gympie (initially Nashville) arose after the discovery of gold in the Mary River district in October 1867. The new goldfield established Queensland as a significant gold producer and contributed much needed finances to the young colony. Thousands of people arrived at the Gympie goldfield in the months after the discovery and a fledgling settlement emerged. In a year the alluvial gold had been exhausted and shallow reef mining commenced, followed from 1875 by deep reef mining. During 1881 mines began yielding large amounts of gold marking a new era of wealth and prosperity for Gympie as an intensive phase of underground reef mining began, facilitated by the injection of capital into mining companies for machinery and employees.

As Gympie evolved from a hastily established mining settlement, the early makeshift structures of the 1860s gradually gave way to more permanent and substantial public and private buildings from the mid-1870s. Gympie was gazetted as a town on 26 January 1880 and in 1883 a reserve for a town hall was created. A competition for the design of a Gympie Town Hall was conducted and in 1884 Clark Brothers (comprising John James Clark, architect and his brother George, an engineer) were named as the winners. Other buildings designed by Clark include the Treasury Building, Brisbane [QHR 600143], Central Railway Station Tower, Brisbane [QHR 600073] and Townsville Railway Station [QHR 600906]. Clark had a long career, won many design competitions and produced many other notable buildings in Victoria, New South Wales, West Australia and New Zealand.

Gympie Town Council proposed to erect its town hall on land at Nash's Gully bounded by Mellor Street and Caledonian Hill which was to be reserved for this purpose. In July 1888 the Council requested that the Department of Public Lands grant them the Deed of Grant for the land as they proposed to erect a Town Hall upon it, but the Department of Public Lands agreed to issue the Deed of Grant only after the erection of a town hall on the site. In August 1888 a proposal that Gympie Town Council borrow £5,000 for the erection of a Town Hall was defeated by 40 votes. Subsequently the Municipal Council erected a portion of the Town Hall, namely the left wing and tower, built of brick at a cost of £1,266. Its construction was supervised by local architect, Hugo Du Rietz and its builder was Joseph Jew. The town hall was opened by William Smyth MLA on 4 March 1891 and the first council meeting held in the new chambers took place on the same day. In June 1891 a Deed of Grant to the Council of the Municipality of Gympie for 3 roods 22 perches 'as a site for a town hall and no other purposes whatsoever' was granted.

Following its continued growth, Gympie was declared a city in 1905. As gold production declined to cessation in circa 1927, Gympie transformed into the service centre for its highly productive agricultural district noted for dairy and fruit-growing. As part of this evolution, the town centre shifted from upper-Mary Street near Commissioners Hill to lower Mary Street closer to the railway station, butter factory and fruit cooperative.

By the mid- to late-1930s the Gympie City Council was considering completion of its town hall. Concurrently, a post office located closer to the centre of town was sought. During 1937 the Gympie Chamber of Commerce called for a branch office in a central position in Gympie as the current post office located at the top of Commissioner's Hill was quite removed from the main business centre. The Gympie City Council wanted the branch located in the Town Hall where adequate accommodation for the purpose could be made available in the proposed extensions to the building. The federal member for the Gympie area, B H Corser made representations to the Commonwealth's Posts and Telegraphs Department. Additionally, the acting Prime Minister, the Right Hon Dr Earle Page, also discussed the establishment of a branch post office in Gympie with the Postmaster-General in June 1937. Subsequently tenders for the lease of a building for a branch post office were advertised in the Gympie Truth and Gympie Times.

Two tenders were received that were regarded as unsatisfactory so approval was given for the lease from the Gympie Town Council of premises at Gympie for a period of 10 years with an option for renewal of five years.

Consequently, when additions to the Gympie Town Hall were designed by C H Griffin in 1938 the design incorporated a new post office for Gympie on the ground floor. The addition included a reception hall on the first floor and additional offices on the ground floor. An original drawing by J J Clark shows that Griffin used the Clark Brothers' plan as the starting point for his design of the town hall extension in 1938. Griffin's plan provided for new vestibules on both floors and a new staircase. The upper floor houses a reception hall to the east of the upper vestibule. The existing frontage was remodelled in harmony with the new section. Instead of the Victorian ornamentation originally specified he gave the building's exterior a more modern appearance. A garage located adjacent to the town hall on the Caledonian Hill frontage was also designed as part of the project. The tender to construct was won by Marberete Company Pty Ltd of Brisbane and the work took seven months to complete. In addition to the town hall building a free-standing garage was built to the east of it on the town hall reserve.

The Gympie Town Hall's additions were officially opened by the State Treasurer (Mr F A Cooper) on 21 October 1939. The cost of the addition and renovation was £9,668. This amount was covered by a loan of £7,235 with a Government subsidy of £1,463 plus £970 advanced from general rate revenue.

The completion of the Gympie Town Hall in 1939 was part of a wider pattern of civic building that took place during the second half of the 1930s when numerous town halls were constructed across Australia as an expression of civic pride when the economy was once again on a more secure foundation after the Great Depression. Many Queensland country towns erected or remodelled civic buildings. The Queensland government played an important role in facilitating many of these projects, by subsidising expenditure by shire councils on new buildings or remodelling their existing premises. As a result, more than 20 shire and town council buildings were erected during 1938-39 and six shire halls were remodelled. In the last two years of the 1930s, more than £177,000 was spent on new shire and council halls and nearly £20,000 was outlaid on alterations to existing buildings.

Town halls of varying design and dimension are landmarks of Australia's cities and suburbs, shires and towns. They have been important as social venues and focal points for their communities and also for the administration of local government. The Gympie Town Hall was such a venue. The accommodation of the Gympie East Post Office on the ground floor of the new section of the Gympie Town Hall between 9 May 1939 and 26 July 1967 gave it further important social function.

Between 1977 and 1982 internal alterations to the Gympie Town Hall were undertaken with money obtained through a debenture loan approved by the Queensland Treasury. These included architectural work (probably new joinery); mechanical and electrical alterations to the auditorium; internal telephone extension relocation and switchboard installation; internal painting of the ground floor; reconstruction of the WWI remembrance alcove; new floor coverings; office equipment; and glass and timber panel partitions.

In 2009 the Gympie Regional Council recommenced meeting in the Gympie Town Hall, after many years of meeting in the former Queensland National Bank building in Channon Street. The remainder of the building continues to be used as office accommodation for council staff.

Maternal and Child Welfare Clinic

The former Gympie Maternal and Child Welfare Clinic is located in the Town Hall Reserve, facing Mellor Street in central Gympie. It is a concrete rendered building, with an entry portico flanked by four columns, with a rib and pan profile iron roof, including the original fleche. Designed and built by the Department of Public Works, and opened on 24 April 1926, the building is one of ten regional clinics built to a standardised design, of which, only nine remain.

The establishment of baby clinics throughout Queensland following the introduction of the Maternity Act 1922 was part of a national and international movement to improve the health of mothers and babies. The Act also initiated the establishment of a network of free maternity hospitals throughout Queensland, managed under the Motherhood, Child Welfare and Hospital Fund. Financed through the profits of the state run lottery, the Golden Casket, established in 1920, the Act sought to decrease the death rate for mothers and babies; to increase the birth-rate; to expand outback settlement and to train mothers how to care for children and essentially develop a healthy population.

The first baby clinic in Brisbane was established in 1908 and attended by paediatrician Dr Alfred Jefferis Turner, who saw up to 100 babies a week, free of charge. Dr Jefferis Turner was the first resident medical officer of the Brisbane Children's Hospital, appointed in 1889. He made a significant contribution to the development of a diphtheria antitoxin and identified lead in paint as a significant

factor in lead poisoning in children. These advances impacted on the reduction of infant mortality rates, but Dr Jefferis Turner was aware that diarrhoeal disease was still a major factor the demise of many babies. There was a higher death rate during the summer months, which could be attributed to poor infant feeding and he embarked on a public health campaign to educate mothers in the hygienic preparation of food, particularly for those infants not breast fed.

Following a conference on child welfare in Sydney in 1916, representatives of women's organisations, benevolent societies and the Crèche and Kindergarten Association lobbied the Home Secretary, John Huxham to establish a network of baby clinics in Queensland. In August 1917 he announced that three clinics would be built, which was later expanded to four. At that time the first baby clinic had just been built in Victoria, while New South Wales already had eleven. All were based on the philosophy of New Zealand Doctor, Frederick Truby King, which promoted breast feeding, the training of nurses in maternal and infant welfare and the education of mothers in domestic hygiene.

A national agenda for public health and social reform was implicit in the growth of the town planning movement. The second Australian Town Planning Conference and Exhibition held in Brisbane in mid-1918 included a display illustrating the proper care of babies. The organiser of this conference was Charles Edward Chuter, an officer of the Home Secretary's Department, who was to have a significant impact on local government and on the health system in Queensland. He had managed the finances of the Brisbane General Hospital from 1917 and sought the means to implement the social policies of the recently elected Labour government of T J Ryan. Chuter established the Motherhood, Child Welfare and Hospital Fund, which was financed through the Golden Casket Lottery. He also had significant input into the drafting of the Maternity Act. The decision to operate a regular lottery from 1920, with the profits deposited into the Hospital Trust Account, financed a major building program in maternity hospitals and baby clinics.

The first government baby clinic opened in a rented cottage in Brunswick Street, Fortitude Valley on 8 March 1918, managed by Matron Florence Chatfield of the Diamantina Hospital. Three more clinics opened shortly after at Woolloongabba, Spring Hill and West End. Nurse Chatfield travelled north in October 1920, seeking suitable sites to build clinics in Cairns, Townsville and Rockhampton, preferring a central location, close to the shopping areas and close to public transport. She also sought support from at least one doctor in each town to act as the Honorary Medical Officer, attached to the clinic.

Between October 1923 and November 1924, new baby clinics were erected at Rockhampton, Townsville, Ipswich, Toowoomba, Cairns, Maryborough and Bundaberg. The Fortitude Valley Clinic, which opened in 1924, included a training school for nurses. The training centre staff had been educated in both New Zealand and Sydney and the centre produced eight graduates in 1924 and eleven in 1925. Thirty-five maternity wards were built in hospitals across the state at this time. Between 1926 and 1930 clinics were erected at Gympie, Mackay, Charters Towers and Warwick, with new substantial brick clinics built at Woolloongabba and Herschel Street in the city. Another large clinic was planned for South Brisbane but was never built.

Ten regional clinics were based on a standard plan produced by the Department of Works. These included: Rockhampton, Townsville, Ipswich, Toowoomba, Maryborough, Bundaberg, Gympie, Mackay, Charters Towers and Warwick. The Rockhampton clinic was the first to be opened on Saturday 27 October 1923. It was described in the 1924 Queensland Parliamentary Papers Report of the Department of Public Works as:

A compact tile-roofed one-storey reinforced cement plaster building of attractive design, containing waiting hall 16 ft by 16 ft; a doctor's room 12 ft by 11 ft; treatment room 13 ft by 11 ft; retiring and nurses rooms 11ft by 10 ft with water closet, lavatories, store, press etc. Modern fittings and furnishings have been installed throughout and a septic system provided for conveniences.

The selection of a site for a baby clinic for Gympie occurred during the early part of 1925 with regular correspondence between the local MLA, Tom Dunstan, the Assistant Minister for Works and the Home Secretary James Stoppard. The Under Secretary George Chuter and the Mayor Alderman George Thomas undertook a site inspection on 7 March and agreed that part of the Town Hall Reserve facing Mellor Street was the best location. The council agreed to allocate a site within the Town Hall reserve, because the clinic would be of benefit to the district. It passed the resolution on 19 March 1925, and verbal agreement was made by the council that it would provide fill for the site. The architect William Ewart visited in April and assured the Town Clerk that the plans and specifications were in hand and the building would be completed as soon as possible. The proposed building was specified as a concrete one storey structure with a Marseilles tiled roof and Doric pillared entrance, including a waiting room for mothers, infant's treatment room, kitchen, bathroom, ladies' retiring room and day room for the nurses. The standard design baby clinics were all founded on the same plan drawn up in January 1923, with some amendments to suit each individual site. The Gympie Clinic was built with two toilets; one accessible from within the clinic, and one with an external door, adjacent to the Town Hall, accessible to

the public. (A separate men's toilet was located nearby.) Two nurses were appointed to the clinic, with one stationed at the clinic and the other largely devoted to visiting mothers in their own homes within the district.

The building, which cost £2,355, was opened on Saturday 24 April 1926 by the Minister for Works, James Kirwan. He referred to the clinic as the 'Temple of the Babe', an analogy first used by the Assistant Home Secretary Mr Brennan at the opening of the Toowoomba Baby Clinic in December 1923. Kirwan reiterated the government policy promoting motherhood and child welfare, indicating that the clinic had already begun operation prior to the official opening. Nurse McGrath had already begun her rounds of the district, visiting 83 babies, and 25 mothers had consulted the clinic. He said the building, was a beautiful structure which was an architectural adornment to the city of Gympie. When the Director of Infant Welfare, Dr Jefferis Turner wrote his first annual report in June 1927, he indicated that the Gympie Clinic had a good relationship with the local maternity nurses, and it had outperformed some older ones in the state, in terms of the numbers of new born babies visited by the clinic sisters.

In 1933, the Gympie Town Clerk advised the Department of Works that a large amount of spoil had been generated in the process of excavating for a new sewer. This had been used to fill the Town Hall Reserve but had in fact filled part of the lower flight of steps at the rear of the baby clinic. It advised that the landing would be extended to provide easier access to the clinic and the remainder of the lower steps would lead to the yard. During the early 1930s the clinic sister experienced difficulties sleeping because of the constant noise from the public toilet in the clinic building adjacent to her bedroom. At that time it was agreed to lock the female toilet at 11.00pm.

The back landing was enclosed with lattice in 1936. By 1941, heavy rain had caused subsidence of this and earlier fill, causing damage to the back steps and requiring the installation of a 6 foot (1.8m) square concrete slab at the foot of the stairs.

The Gympie Town Council wrote to the Department of Public Works in June 1950, indicating that the town hall was being repainted and suggested that the baby clinic be painted at the same time. Tenders were called in September and the exterior painting proceeded. Some interior painting was also carried out at this time with repairs to the front stairs and front gate, and painting of exterior Venetian blinds. In 1956 the interior walls and furniture was painted.

The connection of sewerage in May 1964 led to further alterations and additions to the interior including a complete internal and external repaint, in pastel shades. The bathroom was upgraded with a new bath and hand basins. New cupboards were built in the kitchen and new linoleum was laid throughout. The furniture was also repainted.

Plans for further additions to provide living accommodation were drawn up in April 1964. The proposed 22' by 21' (6.7m by 6.4m) extension was to comprise two bedrooms, a bathroom, laundry, WC, dining room and new street access. However, the Gympie City Council was in opposition to any extensions to the clinic because it would partly encroach on recent improvements to the car park, and new access roadways within Town Hall Reserve. The council wrote to the Secretary of Lands Administration enquiring as to the original agreement reached in relation to land allocated prior to the construction of the baby clinic. The Land Administration was unable to present any formal documentation of the initial allocation of the site, as it had been the product of a verbal agreement between the MLA at the time, the Hon T Dunstan, the Mayor, Aldermen and Town Clerk of Gympie. While the council passed a motion approving the erection of the baby clinic on the Town Hall Reserve, it appears that no formal agreement was made on land allocation for the clinic. The planned extensions did not proceed.

It is unclear when the tile roof was replaced with iron, but a number of clinics had experienced problems with the tiled roof, with the Townsville clinic's replaced by 1927.

The Maternal and Child Health Clinic services were transferred to the Gympie Hospital in 1992. The former baby clinic building was then occupied by the State Emergency Service (later the Gympie Regional Emergency Management Team) for fifteen years. This team was transferred to Caloundra in 2007. The Cooloola Family and Community Development Workers then mounted a petition to request a lease of the building to re-establish a clinic providing maternal and child health services, collaboratively run by the Cooloola Community Hub staff and the Gympie Child Health Services. It appears that no action was taken on this proposal. The Gympie Regional Council's Youth Development Unit now occupies the building.

Art Deco Men's Toilet Block

The Art Deco Men's Toilet Block in Mellor Street and sited on Gympie's Town Hall Reserve was erected circa 1920s. It is one of only two known toilet blocks in this architectural style in Queensland, the other reported to be at Mareeba.

Public toilets in Mellor Street were in existence in 1925 as Council minutes reveal that the Chamber of Commerce requested the provision of a light at the public lavatory in Mellor Street. However, the toilet block does not appear on a partial site plan for the reserve drawn in 1925 when the Gympie Maternal and Child Welfare Clinic was being planned for the site. The Art Deco toilet block does not reflect the architectural style of the nearby Gympie Town Hall (designed 1938), which leads to the conclusion that the toilet block was constructed before 1938.

Source: Extract from QHR entry for Gympie Town Hall Reserve Complex, Place ID: 602789.

STATEMENT OF SIGNIFICANCE

Gympie Town Hall Complex is a place of local heritage significance as it demonstrates the evolution and operations of local government in the Gympie region as evidenced by, but not limited to, criterion a), b), d), e), and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>As the product of Gympie's gold mining and later agricultural settlement, the Gympie Town Hall Complex is important in demonstrating the evolution of both Gympie's and Queensland's history. The Town Hall, designed in the mid-1880s and opened in 1890, represents the endurance and continued importance of Gympie to Queensland as a highly profitable gold mining town. The Gympie Town Hall extension in the late 1930s reflects Gympie's evolution into the major service town of an economically important dairy and agricultural district for Queensland.</p> <p>The former Gympie Maternal and Child Welfare Clinic (1926) is important in demonstrating the pattern of Queensland history concerned with improving maternal health, which was part of the Australia-wide movement to educate mothers in infant and domestic hygiene. It is one of ten standard design baby clinics constructed in regional Queensland that resulted from implementation of the Maternity Act 1922, which used funding from the state-operated lottery, the Golden Casket.</p> <p>The Gympie Maternal and Child Welfare Clinic, which served the Gympie district for 66 years, is representative of Queensland's response to the Australia-wide endeavour to reduce infant mortality and improve maternal health during the 1920s.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>As one of only two known examples in Queensland, the Art Deco Men's Toilet Block built in Mellor Street on the Town Hall reserve in the 1920s/30s is a rare example of Art Deco design used for a public toilet block in Gympie and Queensland.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Gympie Town Hall demonstrates the principal characteristics of a regional town hall. Located in a prominent position near the centre of the town, the Gympie Town Hall is a substantial two-storey building with a dominant clock tower. Its interior includes the council chamber, meeting room, staircase, honour roll and original offices. The original design of the Gympie Town Hall was by Clark Brothers and it is specifically the work of noted architect John James Clark.</p> <p>The former Gympie Maternal and Child Welfare Clinic demonstrates the principal characteristics of the Queensland Department of Works standard design for regional baby clinic buildings in the 1920s. These include a spacious waiting room, doctor's room, treatment room, nurse's room, bathroom and toilet. Also, the building's central location in Gympie is typical of the siting of early regional clinics. The integrity of the building has been retained including the original room layout, along with most of the interwar features of the building.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie Town Hall Reserve Complex forms a harmonious group around the Gympie Town Hall with the smaller classically inspired Maternal and Child Welfare Building, Town</p>

	<p>Hall Garage and Art Deco Toilet Block adding visual interest as the group extends along Mellor Street and Caledonian Hill.</p> <p>The elegant, classically inspired Gympie Town Hall stands prominently at the five-ways that terminates Mary Street and the main business district of Gympie. In Gympie's hilly terrain and irregular road layout, towers such as those of the Gympie Town Hall and Gympie Court House [QHR 600533] stand as important navigation aids around the city centre. The Gympie Town Hall has aesthetic significance for its classical composition and detailing and for its fine interiors including extensive timber joinery; and decorative plaster work, glazing and terrazzo floors.</p> <p>The Gympie Maternal and Child Welfare building has aesthetic significance as a well-designed building with a domestic scale and character appropriate to its function. Notable for its classical temple front, the building makes a pleasing contribution to the streetscape.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in the Gympie region's history</p>	<p>The Gympie Town Hall Complex has a special association with the Gympie City Council.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry, Gympie Town Hall Reserve Complex. Retrieved 28 November 2018 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602789>.</p> <p>Sunshine Coast Libraries, Town Hall and Post Office East, Gympie, ca 1940, Image M827409. Retrieved 28 November 2018 from <https://trove.nla.gov.au/work/191352531?q=gympie&exactPhrase=Caledonian+hill&anyWords&notWords&requestHandler&dateFrom&dateTo&sortby&c=picture&versionId=208824139>.</p>

Gympie Salvation Army Temple (former)



Gympie Salvation Army Temple (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	15 Caledonian Hill, Gympie
LOT/PLAN	Lot 33 on G14716
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings. Portico includes memorials from 1885 and 1889.
YEAR CONSTRUCTED / PERIOD	1939
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions 10.2 Providing health and welfare services: Caring for the homeless and destitute
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance
HISTORICAL CONTEXT	

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already been laid out. This resulted in the town being laid out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Salvation Army was founded in East London in 1865 when a Methodist minister, William Booth, and his wife, Catherine, established the Christian Revival Society, later East London Christian Mission and then Salvation Army, a Methodist-based organisation devoted to preaching the Gospel to the poor and underprivileged and offering basic schooling, reading rooms, penny banks, soup kitchens, and relief aid to the destitute. The organisation came to Australia in 1880 and became active in both Brisbane and regional areas, including Maryborough (since at least 1885 and possibly earlier), Warwick (1887), Charters Towers (1888), and Boonah (1890), where it built hall-like centres, variously referred to as churches, temples, barracks or citadels, in which to worship and base its charity operations. In design these buildings were symmetrically composed and formally styled, and were typical of the Salvation Army through to the 1950s, when the organisation began to focus more on the thrift shop business and community outreach, and subsequently based itself more in ordinary commercial spaces.

The Gympie Salvation Army opened in 1886, worshipping in a wooden hall on Mary Street. Later on, a hall was built on Calton Hill and in 1895 The Salvation Army also established itself at One Mile, although this was short-lived. The work of the organisation was particularly important during the 1890 depression. A two-storey brick Salvation Army temple was opened in Gympie in April 1939 by Lieutenant Commissioner Dalziel. It was built during the post-mining transition of the local economy towards a stronger agricultural base and the slow national recovery after the Great Depression. In 2018 the building was still owned and operated (as a thrift shop) by the Salvation Army.

STATEMENT OF SIGNIFICANCE

The Gympie Salvation Army Temple (former) is a place of local heritage significance as it demonstrates the development of the social and cultural needs in the Gympie region as evidenced by, but not limited to, criterion a), b), d), e), and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Gympie Salvation Army Temple (former) provides important evidence of the development of the Gympie region during the post-gold-mining period and the work of The Salvation Army in providing outreach and support to those less fortunate in the community.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

The Gympie Salvation Army Temple (former) is rare as the only known surviving example of its type built in the Gympie region. It is also rare within Queensland, as an example of a distinctive building type once common to the operations of the Salvation Army but now largely replaced by non-descript commercial-style premises.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Gympie Salvation Army Temple (former) demonstrates the principle characteristics of Salvation Army temples of the 19th and early 20th Century. Like many others, it was built in the form of a long hall or barracks with central front entrance and symmetrical façade.

E. The place is important because of its aesthetic significance to the local area.

The Gympie Salvation Army Temple (former), with its rendered and exposed brick façade, is a balanced composition of Classical and Art Deco design elements that has aesthetic significance in the streetscape.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

The Gympie Salvation Army Temple (former) has a special association with Gympie branch of The Salvation Army and those members of the community who have utilised its services.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

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Our home in Gympie, the Salvation Army. Retrieved 28 November 2018 from <https://salvos.org.au/archive/our-story/our-history-old/local-history/sqld/gympie/our-home-in-gympie/>.

O'Donnel Residence (former)



O'Donnel Residence (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	24 Caledonian Hill, Gympie
LOT/PLAN	Lot 26 on G14716
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, garden wall
YEAR CONSTRUCTED / PERIOD	19 th century with circa 1920s-30s extension
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already

been laid out. This resulted in the town being laid out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

Caledonian Hill is a street named after the Caledonian Prospector's Claim Mine, second reef claim taken up in the field in November 1867.

The house at 24 Caledonian Hill was built in the late 19th Century of timber with a short-ridge iron roof. It had a typical colonial configuration of a four-room core with encircling verandahs. Probably in response to a growing family, in the 1920s or 30s the occupants added a gabled extension along the western side. The O'Donnel Residence is evidence of an early miner's quarter in-situ on its original site. The residence was later used as a boarding house, which is probably when it was again extended to accommodate residents.

STATEMENT OF SIGNIFICANCE

The O'Donnel Residence (former) is a place of local heritage significance as it demonstrates the evolution of dwellings in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The O'Donnel Residence (former) provides evidence of the residential development of Gympie from the 19th to early 20th Century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The O'Donnel Residence demonstrates architectural elements typical of a 19th Century Queensland timber and tin house as well as its later extension, which may have been associated with its conversion to a boarding house.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Cooloola Library Service, 2001, <i>Cooloola Shire...a golden past</i>, Cooloola Shire Council.</p>

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Cameron House



Cameron House, 2019.

OTHER NAMES	Cameron House
ADDRESS / LOCATION	17 Calton Terrace, Gympie
LOT/PLAN	Lot 1 on MPH24129
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Recreation and entertainment
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, evidence of the original theatre, early garden remnants
YEAR CONSTRUCTED / PERIOD	1903
THEMES	3.10 Developing secondary and tertiary industries: Entertaining for profit
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already been laid out. This resulted in the town being laid

out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The house at 17 Calton Terrace was built in 1903, during the Federation period. It was a substantial middle-class dwelling of timber with iron roof, reflecting a number of architectural elements popular during the period, such as bungalow roof and decorative verandah pediment and frieze.

STATEMENT OF SIGNIFICANCE

Cameron House is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The house at 17 Calton Terrace provides evidence of the residential development of Gympie during the Federation period and as an ornate, middle-class dwelling reflect the general prosperity of the community at this time.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The house at 17 Calton Terrace is a good representative example of the range of early timber housing styles in Gympie featuring decorative veranda frieze and pediment.

MAP

SOURCES

Cooloola Library Service, 2001, *Cooloola Shire...a golden past*, Cooloola Shire Council.

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Cedar Pocket School of Arts



Cedar Pocket School of Arts, 2020.

OTHER NAMES	Cedar Pocket Hall
ADDRESS / LOCATION	Cedar Pocket Road, Cedar Pocket
LOT/PLAN	Lot 421 on M37885
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	Pre-1912
THEMES	8.3 Creating social and cultural institutions: Organisations and societies 9.3 Educating local people: Educating adults
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Cedar Pocket is a locality east of Gympie. As its name suggests, it was once rich in timber. The Gympie area was heavily timbered with rainforest hardwoods and softwoods, in particular huge amounts of cedar and hoop pine.

During the 19th and early 20th century, prior to the widespread availability of secondary and tertiary education, most people only completed a primary school education as higher learning beyond the basics was seen as unnecessary for a country focussed then on the development of rural industry. However, some level of adult education among the working classes was encouraged as a means social and moral improvement, and this was generally catered for by the

community-funded establishment of Schools of Arts, hall-like buildings that had a library and reading room as well as space for events and activities. They generally became a focus point for their local communities.

STATEMENT OF SIGNIFICANCE

The Cedar Pocket School of Arts is a place of local heritage significance as it demonstrates the evolution of the social and cultural needs of Cedar Pocket as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Cedar Pocket School of Arts is important in demonstrating the establishment and growth of the small rural communities within the Gympie area.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Although altered at the front, the Cedar Pocket School of Arts exhibits many of the characteristics of small, wooden community halls typically built during late 19th and early 20th century. It is a small, rectangular, gable-ended hall of wooden construction, set on stumps and with an iron roof.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of social gathering and celebration since before 1912, Cedar Pocket School of Arts has social significance for the local area.</p>

MAP

SOURCES

Cooloola Library Service, 2001, *Cooloola Shire...a golden past*, Cooloola Shire Council.

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

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Kingston House



Kingston House, 2019.

OTHER NAMES	Kingston House Restaurant
ADDRESS / LOCATION	11 Channon Street, Gympie
LOT/PLAN	Lot 1 on RP862500
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1901
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings 10.1 Providing health & welfare services: Health services
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time

the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The residential house was erected in 1901 for David Menzies. David Menzies migrated to Australia when he was a young man and for a number of years was telegraph operator at Dundathu and Maryborough. He went to Gympie in 1880 and for about ten years was in the Gympie telegraph office as operator. He then worked as a share broker. He was also interested in Gympie mines and was a director of many companies, including No. 1 North Glanmore and No. 4 North Phoenix. The No. 4 North Phoenix was in continual operation for more than forty years but was impacted in 1922 by the closure of the Gympie crushing battery, the only public battery on the field, and was forced to erect its own battery at the mine. The following year it reported one of the best gold returns in the history of the field. However, it could not stave off the decline of the gold field and by 1925 the mine was closed.

In 1888 Menzies married Mrs J. G. Henry, and on the death of his wife in 1928, left Gympie to reside with his only child, Mr A. Menzies, at Rockhampton, and was killed there at the age of 74 in a car accident in 1929. A highly respected citizen of Gympie, his remains were returned to Gympie for burial in the cemetery.

His former residence in Gympie was then occupied by Kingston Private and Maternity Hospital in the 1930's and later used as a doctor's consultation room in the 1940's. The house was converted to a restaurant in 1994.

STATEMENT OF SIGNIFICANCE

Kingston House is a place of local heritage significance as it demonstrates the prosperity of the area through residential development in the Gympie region as evidenced by, but not limited to, criterion a), d), and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Kingston House provides evidence of the residential development of Gympie from the 19th to early 20th Century in response to the prosperity generated by gold mining.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Kingston House demonstrates the principal characteristics of a substantial timber house of the Federation period featuring elaborate timber detailing.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

Kingston House has a special association with prominent Gympie share broker and mine manager, David Menzies.

MAP

SOURCES

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Surface Hill Uniting Church



Surface Hill Uniting Church, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	18 Channon Street, Gympie
LOT/PLAN	Lot 21 on G14726
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1869-1937
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 601529 National Trust of Australia (Queensland): COOL 1/21
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already been laid out. This resulted in the town being laid out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

In August 1868, Wesleyan Methodists erected a bark hut of pole construction on Surface Hill to use as a basic chapel. The Methodists were early in their efforts in establishing a place of worship on the goldfields, the Primitive Methodists had opened the "Digger's Bethel" only months after James Nash had made his momentous discovery of gold in 1867. Concurrent with building the bark hut, the Wesleyan Methodists were planning the construction of a new and more substantial church, under the auspice of the Maryborough circuit. This was designed by local architect Charles G Smith, and was opened in 1869 along with a small parsonage.

The Wesleyans were consolidating their presence in the town, however, uncertainty persisted about the land tenure as the church had been built on land that was held without a proper title. Although the land had been purchased by members of the church committee at a land sale in 1869 and set aside as a church reserve in the first town survey in 1874, it was not officially secured until 1876. It appears that these difficulties were due to the land being under Miner's Right. Indeed, mining was still taking place all over Surface Hill at this time.

In 1870, a full-time minister was appointed and two rooms and a verandah were added to the parsonage. By 1879, the parsonage was in a dilapidated condition and fund-raising began for the construction of a new one, which was completed in 1880. In 1889, Matthew Mellor, a prominent member of the congregation and church trustee moved that a new brick church to accommodate 250 people, be erected. Minutes of church meetings indicate that the construction of a more solid church had been in the minds of many members of the congregation for a number of years and suggests "that Gympie was a stable prosperous town, with a stable, committed population, who had enough faith and vision to build for the future." Both the Catholic and Anglican churches also built masonry churches in the town around this time.

Local Gympie architect Hugo du Rietz was commissioned to design the new church and plans were presented to the church Trust in July 1889. Hugo du Rietz was born in Sweden in 1831 and came to Australia in 1852, taking up residence in Gympie around 1867 and staying there until his death in 1908. He was a prolific designer of buildings for the town and "was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs."

The church was substantial but simple in design. It was to be constructed of brick and rendered in concrete with Gothic detailing. Tenders were called and the lowest tender of Mr J McMorrine of £1905 was accepted. On 7th August, the church was officially opened and a dedication service was held. A fine organ was purchased by the church from Mr James Lord, the organist from the Albert Street Methodist Church. The organ, along with the one in the Albert Street church, had been made by George Benson of Manchester, UK in 1888 and assembled by Benson in Brisbane.

The timber church was renovated and used as the Sunday School hall. The Methodist Church continued to have a solid presence in the town, church news was regularly reported in the Gympie Times and frequently the full text of a sermon would be published. In 1904, the Reverend Harry Youngman addressed the Chinese members of the congregation in their own language, an event which attracted hundreds of people, non-Chinese and non-Methodists alike. Small repairs were carried out on the church, hall and parsonage and it was not until the 1930s that any more substantial work was carried out on the site.

In 1937 a representation was made to the State Government for the use of relief labour to construct a stone retaining wall along the frontage to Reef and Channon Streets. The church provided materials - a member of the congregation donated the stone, and the Government paid wages. The relief labour went on to also construct a tennis court, lay paths and grade the church grounds. In the same year, the hall (the old church) was moved across the property and re-located to face Barter Street.

A new, two storey hall was erected at the eastern end of the site in 1962. The timber parsonage was demolished in 1975 and replaced with a low-set brick building. Restoration work was undertaken on the church from 1977-84 and included work on the stained glass windows, organ and exterior render and ramps were added to the church and hall.

Source: Extract from QHR entry for the Surface Hill Uniting Church, Place ID: 601529.

STATEMENT OF SIGNIFICANCE

Surface Hill Uniting Church is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in the Gympie region as evidenced by, but not limited to, criterion a), b), d), e), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Surface Hill Uniting Church, constructed in 1890, is important in demonstrating the evolution of Gympie's and Queensland's history, representing the rapid growth of the town of Gympie and the establishment and development of religious, social and cultural institutions in the town during the 1880s and 90s as a result of the prosperity of the goldfields. In addition, the church demonstrates the growth and consolidation of the Methodist Church in regional Queensland and local community efforts in meeting their spiritual needs.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

The Benson organ of Surface Hill Uniting Church demonstrates rare and uncommon aspects of Queensland cultural heritage. One of only two such organs in Queensland, it is a rare example of its age and make and has been kept in its original design and sound.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The stone retaining wall along Reef and Channon Streets is important as an example of work undertaken by relief labour as part of a co-operative scheme between the church and state during the Depression.

Surface Hill Uniting Church is a good example of church architecture practiced at the end of the nineteenth century and as an example of the work of Hugo du Rietz.

E. The place is important because of its aesthetic significance to the local area.

The church has aesthetic significance and has been an important landmark in the Gympie townscape since its construction. It is an imposing building on a prominent site, one of a family of churches located on top of the hills of

	Gympie. The simple and attractive interior has a number of noteworthy features, in particular the beautiful organ with hand-painted pipes.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	Surface Hill Uniting Church has a strong spiritual and social association with the Wesleyan Methodist Circuit and Surface Hill congregation in Gympie as the principal place of worship in Gympie for over 130 years.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	It has special association with du Rietz, a local Gympie architect who made a significant contribution to the architectural character of the town.
MAP	
SOURCES	Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i> . Queensland Government, Brisbane. Queensland Heritage Register entry Surface Hill uniting Church, https://apps.des.qld.gov.au/heritage-register/detail/?id=601529

Freemasons Hotel



Freemasons Hotel, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	20 Channon Street, Gympie
LOT/PLAN	Lot 229 on SP138767
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1880-1890
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Freemason's Hotel was one of the earliest hotels in Gympie. Like all goldfields, Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. George Thrower was the licensee of the Freemason's Hotel in the 1870s. The current hotel was built in the 1880s or 1890s. The Freemason's Hotel had spacious and well-appointed rooms and boasted good company in the nineteenth century. More recently it has operated for the back packer tourist trade.

STATEMENT OF SIGNIFICANCE

The Freemason's Hotel is a place of local heritage significance as it demonstrates the early development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Freemason's Hotel is important in demonstrating the development of Gympie during its gold-boom period, and particularly the provision of temporary accommodation and other hotel services.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Freemason's Hotel, with its encircling verandahs, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th Century</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Freemason's Hotel, as a focus for drinking and recreation for over 100 years, has social significance for the local community.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Post Office (former)



Gympie Post Office (former), 2019.

OTHER NAMES	Old Post Office, My Country
ADDRESS / LOCATION	22 Channon Street, Gympie
LOT/PLAN	Lot 15 on RP179477
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Communications
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1878–1880
THEMES	5.7 Moving goods, people and information: Telecommunications 5.8 Moving goods, people and information: Postal services
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600534 National Trust of Australia (Queensland): COOL 1/17
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already

been laid out. This resulted in the town being laid out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Gympie Post Office was erected between 1878 and 1880 and is a substantial two-storeyed masonry structure. It was the third Post Office built in Gympie and was designed by F D G Stanley in his capacity as Colonial Architect. It is one of eleven similarly designed Post Offices erected throughout Queensland during the period 1878 - 1898.

In 1867, Post Master General, Thomas L Murray-Prior reported to Parliament that "complaints were being received concerning the lack of [postal] facilities at Gympie." It was decided to establish a postal service and in 1867, E H Booth took up service as Gympie's first post master. An auctioneer and estate agent, Booth was not officially appointed, but was classed as an allowance officer, indicating that the demand was not great enough to necessitate the appointment of a full time post master. Booth ran the post office from a shop in Mary Street, and the service rapidly expanded in the first two years.

In 1868, an official postmaster was appointed, making the evolution of the postal service from part time to an official service the most rapid in the history of the colony. The new service opened in Gympie's second post office building. However, the gold rush continued to bring an influx of people to Gympie and the postal service developed accordingly, rendering the second post office building inadequate in a very short time.

A portion of land was set aside for a new Post Office on the corner of Duke and Channon Streets on what was then known as Commissioner's Hill. Due to its remoteness from the centre of the town, this location received strong protest from the residents of Gympie and a petition of five hundred signatures was sent to the Minister of Works. However, this was ignored by the Government and the erection of the new Post Office proceeded on the reserved site. Tenders for the new building were called on May 9, 1878 and two were received. Both were beyond the expected cost and negotiations were made with the lowest tenderer, Andrew Collins. This included the reduction of the length of the building from 96 feet to 76 feet. The contract was signed on August 23, 1878; however, the building was not completed in the specified time due to bad weather and a lack of skilled labour.

The building was finally completed in 1880 and included space for the Post Office, the Land Commissioner, the Telegraph Office and accommodation for the Post Master and his family. The building was arranged with space downstairs for the Post and Telegraph Offices, each with separate entrances from the verandah. The Land Commissioner was located at the Channon Street end of the building on the ground and first floors, with access from Channon Street. The remaining

space was used by the Post Master as his residence and included most of the first floor and a ground level sitting room at the rear of the main building. An additional kitchen and bedroom were located in a separate wing at the rear of the main building.

In 1898, after the Land Commissioner was relocated, tenders were called for alterations and additions to the Post Office. These included the removal of the stair at the Channon Street end of the building, an additional room at the rear of the building and the alteration of the first level Land Commissioner's office to an additional bedroom and sitting room. These alterations necessitated the re-arrangement of window and door openings. The building underwent further alterations, including those in 1901, when the telephone exchange opened, and those in 1954 when the Post Master's residence was transformed into a new telephone trunk exchange.

In 1964, the new Automatic Telephone Exchange building was opened, adjoining and linked to the original Post Office building. This ensured that Gympie was equipped with one of the most modern services in Australia.

Both the Post Office and Telephone exchange continued to expand, until the building was no longer considered adequate. On November 14, 1975, the new Post Office in Mary Street was opened, and the old one closed and purchased by Telecom. The building was subsequently handed over to the Gympie City Council in 1994.

Source: Extract from the QHR entry for Gympie Post Office (former), Place ID: 600534.

STATEMENT OF SIGNIFICANCE

The Gympie Post Office (former) is a place of local and State heritage significance as it demonstrates the growth of infrastructure in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e), and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Completed in 1880, the Gympie Post Office (former) is the third Post Office in Gympie, demonstrating the growth of the town, as well as the growth of Government infrastructure throughout Queensland. As such, the Gympie Post Office is important in demonstrating the evolution of Queensland's history.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Gympie Post Office (former) demonstrates the principal characteristics of a building of its type. It is a substantial two-storeyed masonry building with Classical detailing and is typical of Government designed buildings of the period.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>It is of aesthetic significance both for its landmark qualities and its contribution to the streetscape. Together with the Lands Office, the Police Station and the Court House, it forms a precinct of Government buildings. It is also of aesthetic significance for its design qualities and detailing including cast iron balustrading and internal joinery elements.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The Gympie Post Office (former) has association with Queensland architect, F. D. G. Stanley, as one of the last examples of his work in the position of Colonial Architect.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Queensland Heritage Register entry, Gympie Post Office (former).
<https://apps.des.qld.gov.au/heritage-register/detail/?id=600534>

Gympie Court House and Lands Office (former)



Gympie Court House and Lands Office (former), 2019.

OTHER NAMES	Gympie Lands Office
ADDRESS / LOCATION	26 Channon St, Gympie
LOT/PLAN	Lot 9 on SP147047
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1875 - 1876
THEMES	6.1 Building settlements, towns, cities and dwellings: Establishing settlements 7.2 Maintaining order: Government and public administration
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602778 National Trust of Australia (Queensland): Cool 1/19
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Lands Office was the first substantial Government building constructed in the Gympie Goldfield, and was part of a precinct of government buildings in Channon Street. It was constructed at a cost of £1,468 and when opened in August 1876 it included the Court House and Mining Warden's Office. The classical revival style brick and stone building was designed by the Colonial Architect's Office, and was extended in 1893 to include the Gympie Lands Office. It served as the Court House until 1901 and since then has housed various State Government offices. Also present on the site, behind the main building, are an 1882 strongroom and a 1942 air raid shelter.

Source: Extract from the QHR entry for the Gympie Court House and Lands Office (former), Place ID: 602778.

STATEMENT OF SIGNIFICANCE

The Gympie Court House and Lands Office (former) is a place of local and State heritage significance as it demonstrates the evolution of law and order in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), b), d), and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The construction of the Gympie Court House and Lands Office (former) in 1876 is important in demonstrating the evolution of Gympie, the site of Queensland's first major productive goldfield, from a shanty town into a permanent settlement. The alluvial gold deposits discovered in 1867 had been exhausted by the 1870s, and shallow reef mining had begun.

The former Gympie Court House and Lands Office is the first substantial masonry public building erected in Gympie and is one of the oldest extant buildings in the city. The place is also the third-oldest known surviving court house building in Queensland. It replaced an adjacent timber court house and represented the growing town's need for impressive justice buildings to project an image of stability.

The World War II air raid shelter, constructed behind the main building in mid-1942, demonstrates the Queensland government's response to the threat of

	Japanese air raids, and its policy of building shelters for civil servants so that government could continue to function after an air attack.
B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage	Important for its association with the Air Raid Precaution (ARP) activities undertaken for the protection of the civil service, the air raid shelter is a rare surviving example of a shelter associated with a public building and is an uncommon surviving example of an ARP structure built during World War II.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	<p>Standing within a precinct of government buildings near the corner of Duke and Channon Streets on Commissioner's Hill, and retaining major design elements of a court house (central courtroom, associated offices and separated entrances), the former Gympie Court House and Lands Office is important in demonstrating the layout and siting of a 19th century court house. It was extended to include a Lands Office in 1893 and ceased to function as a court house circa 1901.</p> <p>A single room structure with thick, solid brick walls and a heavy metal door, the strongroom behind the main building is a good example of a secure storage vault.</p> <p>Retaining its context and the major design elements of an air raid shelter (rectangular in plan, reinforced concrete roof and external and internal blast walls, two entrances to the same side and toilet cubicles), the air raid shelter is important in demonstrating the layout, operation and siting of structures in the ARP system.</p>
E. The place is important because of its aesthetic significance to the local area.	The former Gympie Courthouse and Lands Office has local aesthetic significance as a substantial brick and stone building built in the classical revival style.
MAP	
SOURCES	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>Queensland Heritage Register entry. Gympie Court House and Lands Office (former. https://apps.des.qld.gov.au/heritage-register/detail/?id=602778)</p>

Gympie Police Station (former)



Gympie Police Station (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	King Street, Gympie
LOT/PLAN	10 on SP147047
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	Late 1940s-early 1950s
THEMES	7.1 Maintaining order: Policing and maintaining law and order
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy as the colony was teetering on bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. It was established so hastily that by the time the official surveyors arrived in 1868, many businesses and residences had already

been laid out. This resulted in the town being laid out in an irregular pattern, following the hilly topography of the land and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Substantial changes in the Queensland mining sector occurred after 1900, including the adoption of the cyanide treatment for gold recovery from mine tailings, which had delivered Gympie a record yield in 1899. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60% decrease in production between 1903 and 1913. The Gympie field experienced its most profitable period from 1901 to 1906, and in 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The establishment of law and order was one of the primary concerns for the residents of the early Gympie goldfield and in late 1867 a rudimentary police force and station had been established by visiting Inspector of Police J. A. Lewis. Lewis reported that "I formed the police station on a rising ground about one hundred yards from the Mary River, and half-a-mile from the township. I had a good road made through the scrub to the river. The ground upon which the camp stands forms a kind of pocket, in which there is very good grass. I directed Sergeant McCarthy to put up a sapling fence across the pocket, in which the horses can be safely kept at night."

By the 1870s a reserve for police purposes, including a police lockup and stables, had been established on the north side of Channon Street, between Duke and King Streets, where in 1876 what is now the second courthouse and lands office was built.

A new police station was also built at One Mile in the mid-1880s. In 1884 it was reported that "A start has been made with the erection of the new Post and Telegraph offices on the new site at the One-mile. The place is well chosen being high and dry above flood mark, and centrally situated. The new police station will be situated just above the Post and Telegraph office, and will command a view of the Monkland, as well as the immediate neighbourhood."

By 1939 the old Gympie police station buildings were considered obsolete and Gympie City Council and Chamber of Commerce lobbied to State Government for a new facility. Approval was given in 1946 for a new two storey brick building with wooden and concrete floors and corrugated asbestos roof. It was designed in a neo-Georgian style and represented a movement in Queensland, evident from the 1920s, in accommodating government services like police, education and fire brigades, within substantial, formerly styled masonry buildings rather than the wooden structures typical of the 19th century.

STATEMENT OF SIGNIFICANCE

The Gympie Police Station (former) is a place of local heritage significance as it demonstrates the development of law and order in the Gympie region as evidenced by, but not limited to, criterion a), d), e), and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Gympie Police Station (former) is historically important in demonstrating the development of police services in Gympie after World War 2. Together with the Lands Office, Post Office and the Court House, it forms a precinct of Government buildings.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Gympie Police Station (former) demonstrates the principle design characteristics of a brick police station built during a period when government services in Queensland were increasingly housed in such formally styled, substantial masonry buildings.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie Police Station (former) has aesthetic significance as part of the precinct of Government buildings and a well-composed brick building in the neo-Georgian style.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The Gympie Police Station (former) has a special association with the Gympie police service.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>GYMPIE CREEK GOLD FIELDS. (1867, November 14). The Brisbane Courier (Qld. : 1864 - 1933), p. 2. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article1288519</p> <p>GYMPLE CREEK GOLD FIELDS. (1867, November 11). The Brisbane Courier (Qld. : 1864 - 1933), p. 2. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article1288471</p> <p>GYMPIE. (1873, February 1). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 10. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article27274531</p> <p>GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article146682734</p> <p>Gympie Wants New Police Station (1939, July 2). Sunday Mail (Brisbane, Qld. : 1926 - 1954), p. 5. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article98016020</p> <p>NEW POLICE STATION FOR GYMPIE (1946, September 11). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 6. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article151443034</p>

Gympie Courthouse



Gympie Courthouse, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	38 Channon Street, Gympie
LOT/PLAN	Lot 1 on CP882516
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1900-1902
THEMES	7.1 Maintaining order: Policing and maintaining law and order
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600533 National Trust of Australia (Queensland): COOL 1/19
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Gympie Court House is the third court house constructed in Gympie and is located in a prominent location on a ridge at the corner of Channon and King Streets. It was constructed between 1900 and 1902 and is a brick structure with a clock tower on the southern side of the front entrance.

The first court proceedings in Gympie were held by the Gold Commissioner in a series of temporary structures shortly after the influx of miners to the area. The 1868 survey of the town included reserves for public buildings, including the court house reserve. In the late 1860s, a more permanent structure, in the form of a timber slab building was erected on what was known as Commissioner's Hill.

In 1876 a substantial masonry court house building was erected in Channon Street on land reserved for police purposes. This building served the town until the mid-1890s when there was pressure for a new court house, primarily from local Labour politician Andrew Fisher, later the first Queensland to become Prime Minister of Australia. The 1876 court house building still survives and is now used as the Lands Office.

Although the Colonial Architect was asked to prepare plans for a new court house in 1898, none were prepared until 1900. The delay may have been due to disputes over the site for the new court house, the site on the corner of King and Channon Street eventually being secured in preference to the original court house reserve on Duke Street. The site was selected by Colonial Architect, A B Brady, and the government purchased the land from the QN Bank and a private owner.

The new court house was designed by John S Murdoch who, at the time was an architect in the Department of Public Works. Murdoch had arrived in Australia from Scotland, originally working in Melbourne. He began working for the Queensland Public Works Department in the mid-1880s, leaving temporarily to practice privately before returning in the mid-1890s.

In 1901, he was appointed District Architect for the Central and Northern Division of Queensland, and in this capacity designed many government buildings north of Gympie.

Tenders were called for the building in 1900. The first tenders exceeded the £5000 allocated for its construction, requiring the design to be altered. Rendered cement replaced stonework detailing and fencing and landscaping were omitted altogether. Tenders were once again called and Bundaberg builder Edward Boyle won the contract. Boyle

commenced work immediately, supervised by Bundaberg architect, Anton Hettrich, temporarily employed by the Works Department specifically for the purpose. The building was completed in March 1902.

The Gympie Court House was designed to suit the site and was intended to be viewed from all four elevations. The dominant clock tower became a landmark in the town. Murdoch designed the building in keeping with the new style of architecture, using a more refined style of embellishment. As it neared completion in 1901, it was described in the Gympie Times as ...not possess[ing] any architectural beauty....

The clock tower became a dominant landmark and a popular place from which to view and take photographs of the town.

Due to deductions which were made as a result of Boyle using inferior mortar, fencing was able to be erected. However, this was not the originally designed brick and iron fence, but a simpler timber version with steps and a path leading from the corner of King and Channon Street.

In 1907 the roof was reconstructed to the designs of District Architect, Thomas Pye. This was due to the continual problem of a leaking roof, which was thought to be the result of the design.

However, this did not rectify the problem, which continued until the 1940s when the entire roof was replaced with a simple gabled structure.

Future alterations included the installation of a septic system, the addition of public toilets, minor room alterations, and the replacement of the original fence with a low height concrete one.

Work carried out in the 1960s and 70s included division of the court room space and the installation of air conditioning. Later work included an access ramp for the disabled and replacement of the original cedar doors at the front of the building.

Source: Extract from the QHR entry for Gympie Court House, Place ID: 600533.

STATEMENT OF SIGNIFICANCE

The Gympie Court House is a place of local and State heritage significance as it demonstrates the evolution of law and order in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Gympie Court House was constructed between 1900 and 1902. It was the second substantial court house to be constructed in Gympie, and as such demonstrates the development of the town and consequently, the evolution of Queensland's history.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Gympie Court House demonstrates the principal characteristics of a building of its type, and the design and plan illustrates the way in which an early twentieth century court house operated.

E. The place is important because of its aesthetic significance to the local area.

The place is a significant landmark in the town of Gympie. Situated on one of the hills of Gympie, the clock tower in particular, forms a dominant and well-known landmark. A precinct of Government buildings is formed by the Court House and nearby Post Office and Lands Office.

The Gympie Court House is of considerable aesthetic significance due to its landmark qualities and for its high quality of design and workmanship. This includes the refined design of the exterior and the purpose built interior fittings and furnishings.

<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The place has strong associations with the local community.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The place has strong associations with architect J Murdoch as an example of the development of his work.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Queensland Heritage Register entry, Gympie Court House. https://apps.des.qld.gov.au/heritage-register/detail/?id=600533</p>

Gympie Masonic Hall



Gympie Masonic Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	39 Channon Street, Gympie
LOT/PLAN	Lot 1 on G14756
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1901
THEMES	4.4 Working: Unpaid labour 8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town

being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

Freemasonry commenced in Gympie in 1869, with a hall completed in time for the inaugural meeting of the Nashville Lodge on the 23 March 1869. When it became apparent that the town was to be named Gympie, the name of the lodge changed to the Pioneer Lodge of Gympie. In 1884 a second Lodge was formed and like Pioneer it was under the English Constitution and was named after Queen Victoria's youngest son Prince Leopold. Gympie was growing and so was masonry, two years later a third lodge emerged this time under the Irish Constitution; it was named after Lord Dufferin one of the best known and liked Irish diplomats of the 19th century.

In 1889, the Pioneer, Prince Leopold and Lord Dufferin Lodges, purchased the site where the Masonic Temple is now situated. The site had recently been vacated by the Gympie General Hospital and now became the property of the three lodges. Building was set back by the disastrous flood of 1893, it was not until 1899 that the lodges felt that they could now finance the proposition.

Masonry flourished in Gympie in the 1890s with four new charters granted. Braemar Lodge was consecrated under the Scottish Constitution on 10th December 1894 out of a desire among Masons with Scottish backgrounds to form a lodge. Its founders showed no interest in the Duke Street Masonic Hall choosing instead to hold their consecration meeting in the Rechabites Hall and changing soon after to the Oddfellows Hall where they met until 1921. The taste for Scottish Freemasonry had now been renewed and over the next few months several of the Braemar brethren became active in moves to establish a Royal Arch Chapter. Pioneer's foundation Master Henry King had tried unsuccessfully to form a chapter 26 years earlier. On the 25 January 1896 the Gympie Royal Arch Chapter Scottish Constitution was consecrated in the Oddfellows Hall. The 23 August 1897 saw the consecration of a second Scottish lodge and naturally it was named Gympie Lodge. It chose the Commercial Chambers as a meeting place.

In 1899 Pioneer, Prince Leopold and Lord Dufferin Lodges combined to form a Building Committee. At the commencement of the building, it was decided to lay two corner stones, as two Grand Lodges were involved, and on 14th February 1901, two separate ceremonies were held, to conform to the two Grand Lodges under which the three Lodges held their charters. The current building is an imposing brick building with an arched portico at the front, and was constructed in 1901 at a cost of £1,200 on the site of the old Gympie Hospital. The designer of the hall was WP Hayes Architect, who was active in Gympie from 1899 to 1903. The building has since been extended.

From 1916 to 1920 there was a large increase in the numbers joining Freemasonry, the total Gympie membership reaching almost one thousand. When the Great Depression struck in 1930, possible amalgamation of some Lodges was considered, but fortunately it was possible for each Lodge to retain its identity, though all were labouring under financial stress. In 1936 the Gympie Chapter of the Order of the Eastern Star was formed for the women in Freemasonry, and met at the

Oddfellows Hall in Appolonian Vale until the late 60's when they moved their meetings to the Gympie Masonic Centre. In 2012, Kin Kin Lodge decided to leave Kin Kin and meet at this Centre in Gympie.

STATEMENT OF SIGNIFICANCE

The Gympie Masonic Hall is a place of local heritage significance as it demonstrates the development of social and cultural institutions in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Gympie Masonic Hall is historically important in demonstrating the early development of Gympie and the establishment and growth of Freemasonry within the town.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Gympie Masonic Hall demonstrates the principal design characteristics of substantial Masonic Halls established under the Scottish constitution.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie Masonic Hall has aesthetic significance as a well-composed masonry building in the Classical style.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The Gympie Masonic Hall has a special association with the work of the Gympie Freemasons.</p>

MAP

SOURCES

Donald Watson and Judith McKay. 1984. A Dictionary of Queensland Architects to 1940, Fryer Memorial Library Occasional Publication No.5.

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Gympie Freemasons. 2010. History of Freemasonry in Gympie.
http://www.gympiefreemasons.org.au/index.php?option=com_content&view=article&id=1&Itemid=2

Residence: 45 Channon Street, Gympie



45 Channon Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	45 Channon Street, Gympie
LOT/PLAN	Lot 15 on RP65073
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1960s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

The house at 45 Channon Street was built in the 1960s as a middle class dwelling in brick, metal, stone and glass espousing the design principles of International Modernism. Surrounded by more traditionally styled houses, it would have been a daring and progressive design for its day within Gympie.

STATEMENT OF SIGNIFICANCE

The residence at 45 Channon Street is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a), b) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The residence at 45 Channon Street, built in the 1960s, is historically important in demonstrating the post-World War 2 of Gympie.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The residence at 45 Channon Street is a rare, intact and excellent example of a 1960's era international style house featuring flat metal roof, brick blade wall, stone chimney, open planning and corner glazing with sash less glass.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The residence at 45 Channon Street demonstrates many of the design principles of a 1960's era international style house with its flat metal roof, brick blade wall, stone chimney, open planning and corner glazing with sash less glass.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Two Mile School



Two Mile School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	288 Bruce Hwy, Two Mile
LOT/PLAN	Lot 5 on SP104250
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, playground
YEAR CONSTRUCTED / PERIOD	1883, renovated 1959.
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

Two Mile State School was opened on July 16, 1883, prior to which a small private school had been run in the area by Mrs Clayton, one of the first settlers in the district, which is just north of Gympie. The families living in the area were mostly farmers, graziers and a couple of mining families, and with as many as 60 children eligible to attend school, and the nearest schools of any size being Central School and the Catholic schools at St Patrick's (over two miles away), a new and more convenient school was needed.

At a cost of £775, William Condon built the first school building and associated residence on Chatsworth Road. It was situated on top of a hill where the Indigenous Kabi Kabi people reportedly used to hold their corroborees. Surrounded by shrub and undergrowth, the original building had a shingle roof and was 34 x 18 ft (10 x 5 m) with 8 ft (2.4 m) wide verandas front and back.

The school was also recorded as the first state school to be opened in the Widgee Shire, and there were as many as 103 students enrolled on that first day in July 1883. The year with the highest number of enrolments was 1886, with 110 students recorded in the December quarter.

In 1885, the grounds were fenced, as many of the pupils rode their horses to school, leaving them to graze in the lower paddock during the day. A large play shed was erected at the end of the 1880s to provide the children with shelter during bad weather. Because the school was on high ground it offered refuge for families during floods, although during the particularly disastrous flood of 1893, which impacted large parts of SE Queensland, the school and residence were inundated.

The original school building was heavily damaged in a storm on Saturday, January 10, 1959, which collapsed several new concrete stumps onto which the school had recently been raised, ready for an extension and extensive renovation. The school had only just celebrated its 75th anniversary in July and the inside of the building had been renovated and repainted for the occasion. The wind also tore iron roofing sheets off the school residence.

The materials from the original school were re-used on a re-modelled plan of the school, which was built and in use by the end of the same year. Although altered, the school is considered the oldest surviving building in the area.

STATEMENT OF SIGNIFICANCE

Two Mile School is a place of local heritage significance as it demonstrates the development of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Two Mile School, opened in 1883, is historically important in demonstrating the early development the Two Mile area and, more broadly, of Gympie.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Two Mile School, although remodelled, demonstrates many of the design principles of an early rural primary school.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Providing primary education for over 130 years, the Two Mile School has a special association with past and present students, teachers and families of the local area.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>Donna Jones, <i>Two Mile first school in Widgee Shire</i>, The Gympie Times, 22nd May 2017 2:07 PM. https://www.gympietimes.com.au/news/two-mile-first-school-in-widgee-shire/3180751/</p>
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Tin Can Bay Picnic Shelters

Images not available

OTHER NAMES	Norman Point Park picnic shelter, Crab Creek Park picnic shelter, Tom Impey Park picnic shelter
ADDRESS / LOCATION	Norman Point Park, Tom Impey Park, and Crab Creek Park, Tin Can Bay
LOT/PLAN	Lot 108 on MCH5170 (Norman Point Park), Esplanade road reserve (Tom Impey Park), Lot 90 on MCH4414 (Crab Creek Park)
AREA FOR PROTECTION	Picnic shelter structures
PLACE TYPE	Recreation and entertainment
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	Post-World War 2
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Tin Can Bay is situated on the western shore of a mainland inlet south of Fraser Island, and it is thought that the name came from the Anglicisation of tin-kun, an Aboriginal expression describing a narrow-leafed coastal vine, or of similar sounding expressions meaning dugong, big fish or mangroves.

The protected shallows of the inlet were ideal for exploitation. Dugongs were hunted for their oil, and a dugong station was set up at the mouth of Kauri Creek (8 km north of the inlet) in the 1850s. Timber was rafted out for Maryborough sawmills, and oysters were cultivated and harvested at the mouth of Schnapper Creek, the waterway running through Tin Can Bay township.

In 1922, after only a few humpies had been built at Schnapper Creek, township lots were put up for sale. They were bought mostly by residents of Gympie and Widgee Shires for holiday houses. In the 1930s, the cheap land and plentiful fishing attracted permanents affected by the economic Depression. A school was opened in 1934, and the town was known as Wallu until it reverted to Tin Can Bay in 1937. By the early 1950s, the population had grown to about 240, with a wharf and fish market (1945).

In 1957, a prawning ground was found, bringing in a trawling industry. Tin Can Bay became a fishing port and ultimately the boating and fishing resort it is today. A sealed access road, a hotel and reticulated electricity followed in a few years. A new fish market was opened in 1971. The picnic shelter sheds are associated with the provision of public infrastructure to support the growing post-war popularity of seaside recreation.

STATEMENT OF SIGNIFICANCE

The Tin Can Bay Shelter Sheds are places of local heritage significance as they demonstrate the local government response to the growing popularity of seaside recreation in the Gympie region as evidenced by, but not limited to, criterion a), and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Tin Can Bay Shelter Sheds are historically important in demonstrating the post-World War 2 development of Tin Can Bay as a tourism and recreational centre.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Tin Can Bay Shelter Sheds, with their simple design and wide openings, demonstrates the principle characteristics of a utilitarian shelter shed of the early post-war era, commonly found at sea-side resorts.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register.</p> <p>Centre for the Government of Queensland. 2018. <i>Tin Can Bay</i>, available online at https://www.queenslandplaces.com.au/tin-can-bay</p>

Gympie West State School



Gympie West State School, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	Cartwright Rd, Gympie
LOT/PLAN	Lot 162 on MCH2514
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, playground.
YEAR CONSTRUCTED / PERIOD	1958
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

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Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs featuring modern houses at the edges of established towns and cities, and the consequent growth of services.

The Gympie West School was opened on 28th January 1958. It was built to a standard design – a high-set timber building with semi-enclosed undercroft area – which reflected new planning concepts adopted by the Education Department at this time. During the 1950s, the site-planning concept evolved from footprints of parallel blocks to splayed buildings, producing wedge-shaped courtyards. This became standard and was characteristic of schools in Queensland during the 1950s. The plans are characterised by long, narrow, high-set buildings linked around open-ended courtyard spaces used for play and parade/gathering. From 1954, a timber framed floor truss was developed to replace the concrete stumps under the building providing unobstructed play areas. In 1957, the timber truss was replaced with a steel, open-web floor joist.

STATEMENT OF SIGNIFICANCE

Gympie West State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Gympie West State School is historically important in demonstrating the development of education services in Gympie during the post-World War 2 period.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The Gympie West State School is important in demonstrating many of the principal characteristics of 1950s school design by the Education Department.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

Providing primary education since 1958, Gympie West State School has a special association with past and present students, teachers and families of the local area.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Opening and closing dates of Queensland schools <http://education.qld.gov.au/library/edhistory/celebrations/dates/g.html>

Project Services, Department of Public Works, 2008, Queensland Schools Heritage Survey Part II Summary report, prepared for Education Queensland

Jones Hill Reservoir



Jones Hill Reservoir 2021. Images supplied by Gympie Regional Council.

OTHER NAMES	None known
ADDRESS / LOCATION	Waterworks Road, Jones Hill
LOT/PLAN	Lot 224 on SP175079
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Utilities – water supply
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1900
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

Water reticulation, seen as a significant improvement for fire-fighting and public water supply, commenced in 1900, with water being pumped from an inlet in the Mary River to high storage at Jones Hill, south of Gympie, before being distributed to the town. The waterworks scheme was implemented by the municipal council through its Water Authority but funded by a £33,000 loan from the State Government. In 1960 approval was given to build the Borumba Dam near Imbil to supplement Gympie's water supply and provide irrigation for farms in the Mary Valley.

STATEMENT OF SIGNIFICANCE

The Jones Hill Reservoir is a place of local heritage significance as it demonstrates the development of local government water infrastructure in the Gympie region as evidenced by, but not limited to, criterion a), and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Jones Hill Reservoir is historically important in demonstrating the development of Gympie's reticulated water system, particularly the design and construction of reservoirs as part of water management infrastructure design at the turn of the 20th Century.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

The Jones Hill reservoir, as one of the first reservoirs constructed in Gympie, has a special association with the work of the then Gympie Water Authority.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Gympie Municipal Council (1901, March 7). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved December 21, 2018, from <http://nla.gov.au/nla.news-article171020002>

Gympie Municipal Council. (1902, January 9). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved December 21, 2018, from <http://nla.gov.au/nla.news-article171278165>

Residence: 18 Crescent Road, Gympie



Residence: 18 Crescent Road, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	18 Crescent Road, Gympie
LOT/PLAN	1 on MPH6391
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c. 1877
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The house at 18 Crescent Road was built in the late 1870s as a residence for Dr John Pennefather Ryan and his family. Dr Ryan was born in Dublin, Ireland, and settled in Gympie in 1874 where he assumed the role of Government Medical Officer as well as health officer for the Gympie City and Widgee Shire councils, and medical officer for many of the local friendly societies. He married Miss Bliss of Gympie in 1877, and on his marriage settled at the property at Crescent Road where he remained until his death in 1927. He was a household name for many years as a leading physician in Gympie, practicing until 1925. He was also a keen sportsman as well as passionate gardener, being especially renowned for growing chrysanthemums. The house was built as two gable-ended cores joined by a breezeway and an encircling verandah. Today it remains substantially intact, although the original internal brick fireplaces have been removed.

STATEMENT OF SIGNIFICANCE

The residence at 18 Crescent Road, Gympie is a place of local heritage significance as it demonstrates middle-class residential development in the Gympie region as evidenced by, but not limited to, criterion a), d), and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The residence at 18 Crescent Road, Gympie, built c. 1877, provides evidence of the middle-class residential development of Gympie during the buoyant 1870s-1880s period.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The residence at 18 Crescent Road, Gympie demonstrates the principal characteristics of an 1870s timber and tin house. The residence, set on a large allotment, has a twin gabled roof, separate verandah roof over a wide encircling verandah and simple dowel balustrading with decorative verandah posts.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The residence has a special association with the prominent and long-serving Gympie physician and medical officer, Dr John Ryan, who lived in the home for almost 50 years.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

State Library of Queensland, Image 159147. Available online at

http://onesearch.slg.qld.gov.au/permalink/f/1oppkg1/slg_alma21218533310002061

DR. JOHN P. RYAN. (1927, August 3). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 8. Retrieved February 7, 2019, from <http://nla.gov.au/nla.news-article150974577>

Crown Road Presbyterian Church



Presbyterian Church, 2019.

OTHER NAMES	Presbyterian Church
ADDRESS / LOCATION	11 Crown Road, Gympie
LOT/PLAN	Lot 2 on MPH24020
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c. 1886
THEMES	8.1 Creating social and cultural institutions: worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The church at 11 Crown Road was built around 1886 and was designed by local Gympie architect Hugo du Rietz. Hugo du Rietz was born in Sweden in 1831 and came to Australia in 1852, taking up residence in Gympie around 1867 and staying there until his death in 1908. He was a prolific designer of buildings for the town and "was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs."

STATEMENT OF SIGNIFICANCE

The Crown Road Presbyterian Church is a place of local heritage significance as it demonstrates the development of religious institutions in the Gympie region as evidenced by, but not limited to, criterion a), d), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Crown Road Presbyterian Church, constructed around 1886, is important in demonstrating the evolution of Gympie's history, representing the rapid growth of the town of Gympie and the establishment and development of religious, social and cultural institutions in the town during the 1880s as a result of the prosperity of the goldfields. In addition, the church demonstrates the growth and consolidation of the Presbyterian Church in regional Queensland and local community efforts in meeting their spiritual needs.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The Crown Road Presbyterian Church at 11 Crown Road, Gympie demonstrates typical regional church architecture practiced at the end of the nineteenth century. It is a simple timber building with gable roof and central entry vestibule. The design of the Church is an example of the work of local architect, Hugo du Rietz.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

The Crown Road Presbyterian Church has a strong spiritual and social association with the Presbyterian congregation in Gympie and has been a place of worship for over 130 years.

<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The Crown Road Presbyterian Church has special association with the work of Hugo du Rietz, a local Gympie architect who made a significant contribution to the architectural character of the town.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>QHR entry Surface Hill uniting Church, https://apps.des.qld.gov.au/heritage-register/detail/?id=601529</p>

Gympie Ambulance Station (former)



Gympie Ambulance Station (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	17 Crown Road, Gympie
LOT/PLAN	Lot 4 on MPH24048
AREA FOR PROTECTION	Lot on Plan
PLACE TYPE	Building - ambulance station
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1904
THEMES	10.1 Providing health and welfare services: Health services
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602794
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The earliest provision of ambulance services began in Gympie in 1890, with the establishment of the Wide Bay Gympie Ambulance Corps, a volunteer arm of the Wide Bay and Burnett Division of the Queensland Defence Force. In addition to their military based activities, the corps also provided a civic service. In 1898, the corps was disbanded. Subsequent efforts by former members to establish an ambulance service, including an attempt to have Gympie's miners subscribe were unsuccessful until a public meeting in September 1902 resolved to 'form a local Ambulance Brigade Hospital'. A Gympie Ambulance Transport Brigade Committee (GATBC) and subscription list were established by the end of proceedings.

Initially the ambulance service was conducted from a room in the Atlantic Hotel in Mary Street. Later, the service moved its plant of one first aid kit and a stretcher to a room at the Gympie Fire Station in Bligh St. Prior to the brigade establishing their own premises, the personnel grew to include 16 honorary bearers while the plant increased to four stretchers.

In April 1903, the provisions of the Hospitals Act were extended to include the Gympie Brigade, meaning that community subscriptions were matched by government funding. By early 1904, the Gympie Ambulance Transport Brigade (GATB) had acquired unoccupied land on Crown Road to build an ambulance station and superintendent's quarters. In March, the tender of Messrs Stuart and Poynton to erect a station for £133 was accepted. The architect is unknown. The station was officially opened on May 18, 1904.

The new station building was a simple rectangular gable ended timber structure with an office, lecture room and plant room (used to store stretchers and equipment) facing the entrance off Crown Road. The superintendent's residence was located next to the station. Many early ambulance buildings in Queensland followed the station layout first established at the 1897 Wharf Street headquarters of the QATB; a two-storey building incorporating ambulance service facilities at ground level and living quarters at the upper level, and large ground floor openings with bi-fold doors to allow ready access directly to the street for quick exit. While the Gympie building included the ground-floor provisions of a large front entrance, plant and other rooms for staff facilities, its single storey timber construction and detached superintendent's residence differed from other early stations. Early stations in Warwick and Ipswich also shared these characteristics.

The station's location was an important consideration for the Brigade when first established. The building now sits in a quiet suburban area, but when built was in close proximity to some of Gympie's largest mine headworks, and was conveniently positioned between the CBD and the One Mile and Monkland mining areas. In 1904 there were 1723

miners employed in Gympie. Accident data from the Department of Mines from the early 1900s amply demonstrates the range of occupational hazards (including defective explosives, rockfalls and machinery accidents) which led to injury or death for men working in Gympie's gold mines. In the period where the ambulance station attended to mining related cases there were 37 mining deaths and numerous accidents on the Gympie goldfield. The Gympie brigade used a special 'Scott Tracy' stretcher, fitted with leather straps to vertically raise miners from underground. In 1910 the Queensland Governor Sir William McGregor visited the station and was treated to a demonstration on how the stretcher was used. A 1911 photo shows the Gympie Brigade formally posed outside the station with the stretcher.

On 1 June 1905, the Ambulance Brigade's Crown Road site (Portion 8 Gympie Gold Field) was formerly gazetted as an Ambulance Brigade Reserve. In its first year of operating from their new premises the GATB attended to 655 patients. After receiving first-aid at the station, patients were either taken home, to a doctor's residence or to the Gympie hospital if further treatment was required. Bearers also transported patients who arrived at Gympie by rail from outlying areas such as Wondai and Cooroy. Demand for the service grew steadily during its first decade.

Gympie's earliest ambulance bearers walked or ran to attend to cases, carrying patients on stretchers and later on litters (two-wheeled stretchers) to the station or hospital for treatment. Bearers often travelled long distances on shifts, especially when attending to cases in rural areas outside of Gympie. While the use of a horse and sulky from mid-1912 made travelling to callouts easier, patients were still transported by litter into Gympie. 1912 was also the year a second paid officer began working for the brigade. A building to house the sulky and litters and a horse stable were erected behind the station at this time. The brigade acquired its first motor ambulance in 1917 and an awning had been added to the front of the station building by 1918. The purchase of a second car in 1920 effectively rendered the horse and sulky service obsolete. In 1920-21, the Brigade pulled down the 1912 litter shed and replaced the 1904 superintendent's residence with a single-skin, timber framed cottage with a pyramid roof, connected to the ambulance station by a walkway.

In early 1922 further improvements were undertaken to the station building. By September 1921, the brigade was in possession of three cars, and a lack of storage space in the front plant room determined the decision to add an annex to the station. The brigade's use of the plant room at this time to store cars indicates that by 1921 the original front office space had been removed and replaced by an entrance door. The Brigade's monthly meeting in January 1922 resolved to extend along the length of the south end of the station, with a frontage of 12 ft (3.66 m), and a roof carried out on the same pitch as the 1904 building. Construction was underway by February and completed by May at a cost of £93. In 1923, the brigade began considering the purchase of an additional car and the construction of a new maintenance shed. In January 1924, the tender of AC McKennan of £143/10 for the erection of the maintenance shed, a simple gable roofed timber structure, was accepted.

Following a deputation from the Queensland Ambulance Transport Brigade in late 1922, the GATB voted to affiliate with the state body from 1 Jan 1923. By this time the QATB was composed of 44 centres across the state, with 17 centres opening in the previous two and a half years. Under a mutual transfer system, Gympie ambulance staff went to QATB headquarters in Brisbane for further training in first aid, mechanical and business skills. Lewis Dean succeeded Frederick Roffe as Superintendent from August 1921 and continued to hold the position until 1969 (thought to be a world record in ambulance service).

The wives of Superintendents who lived on-site at the residence fulfilled important duties related to the ambulance service, remaining on-call when other members of the brigade were out, answering telephone calls and providing basic first aid when injured people called at the station.

By 1941 calls had begun for a modern ambulance station for Gympie. In 1943 the Brigade Committee investigated building a new station on the Crown Road site, but financial restrictions prevented this from occurring. Subsequently, a building fund was established for a new station and the brigade began looking for suitable sites.

As late as 1954 the brigade were intending to pull down the station building at Crown Road and erect a new station and living quarters. However, by November 1955, the brigade had acquired land on Nash Street in Gympie's CBD to build the new station and residence and requested the Crown Road reserve be rescinded. While this occurred in December 1955, the brigade remained at the site for another four years. The new Gympie Ambulance Station was opened in 1959, ending 55 years of use of the original station at Crown Road. By this time the Gympie Ambulance service had attended to 11,735 patients and had travelled over 1.85 million kilometres. The purpose-built 1904 station building is among the

earliest known surviving ambulance stations from this initial phase of establishment. Only two other examples are still in existence; Charters Towers Ambulance Building (former), 1903 (QHR Place ID: 650009) and Ravenswood Ambulance Station, 1904 (QHR Place ID: 600445).

Source: Extract from QHR entry for Gympie Ambulance Station (former), Place ID: 602794.

STATEMENT OF SIGNIFICANCE

Gympie Ambulance Station (former) is a place of local and State heritage significance as it demonstrates the evolution of emergency services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), b), d), and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.

Gympie Ambulance Station (former) is important in demonstrating the development of ambulance services in Gympie and, more broadly, Queensland. The establishment of civic ambulance services in regional Queensland centres began in the first decade of the 1900s, a pattern of development that continued during the 20th century. The purpose-built 1904 station building is among the earliest known surviving ambulance stations from this initial phase of establishment.

Additions undertaken during the building's use as an ambulance station (1904-1959), including the annex (1922), maintenance shed (1924) and rear extensions (pre-1948), provide important evidence of the evolution of the requirements of Gympie’s ambulance services, illustrating the transition from the use of foot travel to motorised transport and growth in demand of the service.

The Gympie Ambulance Station (former) is important in demonstrating the early role of gold mining towns in developing ambulance services in Queensland. Established during the peak years of Gympie's gold production, the station's historical setting, close to large mine headworks and centrally positioned between the centre of town and the One Mile and Monkland areas, illustrates the influence of mining in determining its location.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage

The Gympie Ambulance Station (former) is the earliest known surviving timber building of its type.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The earliest known surviving timber building of its type, the Gympie Ambulance Station (former) is important in demonstrating the principal characteristics of purpose-built ambulance stations during the twentieth century. The building's provision of large front entrances with ready road access from the plant room to facilitate quick exit, and internal rear rooms for staff facilities illustrate the functions of the station.

Additions undertaken during the building's use as an ambulance station (1904-1959), including the annex (1922), maintenance shed (1924) and rear room extensions (pre-1948), and the detached superintendent's residence (1920-21), are important in illustrating the changing requirements of the local ambulance services over time.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region’s history

The Gympie Ambulance Station (former) has a special association with the Gympie ambulance service.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

State Library of Queensland, Gympie Ambulance Centre at Crown Road, Gympie, ca. 1926, Negative number: 4260, available at

<https://trove.nla.gov.au/work/153924932?q=gympie+ambulance&exactPhrase&anyWords¬Words&requestHandler&dateFrom&dateTo&sortBy&c=picture&versionId=167830648>

QHR entry, Gympie Ambulance Station (former), available online:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602794>

Dagun State School



Dagun State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	39 Dagun Road, Dagun
LOT/PLAN	Lot 208 on SP142388
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1924
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events 9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Dagun is one of a chain of towns in the Mary Valley also including Amamoor, Imbil, and Kandanga. From the late 1870s the area became a focus of small cropping and dairying activities. A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm

and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

In the same year that Dagun was established as a township, Ferguson and Co. Ltd. sold their Amamoor Estate. Part of the sale included a donation to the Department of Public Instruction of two acres of land near Dagun for the purposes of a school. This site was later deemed unsuitable and a different site in Dugun was purchased from Mr J. G. English. The purchase was funded by the local community. Dagun State School was open in 1924 by Mr T. Dunstan, M.L.A. The initial enrolment of 21 students was led by head teach Mr V. H. Brown. An additional classroom was erected in 1930 with the construction of a residence following in 1932. In addition, memorial trees were planted and tablets were erected in 1946.

Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995, but later reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

Dagun State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>Dagun State School is important in demonstrating the early growth of the locale of Dagun, established in 1917. The school was established in 1924 and demonstrates the provision of rural education by the then Department of Public Instruction during the early to mid-20th century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Dagun State School is important in demonstrating the key design and planning characteristics of the rural timber schools built during the 1920s.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Dagun State School has been a place of primary school education since 1924 and has a strong association and social significance for past and present teachers, students and the local community.</p>

MAP

SOURCES

Amamoor Estate (1917, May 29). *Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)*, p. 2. Retrieved February 13, 2019, from <http://nla.gov.au/nla.news-article188397724>

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Queensland Heritage Register entry, Mary Valley Railway Cream Sheds, available at: <https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Gympie Training Depot



Office and Garage Building on the Gympie Training Depot site, 2019.

OTHER NAMES	Gympie Depot
ADDRESS / LOCATION	29 Duke Street, Gympie
LOT/PLAN	Lot 11 on RP148330
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Defence
PLACE COMPONENTS	Training Depot building (1960s), Offices and Garages Building (c.1915), Magazine (likely constructed during World War II), Parade Ground (c.1890), pathway to original c.1885 Drill Hall, location of significant elements on allotment, original fabric, fixtures and fittings associated with extant structures
YEAR CONSTRUCTED / PERIOD	c.1890 – late 1960s
THEMES	7.6 Maintaining order: Defending the country
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, likely to meet threshold for the Commonwealth Heritage List (CHL)

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

Throughout the 19th century rising tensions between the European super powers of Great Britain, Germany and Russia within the Asia-Pacific region saw growing concern among the Australian colonies to protect their welfare. On 10 December 1859 Queensland separated from New South Wales and became responsible for the defence of its territory. Initially Queensland relied on the Brisbane and Ipswich Troops of the Queensland Mounted Rifles. By 1862, Volunteer Defence Forces had been instigated in several areas of the state and in 1867 Governor Sir George Bowen agreed to the formation of a Volunteer Rifle Corps on the condition that the group would finance themselves. In 1876, New South Wales and several other mainland colonies including Queensland obtained military advice from Britain on fortifications, artillery, naval defence and other aspects of military planning. Despite the recommendations, financial provision for the voluntary defence force in Queensland remained inadequate until new Volunteer Regulations were passed in October 1882. Funding and support for the defence forces ensued. To accommodate the forces, drill halls were to be constructed and used as training facilities. These halls were designed to a standard plan and erected at strategic military points such as at local harbours and rivers. The passing of the Defence Act in 1884 saw the establishment of a permanent military force and a militia along with the already established volunteer corps.

The following summary from the *Gympie Training Depot Heritage Assessment* (ERM 2020) outlines the development of the Gympie Training Depot site.

The Gympie Depot site lies on a block that was previously known as the 'Court House Reserve'. The reserve was acquired in 1886 by Defence following the passing of Queensland's Defence Act 1884 and establishment of Queensland's first permanent local militia force. A year prior in 1885, in preparation of the imminent compulsory drilling across the state, plans were drawn for the Gympie Drill Hall (referred to as 'Drill Shed') which was constructed soon after.

The Office and Garage building was noted in a later plan as the 'Drill Shed' and is believed to have been constructed c. 1915 as a Q Store and office, and was the Headquarters for the 5th Light Horse regiment, who were stationed in Gympie during World War I and during the Inter-War years. The design and construction of the Office and Garage building is characteristic of the utilitarian structures that appeared during World War I. The Office and Garage is timber framed, with gabled corrugated iron roof, vertical weatherboard cladding and elevated on low concrete stumps.

After World War I, the Gympie Depot continued to be utilised for training purposes, as well as for social and recreational purposes. The Light Horse Rifle Club and the Gympie Rifle Club both had their annual club dinners and events at the

Depot, utilising both the (former) Drill Hall and the Office and Garage building. In response to its continued use as both meeting place for local rifle clubs and training facility to volunteer militia, a miniature Rifle Range was installed in 1924.

In 1937, the Office and Garage building had alterations, including an additional office attachment to its eastern end. Later additions to this building include the installation of modern roller doors, though evidence of the hinge pins and brackets for the original timber doors remain. A latrine was also constructed around this time on the hill to the east of the (former) Drill Hall, though this has been replaced by a later addition brick latrine building, likely during the National Service era (1951 – 1972).

During World War II, a number of structures appeared on the site in preparation for the increased number of personnel and trainees. These structures included a shower block and a latrine next to the Office and Garage building (no longer extant) and the current concrete Magazine. In 1965, plans were drafted for the construction of the new Citizens Military Force (CMF) Training Depot for One Platoon. This building was completed in 1967 and replaced the original c. 1885 Drill Hall which had been dismantled. The current Latrine was constructed in 1985 in place of the World War II era latrine.

Since the construction of the (former) Drill Hall and its associated Parade Ground and its inception as a Defence reserve, the Gympie Depot has been in continuous use by Defence.

STATEMENT OF SIGNIFICANCE

The Gympie Training Depot is a place of local heritage significance as it demonstrates the development of defence services in the Gympie region as evidenced by, but not limited to, criterion a), b), d), g) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Gympie Training Depot, which has been in continuous use by Defence since 1885, demonstrates the strategic importance of the Gympie mining area in the late nineteenth century. The site has been a place of enlistment, training and a social meeting place since its and the development of the local Volunteer Defence Force.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage</p>	<p>The Gympie Training Depot, in use since 1885, is believed to be one of the earliest military reserves taken over by Defence that remains in use. The combination of World War I, World War II and National Era structures on this site is an uncommon feature, and rare in the Gympie region. The continued use of the early World War I Office and Garage building is also uncommon.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Gympie Training Depot is important in demonstrating the principal characteristics of a regional Defence site. The combination and layout of World War I, World War II and National Era structures on this site illustrate the military use of the site over time. The siting of the Office and Garage building and CMF Training Depot around a central parade ground area is characteristic of drill hall sites across the country. The Office and Garage building also demonstrates the principle characteristics of this type of building.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Gympie Training Depot has been continually used by Defence since 1885. It has been a place of military training and enlistment throughout World War I, World War II and the National Service Era. Large numbers of service men and women, particularly those from the Gympie region, would have strong associations with the Gympie Depot. It has also been a place of social gathering since 1885. The Gympie Training Depot is a place associated with events that had a profound effect on the Gympie community and it is likely that the place has a strong social significance for the Gympie region.</p>
<p>H. the place has a special association with the life or work of a particular person, group or</p>	<p>The Gympie Training Depot has a long association with Australia’s defence forces who established the Depot in Gympie in 1885. The Depot, and the activities carried out at the site by Defence, have been a part of the Gympie</p>

<p>organisation of importance in Gympie region's history</p>	<p>community since 1885. As such, Defence have played an important part in the early history of Gympie and sustained a presence in the community since 1885.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>FLOWER, FRUIT, AND POULTRY SHOW. (1887, December 29). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article168905235</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>Hospital Ball, Gympie. (1886, September 11). Queensland Figaro and Punch (Brisbane, Qld. : 1885 - 1889), p. 3 (THE LADY SUPPLEMENT TO QUEENSLAND FIGARO). Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article84119103</p> <p>Queensland Heritage Register entry. Southport Drill Hall. Available online: https://apps.des.qld.gov.au/heritage-register/detail/?id=601479</p> <p>The Gympie Contingent. (1914, August 25). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article190872947</p> <p>THE PREMIER AT GYMPIE. (1886, November 10). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 2. Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article146769261</p> <p>National Archives of Australia, Gympie - Drill Hall [plan number 1/G/76], available online at https://www.naa.gov.au/</p>

Mary Valley State College



Mary Valley State College, 2019.

OTHER NAMES	Imbil State School
ADDRESS / LOCATION	15 Edward Street, Imbil
LOT/PLAN	Lot 63 on LX1789
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, memorial trees and parade/play grounds. Building locations on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1938-1870s
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagon, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

By October 1915 a school had re-opened with 33 students in the former provisional school and by June 1916, work had begun on the new school building. When the new head teacher, Mr George Pestorius, enlisted in the army in 1916 his wife took on the role as teacher, with an assistant teacher, until his return in 1917.

In 1925 a wing was added to the school to become additional classrooms, a Head Teacher's office and space underneath was used for a rural school serving the whole of the Mary Valley. This building was the former boy's school building from One Mile State School.

On July 20, 1937, the Imbil School and Rural school were destroyed by fire which may have been deliberately lit. The teaching of classes was temporarily re-located to the memorial hall until the school was rebuilt (finished in August 1938) and re-opened in December 1938. More additions were added to the school during the 1950s and in 1966 the school added a secondary department to its curriculum. In 1970 when nearby Brooloo school was closed down, the old Brooloo school building was moved to Imbil to become the secondary section and library. In 1977, a preschool was opened and the school continued to grow to become the regional educational hub, which changed its name to Mary Valley State College in 2002.

STATEMENT OF SIGNIFICANCE

Imbil State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The establishment of the Imbil State School, 1916, is important in demonstrating the early growth of the locale of Imbil. The original school buildings were destroyed by fire in 1937, with the new school buildings completed the following year. The school demonstrates the provision of rural education by the Public Works Department during the early to mid-20th Century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Imbil State School is important in demonstrating the key design and planning characteristics, and evolution of, the rural timber schools built during the 1920s to 70s.</p>
<p>G. the place has a strong or special association with a</p>	<p>As a place of education since 1916, Imbil State School has social significance for past and present teachers, students and the local community. Imbil State School has been a place of primary school education since 1916, utilising the extant</p>

<p>particular community or cultural group for social, cultural or spiritual reasons</p>	<p>early buildings since 1937. It has a strong association and social significance for past and present teachers, students and the local community.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Government, Opening and closing dates of Queensland Schools, J-L, http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html. Retrieved 27/22/2018</p> <p>The Gympie Times, What was Mary Valley State College before 2002?. 19th Jun 2017 5:30 PM. https://www.gympietimes.com.au/news/what-was-mary-valley-state-college-before-2002/3191345/</p>

Langshaw Hall



Langshaw Hall, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	Upper Eel Creek Road, Langshaw
LOT/PLAN	Lot 2 on LX838021
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1938
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Langshaw is a rural village and farming district in the Mary Valley, south-west of Gympie. It was originally known as Eel Creek. As for much of the area, it was originally part of a large pastoral holding but from the 1870s became subdivided into small holdings and economically dependent of dairying, farming and timber. Development of the area was facilitated by the building of the Mary Valley railway and establishment of the nearby towns Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

A major source of employment were two sawmills erected at Upper Eel Creek in 1911 to exploit extensive stands of timber in the mountains: a large one by Campbell & Sons of Brisbane, and mostly being the recycled sawmill from One

Mile; and a smaller mill owned by the Meyer Brothers. These mills were erected to overcome the inefficiencies of hauling logs into Gympie for milling, and became the nucleus for the development of a small township.

As early as 1903 the residents of Eel Creek and nearby Pie Creek established a hall for religious services and social gatherings at the turn-off of the Pie Creek Road to Eel Creek. This appears to have served the community until the Langshaw hall was erected in the year 1938 using materials from the 1914 local school.

STATEMENT OF SIGNIFICANCE

Langshaw Hall is a place of local heritage significance as it demonstrates the evolution of the social needs of Langshaw as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	Langshaw Hall is important in demonstrating the growth and social needs of the community of Langshaw.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.	Langshaw Hall is a small, rectangular, gable-ended hall of timber construction, low-set on stumps with an iron roof. It is typical of rural community halls of the late 19th and early 20th Century.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	Langshaw Hall has been a place of social gathering and celebration since 1938. It is a place of social significance for the Langshaw community.

MAP

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Gympie Regional Council Local Heritage Register

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Upper Eel Creek. (1911, May 18). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved December 24, 2018, from <http://nla.gov.au/nla.news-article189175507>

Eel Creek State School (former)



Eel Creek State School (former), 2020.

OTHER NAMES	Langshaw State School (1948 – 1962)
ADDRESS / LOCATION	1574 Eel Creek Road, Langshaw
LOT/PLAN	Lot 16 on SP128718
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1926 (first state school building), 1936 (1926 building replaced with new building)
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Langshaw is a rural village and farming district in the Mary Valley, south-west of Gympie. It was originally known as Eel Creek. As for much of the area, it was originally part of a large pastoral holding but from the 1870s became subdivided into small holdings and economically dependent of dairying, farming and timber. Development of the area was

facilitated by the building of the Mary Valley railway and establishment of the nearby towns Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A major source of employment were two sawmills erected at Upper Eel Creek in 1911 to exploit extensive stands of timber in the mountains: a large one by Campbell & Sons of Brisbane, and mostly being the recycled sawmill from One Mile; and a smaller mill owned by the Meyer Brothers. These mills were erected to overcome the inefficiencies of hauling logs into Gympie for milling, and became the nucleus for the development of a small township.

A provisional school was erected in 1914 opposite Meyers Mill and adjoining timber reserve. In 1926 this was replaced by a new State school, and in 1936 approval was given to erect a new building, with the materials from the old building used to construct the Langshaw Hall. The school was originally known as the Eel Creek School, and changed its name to Langshaw in 1948. The school closed in 1962 when school buses began to take students to Gympie South State School.

STATEMENT OF SIGNIFICANCE

Eel Creek State School (former) is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The establishment of the Eel Creek State School (former), 1926, is important in demonstrating the early growth of the locale of Langshaw. The original state school building was replaced with a new building in 1936 and in 1948 the name was changed from Eel Creek to Langshaw State School. The school demonstrates the provision of rural education by the Public Works Department during the early to mid-20th Century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Langshaw State School is important in demonstrating the key design and planning characteristics of the rural timber schools built during the 1920s and 30s.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of education from 1914 to 1962, Eel Creek State School has social significance for past and present teachers, students and the local community.</p>

MAP

<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>NEW STATE SCHOOLS. (1926, April 16). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 5 (5 O’CLOCK CITY EDITION). Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article179310235</p> <p>NEW GYMPIE TIMBER MILL. (1929, February 19). The Brisbane Courier (Qld. : 1864 - 1933), p. 17. Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article21377624</p> <p>PUBLIC WORKS APPROVED (1936, November 26). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 19 (SECOND EDITION). Retrieved December 24, 2018, from http://nla.gov.au/nla.news-article182380705</p> <p>Queensland Government, Opening and closing dates of Queensland Schools, J-L, http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html. Retrieved 27/22/2018</p>
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<http://nla.gov.au/nla.news-article189175507>

Imbil Uniting Church (former)



Imbil Uniting Church (former), 2019.

OTHER NAMES	Gympie Regional Uniting Church, Imbil
ADDRESS / LOCATION	1 Elizabeth Street, Imbil
LOT/PLAN	Lot 5 on RP12424
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1919
THEMES	8..1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagon, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started

with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Imbil Uniting Church is the original congregational church built on the site in 1919. Originally the building had a shingle roof.

STATEMENT OF SIGNIFICANCE

Imbil Uniting Church (former) is a place of local heritage significance as it demonstrates the development of religious institutions in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Imbil Uniting Church (former), constructed in 1919, is important in demonstrating the growth of the township of Imbil, the growth of the Uniting Church and the provision of rural religious services during the early to mid-20th century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Imbil Uniting Church (former) demonstrates the principal characteristics of a small rural timber church with steeply gabled roof and central entrance vestibule.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of worship since 1919, the Imbil Uniting Church (former) has a special association with the Imbil community.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

IMBIL. (1919, May 24). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 6. Retrieved February 13, 2019, from <http://nla.gov.au/nla.news-article188702532>

Queensland Government, Opening and closing dates of Queensland Schools, J-L, <http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>. Retrieved 27/22/2018

QHR entry, Mary Valley Railway Cream Sheds, available at: <https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

QHR entry. Surface Hill uniting Church, <https://apps.des.qld.gov.au/heritage-register/detail/?id=601529>

Amamoor State School



Amamoor State School, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	2 Elizabeth Rd, Amamoor
LOT/PLAN	Lot 2 on CP849465
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1921
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Amamoor, or Police, Creek, was originally a pastoral run in the Upper Mary River Valley selected by J.D. Mc Taggart in the late 1850s. Like many of these runs, it was later broken up for closer settlement and lent its name to a farming district and township. From the late 1870s the area became a focus of small cropping and dairying activities.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending

to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

In 1917, Ferguson and Co. Ltd., sold their Amamoor Estate. Part of the sale included a donation to the Department of Public Instruction of two acres of land at Amamoor for the purposes of a school. Amamoor State School opened in 1921. In the same year the Amamoor Hall was built. The 1924 the post office directory recorded 15 farmer/selectors, 10 dairy farmers, 9 fruit growers, 5 timber getter/teamsters, a sawmiller and a storekeeper.

In 1950 the Amamoor State School was moved to its current site. It became a teacher's residence for a time before an additional classroom was built in 1959. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995, but later reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

Amamoor State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The establishment of the Amamoor State School, 1921, is important in demonstrating the early growth of the locale of Amamoor. The original school buildings were moved to the new school site in 1950 due to the growth of the area. The school demonstrates the provision of rural education by the Public Works Department during the early to mid-20th century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Amamoor State School is important in demonstrating the key design and planning characteristics of the rural timber schools built during the 1920s and 30s.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Amamoor State School has been a place of primary school education since 1921 and has a strong association and social significance for past and present teachers, students and the local community.</p>

MAP

<p>SOURCES</p>	<p>Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from http://nla.gov.au/nla.news-article4607844</p> <p>Gympie Regional Council Local Heritage Register</p> <p>Queensland Place Names, entry 492 https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494</p> <p>Queensland Heritage Register entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p>
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Gympie State High School



Gympie State High School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	1 Everson Road, Gympie
LOT/PLAN	Lot 153 on SP117244
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1933-1961
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 650064
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services.

By 1912, Gympie had three state primary schools. That year, it also became the site of one of Queensland's first three state high schools. The *Grammar Schools Act 1860* had provided scholarships for high-achieving students to attend elite grammar schools, but it was not until 1912 that the government instituted a high school system. In late January 1912 state high schools opened in Gympie, Warwick, and Bundaberg; followed a week later by high schools in Mackay, Mount Morgan and Charters Towers.

In January 1912, Gympie State High School's first students were accommodated in a building at Gympie Central State School. This building was soon overcrowded. In 1914 the Gympie City Council donated 7.55ha of land, known as Tozer Park, for a new high school. This land (Portion 19, R670) was located west of Cootharaba Road, and south of Tozer Park Road. An additional 4.01ha of land (Portion 21, R689) was then obtained just north of Tozer Park, to provide level ground on which to site the school building.

The first two purpose-built high school buildings in Queensland were opened at Gatton and then Gympie in 1917 and were larger versions of a standard design introduced for primary schools in 1914. To help ensure consistency and economy, the Queensland Government developed standard plans for its school buildings. These were continually refined in response to changing needs and educational philosophy.

Construction of the new Gympie State High School occurred between August 1916 and May 1917. Classes commenced on 3 September and the highset timber school building was officially opened on 19 October 1917, during Gympie's 50th anniversary celebrations, with an enrolment of 146 students. A separate carpenter's workshop and store (the manual training building) was located south of the school building.

Gympie State High School's facilities were improved in the 1920s and 1930s. A caretaker's residence was built in 1920; and the first school oval (in 2018 named Hangar Oval), was constructed through the fundraising efforts of the school's Sports Committee, and officially opened in 1931.

The grounds of purpose-built high schools were larger than those of primary schools, being over 4.8ha, and provided ample room for sports facilities. For many years school committees had to raise funds for construction of such facilities, which included tennis courts, gymnasiums and swimming pools. Teachers in the 1950s requested that high schools include gymnasiums, but these did not become a standard design or inclusion until after the 1960s.

A gymnasium was built at Gympie State High School in the 1930s. Due to increased student numbers, there were soon other additions to the school. During 1939 and early 1940 the manual training building was extended to the east, and a new domestic science block was erected to its northwest. Additions were also made to the main school building.

After World War II (WWII), enrolment at the school increased above the previous peak of 327 students, resulting in further buildings. Two were added to the school in the late 1940s-early 1950s. The first was a War Memorial Pavilion, sited on the north side of Hangar Oval, which was opened on 27 August 1949 by the Queensland Governor, Sir John Lavarack (the pavilion was demolished in 2010).

The second new building was a two-room Temporary Classroom Building with a gabled roof (in 2018 named Block T). This was built between the main building and the domestic science block in early 1951 and was initially used for commercial classes. Only a relatively small number of Temporary Classroom Buildings were constructed between 1943 and 1951. This standard type, of which Block T in Gympie is a good example, was introduced as a temporary solution to the exceptional growth in student numbers during WWII and the immediate post-war period, when skilled labour was scarce and materials were in short supply. They were small timber buildings, lowset on concrete posts and had skillion or gabled roofs. External walls were clad with vertical tongue and groove (T&G) timber boards and the rear wall had casement windows with operable fanlights sheltered by a simple hood. Accessed from a verandah, the type comprised two classrooms 21ft x 18ft (6.4m x 5.4m).

By May 1954 there were 259 Intermediate and 255 High School students attending the school, with one Intermediate class using the gymnasium. However, on the night of 18 May 1955 the main school building burnt down due to fire breaking out in a chemistry room. As a result, the surviving buildings had to be used for general classes. The gymnasium was enclosed to form three classrooms and a laboratory. The Temporary Classroom Building was moved to the south of, and between, the manual training and domestic science blocks, to allow for the construction of new school buildings. The Intermediate students were temporarily transferred to the Central State School.

Plans were also drawn for two new classroom blocks (in 2018 named Blocks B and C) and an administration wing (demolished in the 1870s) in 1955. These were constructed in three stages between 1955 and 1958, and formed a 'U' shape, open to the northeast. An assembly area, which is still an open space in 2018, was formed between the new buildings, occupying the site of the destroyed 1917 school building.

From 1950 the Department of Public Instruction introduced and developed new standard plans for school buildings. These buildings were timber-framed structures with a gable roof, highset on stumps, and the understorey was used as covered play space. Classrooms opened off the northern verandah and had extensive areas of windows. In 1954 the type was improved by replacing the proliferation of stumps with a timber truss that spanned the width of the classroom and provided an unimpeded play space. This concept was further refined in 1957 by replacing the timber truss with a steel open-web joist, supported on reinforced concrete columns.

Block B, a Timber School Building with timber floor trusses (1955-56), was used for high school students and had seven classrooms on the first floor, all with double doors to the northern verandah.

Block C, which extended northeast from, and perpendicular to, the northwest end of Block B, was also a Timber School Building with timber floor trusses (1956-57). Blocks B and C were connected by a concrete and brick stairwell to both levels, and also had brick end walls as fire stops (northwest end of Block B; both ends of Block C). The high quality of the buildings was recognised at the time and Blocks B and C were chosen as examples of notable High School architecture in 'Buildings of Queensland', a 1959 publication recording Queensland's architecture produced by the state chapter of the Royal Australian Institute of Architects.

The one-storey Administration Block (c1957), which extended northeast from, and perpendicular to, the southeast end of Block B, was connected to the latter by a covered way which also provided an entrance from Cootharaba Road.

The school also gained a classroom block for Intermediate students (in 2018 named Block D), east of the northern end of Block C. The first section of Block D was constructed after May 1958 and occupied in 1959.

In 1960-61, a two-storey Agricultural Science wing was added north of the east end of Block D. This gable-roofed timber-framed building, with open web steel trusses and brick end walls, was linked to Block D on both levels by a covered glass and metal covered way.

There was continued development during the 1870s and 1980s, with additions of new buildings or changes to or loss of older ones. In 2018, the school continues to operate from its 1917 site. It retains its two Timber School Buildings with timber floor trusses (Blocks B and C); and a Timber School Building with open web steel floor trusses (Block D) with an Agricultural Science extension; the former gymnasium (Block K); and a Temporary Classroom Building (Block T). Gympie State High School is important to Gympie, as generations of students, from Gympie and nearby rural areas, have been taught there. School histories were compiled for the school's 60th anniversary in 1982, and its 100th anniversary in 2012.

Source: Extract from the QHR entry for Gympie State High School, Place ID: 650064.

STATEMENT OF SIGNIFICANCE

Gympie State High School is a place of local and State heritage significance as it demonstrates the evolution of education in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Gympie State High School (established as one of Queensland's first high schools in 1912 and opened on current site in 1917) is important in demonstrating the evolution of state education and its associated architecture in Gympie and, more broadly, Queensland. It retains excellent, representative examples of buildings that were responses to prevailing government educational philosophies.

The two Timber School Buildings with timber floor trusses (1955-56, 1956-57), and the two Timber School Buildings with open web steel floor trusses (1958-59, 1960-61), represent the evolution of Department of Public Works designs during the mid to late 1950s to allow for unimpeded play space under highset timber school buildings.

The Temporary Classroom Building (1951) is a product of the exceptional growth in student numbers after World War II, when skilled labour was scarce and materials were in short supply. It is a good, representative example of this pattern of development.

The former gymnasium (c1933-37), which was later used as classrooms, represents the emphasis on sport and fitness at Queensland state schools, and the early pattern of local communities having to raise the funds required to provide sports facilities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Timber School Buildings with timber floor trusses (Blocks B and C) and the Timber School Buildings with open web steel floor trusses (Block D and its Agricultural Science extension) are good, intact examples of their type and demonstrate two iterations of the Department of Public Work's standard designs: incorporating timber floor trusses for unimpeded play space under the classrooms, and later using open web steel trusses to achieve the same effect.

The buildings retain their: highset character with timber or open web steel trusses; gable roofs; face brick walls and crimped metal sheet and chamferboard cladding; verandahs for circulation; timber-framed double hung

	<p>windows (Blocks B, C and D), or metal-framed glass louvres (Agricultural Science extension) to the verandah; timber-framed pivoting clerestory windows above the verandah roof (Blocks B and D); large banks of timber-framed awning windows with timber framed pivot fanlights on the opposing walls; and 24ft (7.3m) wide classrooms (Blocks B, C and D).</p> <p>The Temporary Classroom Building is an intact example of its type. It retains: its gable roof (characteristic of 1949-51 examples); lowset timber framed structure; north facing verandah; timber sash windows to the verandah; casement windows with fanlights over; vertical jointed (VJ) board cladding; and a bulkhead indicates the position of the original wall between its two 21ft (6.4m) x 18ft (5.5m) classrooms.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Schools have always played an important part in Queensland communities. They typically retain significant and enduring connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. The former gymnasium is the result of community fundraising efforts to provide sporting facilities for Gympie children.</p> <p>Gympie State High School has a strong and ongoing association with the Gympie and district community. The school was opened on its current site in 1917 and generations of Gympie children have been taught there.</p>
<p>MAP</p>	
<p>SOURCE</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>Project Services, Department of Public Works, 2008, Queensland Schools Heritage Survey Part II Summary report, prepared for Education Queensland.</p> <p>Queensland Heritage Register entry, Gympie State High School. Available online. https://apps.des.qld.gov.au/heritage-register/detail/?id=650064</p>

Residence: 24 Excelsior Road, Gympie



Residence: 24 Excelsior Road, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	24 Excelsior Rd, Gympie
LOT/PLAN	Lot 2 on MPH6343
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, concrete garden beds and front fence.
YEAR CONSTRUCTED / PERIOD	Late 1940s
THEMES	6. Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

Built in the early 1950s, the residence at 24 Excelsior Road, Gympie was designed as a worker's or modest middle-class dwelling in fibrous cement, one of the most popular building products of the period due to its low cost and versatility. It incorporates some post-war modernist design ideas such as low, hipped roofs, plain cladding, small entry porch and low fence, but also carries over some interwar ideas from streamline Art Deco and early modernism with its curved corners and columned porch, and horizontal cover strips.

STATEMENT OF SIGNIFICANCE

The residence at 24 Excelsior Road, Gympie is a place of local heritage significance as it demonstrates the development of post-World War 2 residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in the early 1950s, the residence at 24 Excelsior Road provides evidence of the post-World War 2 development of Gympie and local residential house styles.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The residence at 24 Excelsior Road demonstrates early post-World War 2 workers or modest middle-class house building style. It is clad in one of the most popular and versatile building materials of the period, fibrous asbestos cement (fibro), and although built in the post-World War 2 period, reflects the ongoing influence of interwar Art Deco and modernism in its curved lines and horizontal cladding strips. Its triple-fronted façade; small columned entry porch; low, hipped roofs; low front fence and expanses of plain flat cladding

	reflect a new suburban aesthetic towards simpler and cheaper houses devoid of the sweeping verandahs and complicated detailing of the pre-war era.
MAP	
SOURCES	Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane. Gympie Regional Council Local Heritage Register.

Gympie South State School



Gympie South State School, 2020.

OTHER NAMES	Southside State School
ADDRESS / LOCATION	50 Exhibition Rd, Southside
LOT/PLAN	Lot 81 on SP117063
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1910
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The Southside State School (former), now known as Gympie South State School, began in 1910 after a meeting of residents decided to have a school established in the community. The original school building was built on land donated by Mrs George Argo. This building was 24 feet by 16 feet (8 metres by 5 metres) with a front and back verandah. The first head teacher (principal) was Mr Donald Price who remained in charge at the school for 32 years.

In the 1960's and 1970's several small schools in outlying areas were closed with children travelling by bus to Gympie South State School. This meant a significant increase in enrolment for the school and several new buildings being erected. The original one-room school building is still in use today as the music room.

Over the years further development saw the addition of a swimming pool (1981) and other new buildings.

STATEMENT OF SIGNIFICANCE

Gympie South State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Gympie South State School, established in 1910 and now known as Gympie South State School, is important in demonstrating the evolution and growth of education in Gympie, particularly the consolidation of outlying rural school during the 1960s and 70s.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The original school building, although modified with verandah enclosures, demonstrates many of the characteristics of small timber schools built in regional areas during the late 19th and early 20th century.</p>
<p>G. the place has a strong or special association with a</p>	<p>Schools have always played an important part in Queensland communities. They typically retain significant and enduring connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. Gympie South State School has a strong and ongoing association with the</p>

<p>particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Gympie and district community. The school was opened on its current site in 1910 and generations of Gympie children have been taught there.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register.</p> <p>Gympie South State School, Our School, Retrieved 2 January 2019, https://gypiesouthss.eq.edu.au/Ourschool/Pages/Ourschool.aspx.</p> <p>Project Services, Department of Public Works, 2008, <i>Queensland Schools Heritage Survey Part II Summary report</i>, prepared for Education Queensland.</p>

Residence: 1 Ferguson Street, Gympie



Residence: 1 Ferguson Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	1 Ferguson Street, Gympie
LOT/PLAN	Lot 2 on MPH23983
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, front fence and garage.
YEAR CONSTRUCTED / PERIOD	Late 1940s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

The house at 1 Ferguson Street was built in the early 1950s as a middle-class dwelling in fibrous cement. Its double-fronted façade; small entry porch; low, hipped roofs; low front fence and expanses of plain flat cladding reflect a new suburban aesthetic towards simpler and cheaper houses devoid of the sweeping verandahs and complicated detailing of the pre-war era. However, it also carries over interwar influences of streamline Art Deco and early modernism through the use of curved corners and horizontal cladding strips.

STATEMENT OF SIGNIFICANCE

The residence at 1 Ferguson Street, Gympie is a place of local heritage significance as it demonstrates the development of post-World War 2 residential housing in the Gympie region as evidenced by, but not limited to, criterion a), and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in the late 1940s, the residence at 1 Ferguson Street, Gympie provides evidence of the post-World War 2 development of Gympie and local residential house styles.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 1 Ferguson Street, Gympie demonstrates early post-World War 2 middle-class house styles. It is clad in one of the most popular and versatile building materials of the period, fibrous asbestos cement (fibro), and although built in the post-World War 2 period, reflects the ongoing influence of interwar Art Deco and modernism through the use of curved corners and horizontal cladding strips. Its double-fronted façade; small entry porch; low, hipped roofs; low front fence and expanses of plain flat cladding reflect a new suburban

	aesthetic towards simpler and cheaper houses devoid of the sweeping verandahs and complicated detailing of the pre-war era.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register.

Glastonbury Hall



Glastonbury Hall, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	1329 Glastonbury Rd, Glastonbury
LOT/PLAN	Lot 2 on RP59620
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1931
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Chatsworth is a rural village and farming district 10 km north-west of Gympie. Immediately west of Chatsworth is the Glastonbury locality. In 1868 a sawmill mill was opened at Chatsworth by Ferguson and Co. but this was only in operation a short time. There was a goldrush at Chatsworth in 1869, and Glastonbury was the site of a roadside inn on Glastonbury Creek in 1871. The two areas became part of the Glastonbury local-government division, which was formed in 1879. It adjoined the Gympie goldfield but was only 122 square miles in area, and was absorbed by Widgee division in 1894.

There were a briefly worked Glastonbury goldfield (1886-87), a primary school (1879-1960), a public hall, a Catholic church and a racecourse. As Gympie became more established Chinese market gardening also began in the area.

Population growth was strong in the 1920s-30s with banana-growing and dairying. Glastonbury Hall was built as part of Glastonbury Hotel. The hall was purchased by the community in 1931.

STATEMENT OF SIGNIFICANCE

Glastonbury Hall is a place of local heritage significance as it demonstrates the evolution of the social needs of Glastonbury as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Glastonbury Hall, constructed in 1910, is important in demonstrating the growth of the locality of Glastonbury and the social and recreational needs of the community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Glastonbury Hall is a small, timber building with iron gable roof and side skillion. It is low-set on stumps and has a front and side entry porticos and a later rear extension. The scale and form of the original building is important in demonstrating the class characteristics of a small, wooden community hall of the late 19th and early 20th Century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of social gathering and celebration since 1910, Glastonbury Hall has a special social significance for the Glastonbury community.</p>

MAP

SOURCES

Cooloola Library Service, 2001, *Cooloola Shire...a golden past*, Cooloola Shire Council.

Gympie Regional Council Local Heritage Register.

Queensland Places, *Chatsworth, Glastonbury and The Palms*, available online at <https://www.queenslandplaces.com.au/chatsworth%2C-glastonbury-and-the-palms>.

Residence: 10 Graham Street, Gympie



Residence: 10 Graham Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	10 Graham Street, Gympie
LOT/PLAN	Lot 819 on MCH835341
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1870-80s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie. The residence at 10 Graham Street, Gympie was erected in the 1870s-80s and is an example of the twin gable ridge roof dwellings typical of that era.

STATEMENT OF SIGNIFICANCE

The residence at 10 Graham Street, Gympie is a place of local heritage significance as it demonstrates the development of early residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The residence at 10 Graham Street, Gympie demonstrates the residential development of Gympie in the 1870s-80s period in response to the prosperity generated by gold mining, and of the development of the once distinctive village of One Mile.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 10 Graham Street, Gympie demonstrates the principal characteristics of an early timber house with a high-pitched double-gable roof and detached kitchen. It typifies the sequential multi-gable house form popular in Gympie during the period.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Residence: 27 Cumulus Court, Kybong

Image not available.

OTHER NAMES	None known
ADDRESS / LOCATION	27 Cumulus Court, Kybong
LOT/PLAN	Lot 2 on RP57850
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings and mature trees
YEAR CONSTRUCTED / PERIOD	1880s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's

growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie. The residence was originally erected at 3 Graham Street, Gympie (Lot 2 on RP57850) in the 1880s as a substantial middle-class dwelling. It was moved to its current site in Kybong in 2020.

STATEMENT OF SIGNIFICANCE

The residence at 27 Cumulus Court, Kybong is a place of local heritage significance as it demonstrates the early development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The residence at 27 Cumulus Court, Kybong provides evidence of the residential development of One Mile and, more broadly, Gympie from the 19th to early 20th century in response to the prosperity generated by gold mining.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The residence at 27 Cumulus Court, Kybong demonstrates the characteristics of an early timber, middle-class house featuring exposed cross-bracing to the front wall, timber and iron window hoods and an L-shaped verandah.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Nashville Police Station (former)



Nashville Police Station (former), 2019.

OTHER NAMES	One Mile Police Station
ADDRESS / LOCATION	9 Graham Street, Gympie
LOT/PLAN	Lot 3 on G14783
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1885-1886
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities 7.1 Maintaining order: Policing and maintaining law and order
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time

the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The establishment of law and order was one of the primary concerns for the residents of the early Gympie goldfield and in late 1867 a rudimentary police force and station had been established by visiting Inspector of Police J.A.Lewis. Lewis reported that "I formed the police station on a rising ground about one hundred yards from the Mary River, and half-a-mile from the township. I had a good road made through the scrub to the river. The ground upon which the camp stands forms a kind of pocket, in which there is very good grass. I directed Sergeant McCarthy to put up a sapling fence across the pocket, in which the horses can be safely kept at night." By the 1870s a reserve for police purposes, including a police lockup and stables, had been established on the north side of Channon Street, between Duke and King Streets, where in 1876 what is now the second courthouse and lands office was built.

A new police station was also built at One Mile in the mid-1880s. During the 19th Century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street when a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie. In 1884 it was reported that "*A start has been made with the erection of the new Post and Telegraph offices on the new site at the One-mile. The place is well chosen being high and dry above flood mark, and centrally situated. The new police station will be situated just above the Post and Telegraph office, and will command a view of the Monkland, as well as the immediate neighbourhood.*" Plans were drawn and tenders were called for the construction of the station and attached lock-up in 1885, and this building is essentially what exists today, although with some later modifications.

STATEMENT OF SIGNIFICANCE

The Nashville Police Station (former) is a place of local heritage significance as it demonstrates the evolution of law and order in the Gympie region as evidenced by, but not limited to, criterion a), b), d) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Nashville Police Station (former), constructed in 1885-86, is historically important in demonstrating the development of police services in Gympie and the once distinct village of One Mile.

<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage</p>	<p>The Nashville Police Station (former) is a rare surviving 19th Century police station in Gympie.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Nashville Police Station (former) demonstrates the principle design characteristics of a timber police stations built during the 19th Century in regional areas.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region’s history</p>	<p>The Nashville Police Station (former) has a special association with the Gympie police service.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>GYMPIE. (1873, February 1). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 10. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article27274531</p> <p>GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article146682734</p> <p>GYMPIE CREEK GOLD FIELDS. (1867, November 14). The Brisbane Courier (Qld. : 1864 - 1933), p. 2. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article1288519</p> <p>GYMPLE CREEK GOLD FIELDS. (1867, November 11). The Brisbane Courier (Qld. : 1864 - 1933), p. 2. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article1288471</p> <p>Gympie Wants New Police Station (1939, July 2). Sunday Mail (Brisbane, Qld. : 1926 - 1954), p. 5. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article98016020</p> <p>NEW POLICE STATION FOR GYMPIE (1946, September 11). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 6. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article151443034</p> <p>Official Notifications. (1885, June 22). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 2, 2019, from http://nla.gov.au/nla.news-article174161045</p> <p>Queensland State Archives. Architectural drawing of the Lockup and Police Quarters, One Mile, Gympie, 23 June 1885. Digital image 20862.</p>

Commercial (former): 15 Graham Street, Gympie



Commercial (former): 15 Graham Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	15 Graham Street, Gympie
LOT/PLAN	Lot 1 on MPH6972
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings and sheds
YEAR CONSTRUCTED / PERIOD	1880s-1920s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie. The shop at 15 Graham Street was built sometime between the 1880s and 1920s to serve the commercial needs of One Mile.

STATEMENT OF SIGNIFICANCE

The former commercial premises at 15 Graham Street, Gympie is a place of local heritage significance as it demonstrates the development of retail services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>15 Graham Street, Gympie is historically important in demonstrating the development of commerce and local corner store retailing in Gympie and the once distinct village of One Mile.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>With its footpath awning and gabled roof, 15 Graham Street, Gympie demonstrates the principle design characteristics of small timber shops built during the 19th Century in regional areas.</p>

MAP

<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article146682734</p>
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Official Notifications. (1885, June 22). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 2, 2019, from <http://nla.gov.au/nla.news-article174161045>

Queensland State Archives. Architectural drawing of the Lockup and Police Quarters, One Mile, Gympie, 23 June 1885. Digital image 20862.

Commercial (former): 8 Graham Street, Gympie



Commercial (former): 8 Graham Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	8 Graham Street, Gympie
LOT/PLAN	Lot 2 on MPH32067
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1880s-1920s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie. The shop at 8 Graham Street was built sometime between the 1880s and 1920s to serve the commercial needs of One Mile.

STATEMENT OF SIGNIFICANCE

The former commercial premises at 8 Graham Street, Gympie is a place of local heritage significance as it demonstrates the development of retail services in the Gympie region as evidenced by, but not limited to, criterion a) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

8 Graham Street, Gympie is historically important in demonstrating the development of small scale retailing in Gympie and the once distinct village of One Mile.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from <http://nla.gov.au/nla.news-article146682734>

Official Notifications. (1885, June 22). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 2, 2019, from <http://nla.gov.au/nla.news-article174161045>

Queensland State Archives. Architectural drawing of the Lockup and Police Quarters, One Mile, Gympie, 23 June 1885. Digital image 20862

One Mile Post Office (former)



One Mile Post Office (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	11 Graham Street, Gympie
LOT/PLAN	Lot 1 on MPH6972
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Communications
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, extant evidence of use of the place for postal services.
YEAR CONSTRUCTED / PERIOD	1884-1885
THEMES	5.8 Moving goods, people and information: Postal services
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie.

STATEMENT OF SIGNIFICANCE

The One Mile Post Office (former) is a place of local heritage significance as it demonstrates the development of postal services in the village of One Mile as evidenced by, but not limited to, criterion a), and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The One Mile Post Office (former) is historically important in demonstrating the development of government communication services in Gympie and the once distinct village of One Mile.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

In its scale and timber detailing, the One Mile Post Office (former) demonstrates the principle design characteristics of small timber post offices built during the 19th Century in regional areas. A mail slot is still evident on the front porch, providing evidence of its former use.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from <http://nla.gov.au/nla.news-article146682734>

Official Notifications. (1885, June 22). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 2, 2019, from <http://nla.gov.au/nla.news-article174161045>

Queensland State Archives. Architectural drawing of the Lockup and Police Quarters, One Mile, Gympie, 23 June 1885. Digital image 20862

St John Vianney Church



St John Vianney Church, 2020.

OTHER NAMES	Tin Can Bay Church
ADDRESS / LOCATION	22 -24 Gympie Road, Tin Can Bay
LOT/PLAN	Lot 2 on T7317
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1930s-50s
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE	Local

HISTORICAL CONTEXT

Tin Can Bay is situated on the western shore of a mainland inlet south of Fraser Island, and it is thought that the name came from the Anglicisation of tin-kun, an Aboriginal expression describing a narrow-leafed coastal vine, or of similar sounding expressions meaning dugong, big fish or mangroves.

The protected shallows of the inlet were ideal for exploitation. Dugongs were hunted for their oil, and a dugong station was set up at the mouth of Kauri Creek (eight km north of the inlet) in the 1850s. Timber was rafted out for

Maryborough sawmills, and oysters were cultivated and harvested at the mouth of Schnapper Creek, the waterway running through Tin Can Bay township.

In 1922, after only a few humpies had been built at Schnapper Creek, township lots were put up for sale. They were bought mostly by residents of Gympie and Widgee Shires for holiday houses. In the 1930s, the cheap land and plentiful fishing attracted permanents affected by the economic Depression. A school was opened in 1934, and the town was known as Wallu until it reverted to Tin Can Bay in 1937. By the early 1950s the population had grown to about 240, with a wharf and fish market (1945).

In 1957 a prawning ground was found, bringing in a trawling industry. Tin Can Bay became a fishing port and ultimately the boating and fishing resort it is today. A sealed access road, a hotel and reticulated electricity followed in a few years. A new fish market was opened in 1971.

In 1937, the Archbishop of the Catholic Diocese appealed to parishioners throughout Queensland for 110 new churches to meet the demands of new and growing centres. The parish of Gympie had reported a need for churches at Goomboorian and Tin Can Bay and as such, this was part of the Archbishops appeal. St John Vianney Church was constructed sometime after this as the settlement continued to grow. Although constructed as gable-ended hall with centrally located entry vestibule, it is unusual in being transversely orientated, with the entry being at the side rather than, traditionally, at the end. It also utilises a low roofline and wide, hopper windows, elements popular in domestic architecture at the time.

STATEMENT OF SIGNIFICANCE

St John Vianney Church is a place of local heritage significance as it demonstrates the development of religious institutions in the Tin Can Bay as evidenced by, but not limited to, criterion a) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

St John Vianney Church is historically important in demonstrating the growth and evolution of Catholicism in regional areas and the provision of religious services to the Tin Can Bay area.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

St John Vianney Church has a strong spiritual and social association with the Tin Can Bay Catholic congregation as the principal place of worship in Tin Can Bay since the late 1930s.

MAP

SOURCES

ARCHBISHOP'S ONE HUNDRED AND TEN NEW CHURCHES (1937, December 17). *Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947)*, p. 2. Retrieved February 14, 2019, from <http://nla.gov.au/nla.news-article151223538>

Gympie Regional Council Local Heritage Register

Queensland Place Names, Tin Can Bay, <https://www.queenslandplaces.com.au/tin-can-bay>

Residence: 32 Hilton Road, Gympie



Residence: 32 Hilton Road, Gympie, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	32 Hilton Rd, Gympie
LOT/PLAN	Lot 2 on MPH7142
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1910s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The house at 32 Hilton Road was built around 1922 as a middle-class dwelling in the then popular Federation bungalow style.

STATEMENT OF SIGNIFICANCE

The residence at 32 Hilton Road, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The residence at 32 Hilton Road, Gympie demonstrates the middle-class residential development of Gympie during the 1900s to 1920s period.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The residence at 32 Hilton Road, Gympie demonstrates the principal characteristics of 1910s Queensland timber bungalow with integrated verandah and main roof, geometric verandah brackets, decorative pediment over entry and French doors leading onto a wide verandah.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Residence: 11 Hughes Terrace, Gympie



Residence: 11 Hughes Terrace, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	11 Hughes Terrace, Gympie
LOT/PLAN	Lot 1 on MPH23825
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1870-80s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The residence at 11 Hughes Terrace, Gympie was built in the 1880s as a double-gable structure with encircling verandahs. Its scale and decorative detailing suggests it was intended for relatively prosperous occupants and may be the design work of local Gympie architect Hugo du Rietz. He was a prolific designer of buildings for the town and *"was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs."*

STATEMENT OF SIGNIFICANCE

The residence at 11 Hughes Terrace, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The residence at 11 Hughes Terrace, Gympie provides evidence of the middle-class residential development of Gympie during the buoyant 1870s-1880s period.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 11 Hughes Terrace demonstrates the characteristics of an 1870-80s timber house. It typifies the sequential multi-gable, low-set house form with lattice work, encircling verandah and separate ogee style verandah roof which was popular in Gympie during the period.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

QHR entry Surface Hill Uniting Church, <https://apps.des.qld.gov.au/heritage-register/detail/?id=601529>

Residence: 18 Watt Street, Gympie



Residence: 18 Watt Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	18 Watt Street, Gympie
LOT/PLAN	Lot 1 on MPH6076
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1870s-80s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The residence at 18 Watt Street was built in the 1880s as a triple-gable structure with encircling verandahs. Its scale and decorative detailing suggests it was intended for relatively prosperous occupants.

STATEMENT OF SIGNIFICANCE

The residence at 18 Watt Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The residence at 18 Watt Street, Gympie provides evidence of the middle-class residential development of Gympie during the buoyant 1870s-1880s period.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The residence at 18 Watt Street, Gympie demonstrates the characteristics of an 1870-80s timber house. It typifies the sequential multi-gable, low-set house form with gable decoration, encircling verandah and stove recess of the main house core. This was a popular house form popular in Gympie during the period.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

One Mile State School



One Mile State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	7 John Street, Gympie
LOT/PLAN	Lot 1 on MPH6972
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, grounds and mature trees.
YEAR CONSTRUCTED / PERIOD	1869-1891
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time

the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie.

The One Mile State School opened in 1869 and serviced the Nashville Goldfield Area where 20,000 to 30,000 people lived. The original school was situated where the hall is now; it was later moved to Imbil as a rural school but the building was subsequently burnt down.

Mr McLeod was the first Head Teacher and was in charge of 48 children. The school grounds at this time stretched across one acre. In 1874 a new building was built and this now forms the present year 7 room. The original school may have been designed by local architect, Hugo Du Rietz. At the end of 1874, the school was separated into a Boys' School and a Girls/Infants' School with Miss McLeod becoming the Head Teacher of the Girls' School. Also in that year the school grounds were extended south towards the gully and in 1884 a wing was added to the northern end of the Boys' School and eastern end of the Girls' School.

In 1890 the Infants' School separated from the Girls' School with Miss Phelan appointed as the Head Teacher of the Infants' School. The school grounds were extended southward and eastward to have One Mile Road as its eastern boundary - the school now occupied 4 to 5 acres.

In 1891 the total school population was 1000 and a new Boys' School building was built. The Administration office, Principal's office, staffroom and a classroom presently occupy this building.

STATEMENT OF SIGNIFICANCE

One Mile State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or

The buildings and grounds of the One Mile State School are historically important in demonstrating the development of education services in Gympie and the once distinct village of One Mile.

<p>pattern of the Gympie region's history.</p>	
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>As a small complex of early timber school buildings constructed from 1874 to 1891, the One Mile State School demonstrates the principle design characteristics and evolution of small regional schools during the late 19th century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The One Mile State School has been a place of education since 1869 and has a strong social association with present and past students, teachers and the local community.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>GYMPIE. (1884, July 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 3. Retrieved December 21, 2018, from http://nla.gov.au/nla.news-article146682734</p> <p>Gympie Regional Council Local Heritage Register</p> <p>History. https://onemiless.eq.edu.au/Ourschool/History/Pages/History.aspx. Accessed 3/01/2019</p> <p>Official Notifications. (1885, June 22). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 2, 2019, from http://nla.gov.au/nla.news-article174161045</p> <p>Queensland State Archives. Architectural drawing of the Lockup and Police Quarters, One Mile, Gympie, 23 June 1885. Digital image 20862</p>

Kandanga Railway Station



Kandanga Railway Station, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	Main Street, Kandanga
LOT/PLAN	Lot 95 on SP104992
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Buildings, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1914
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	The adjacent Kandanga Cream Shed is entered in the Queensland Heritage Register (QHR) Place ID: 602792
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a

blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's existing trade of butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The Kandanga Railway Station is a place of local heritage significance as it demonstrates the development of railway services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Kandanga Railway Station, opened in 1914, is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Kandanga Railway Station, a single storey timber building with projecting awning, exemplifies the general architectural characteristics of small rural railway stations typically built in the Gympie area in the 1900s. The station building is an example of the standard B2 Queensland Railway Department design with variations to the gable treatment and an extended roof line. The State heritage listed railway cream shed is located within the Kandanga railway yard. The cream shed sits to the west of the station building, facing north adjacent to the Mary Valley branch railway line.

E. The place is important because of its aesthetic significance to the local area.

The Kandanga Railway Station, a single storey wooden building with projecting awning and accompanying cream shed, has aesthetic qualities which provide visual character to the Kandanga streetscape. The small station complex provides a picturesque landmark for the town.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:
<https://www.queenslandplaces.com.au/kandanga>

Queensland Place Names, entry 492
<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

Trove online article: Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from
<http://nla.gov.au/nla.news-article4607844>

Residence: 15 Kidgell Street, Gympie



Residence: 15 Kidgell Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	15 Kidgell Street, Gympie
LOT/PLAN	Lot 1 on MPH5442
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1880s-90s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory, and the building of the Borumba Dam in 1953.

The residence at 15 Kidgell Street, Gympie was built in the 1880s or 1890s as a substantial middle-class dwelling with decorative encircling verandahs, pediment over entry, symmetrical front stairs and short-ridge roof.

Gympie Regional Council Local Heritage Register

STATEMENT OF SIGNIFICANCE

The residence at 15 Kidgell Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The residence at 15 Kidgell Street, Gympie provides evidence of the middle-class residential development of Gympie during the 1880s-90s period.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 15 Kidgell Street, Gympie demonstrates the principal characteristics of an 1880s-90s style timber middle-class dwelling. The place has typical features of the era including main roof with separate verandah roof, fretwork pediment over entry, symmetrical stairs and dowel balustrade.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Dagun Railway Station



Dagun Railway Station, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	Kimlin Lane, Dagun
LOT/PLAN	Lot 55 on SP112666
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Buildings (station and shed), location of buildings on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1914
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Dagun is one of a chain of towns in the Mary Valley also including Amamoor, Imbil, and Kandanga. From the late 1870s the area became a focus of small cropping and dairying activities. A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger

holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

Dagon State School open in 1924 with an enrolment of 21 students. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995, but later reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

Dagon Railway Station is a place of local heritage significance as it demonstrates the development of railway services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Dagon Railway Station, opened in 1914, is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Dagon Railway Station, a single storey timber building with projecting awning and accompanying shed demonstrates the general architectural characteristics of small rural railway stations typically built in the Gympie area in the 1900s. The station building is an example of the standard B2 Queensland Railway Department design with variations to the gable treatment and an extended roof line.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Dagon Railway Station, a single storey wooden building with projecting awning and accompanying cream shed, has aesthetic qualities which provide visual character to the Dagon streetscape. The small station complex is a landmark for the town.</p>

MAP

<p>SOURCES</p>	<p>Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from http://nla.gov.au/nla.news-article4607844</p> <p>Gympie Regional Council Local Heritage Register</p> <p>Queensland Heritage Register entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Places, Kandanga: https://www.queenslandplaces.com.au/kandanga</p> <p>Queensland Place Names, entry 492 https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494</p>
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Wolvi Hall

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	Kin Kin Road, Wolvi
LOT/PLAN	Lot 1 on RP54390
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1923
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash found nuggets of gold in the bed of a dry gully in the district and a major gold rush commenced. Gympie was originally called Nashville but in 1868 the name was changed to Gympie. The discovery of gold saved the Queensland economy as the colony was teetering on bankruptcy. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the town had a population of many thousands.

The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a substantial township sporting many fine colonial buildings. In 1909 fifty-one mining companies were operating, but the gold yields petered out in the 1920's and Gympie consolidated itself as the main centre of a thriving dairying, timber and farming district.

Timber getting and milling was an important early industry in the east area from Ross Creek to Wolvi. Cattle grazing was also important, but as late as 1905 Wolvi itself had no settlement, with the cattle in the area mostly belonging to graziers on the western side of the range separating it from Gympie

The Wolvi State School was established in 1899, but it was not until 1906 that a permanent building was erected. In 1920 the state government approved the funding of a new Wolvi School.

Wolvi Timber Company commenced in 1924 and closed in 1980. The Wolvi Hall was built in 1923 as a community venue for the local families.

STATEMENT OF SIGNIFICANCE

Wolvi Hall is a place of local heritage significance as it demonstrates the evolution of the social needs of the Wolvi community as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or

The Wolvi Hall, built 1923, is important in demonstrating the evolution of the social, cultural and recreational needs of the Wolvi community.

<p>pattern of the Gympie region's history.</p>	
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Wolvi Hall is a rectangular, gable-ended timber structure, set on stumps and with an iron roof. It has side wings and a front verandah (now enclosed). The scale and form of the original building is important in demonstrating the class characteristics of rural community halls of the late 19th and early 20th century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of social gathering and celebration since 1923, the Wolvi Hall has social significance for the Wolvi community.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Coolooloa Library Service, 2001, <i>Coolooloa Shire...a golden past</i>, Coolooloa Shire Council.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>LATE COUNTRY NEWS. (1905, November 25). <i>The Queenslander</i> (Brisbane, Qld. : 1866 - 1939), p. 40. Retrieved January 3, 2019, from http://nla.gov.au/nla.news-article20800176</p> <p>STATE PUBLIC WORKS. (1920, March 18). <i>The Telegraph</i> (Brisbane, Qld. : 1872 - 1947), p. 2 (SECOND EDITION). Retrieved January 3, 2019, from http://nla.gov.au/nla.news-article179519574</p>

Wolvi State School

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	936 Kin Kin Road, Wolvi
LOT/PLAN	Lot 58 on MCH2882
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, grounds and mature trees including commemorative avenue of pines.
YEAR CONSTRUCTED / PERIOD	1869-1891
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash found nuggets of gold in the bed of a dry gully in the district and a major gold rush commenced. Gympie was originally called Nashville but in 1868 the name was changed to Gympie. The discovery of gold saved the Queensland economy as the colony was teetering on bankruptcy. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the town had a population of many thousands.

The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a substantial township sporting many fine colonial buildings. In 1909 fifty-one mining companies were operating, but the gold yields petered out in the 1920's and Gympie consolidated itself as the main centre of a thriving dairying, timber and farming district.

Timber getting and milling was an important early industry in the east area from Ross Creek to Wolvi. Cattle grazing was also important, but as late as 1905 Wolvi itself had no settlement, with the cattle in the area mostly belonging to graziers on the western side of the range separating it from Gympie

The Wolvi State School was established in 1899, but it was not until 1906 that a permanent building was erected. At the same time a commemorative avenue of pines was planted. In 1920 the state government approved the funding of a new Wolvi School.

Wolvi Timber Company commenced in 1924 and closed in 1980. The Wolvi Hall was built in 1923 as a community venue for the local families.

STATEMENT OF SIGNIFICANCE

Wolvi State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Wolvi State School is important in demonstrating the early growth of the locale of Wolvi. The school was established in 1899 with the original building erected in 1906 and a new school building constructed in 1920. The place demonstrates the provision of rural education by the then Department of Public Instruction during the early to mid-20th century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>As a small complex of early timber school buildings constructed from 1906 to 1920, Wolvi State School demonstrates the principle design characteristics and evolution of small regional schools during the late 19th and early 20th century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Wolvi State School has been a place of primary school education since 1906 and has a strong association and social significance for past and present teachers, students and the local community.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Cooloola Library Service, 2001, <i>Cooloola Shire...a golden past</i>, Cooloola Shire Council.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>LATE COUNTRY NEWS. (1905, November 25). <i>The Queenslander</i> (Brisbane, Qld. : 1866 - 1939), p. 40. Retrieved January 3, 2019, from http://nla.gov.au/nla.news-article20800176</p> <p>Opening and closing dates of Queensland schools. http://education.qld.gov.au/library/edhistory/celebrations/dates/u.html</p> <p>STATE PUBLIC WORKS. (1920, March 18). <i>The Telegraph</i> (Brisbane, Qld. : 1872 - 1947), p. 2 (SECOND EDITION). Retrieved January 3, 2019, from http://nla.gov.au/nla.news-article179519574</p>

Australian Hotel



The Australian Hotel, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	1 Lady Mary Terrace, Gympie
LOT/PLAN	Lot 1 on MPH6158
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1910s-1920s
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The Australian Hotel was originally built in 1873 on Caledonian Hill, and was associated with mining activities on the nearby Caledonian and Lady Mary mines. The first proprietor was Mary Catherwood followed by Thomas Findlay, who remained until the close of the 1880s boom period. The hotel was destroyed by fire in May 1917 (*Gympie Times and Mary River Mining Gazette* 1917). The site licence, lease and goodwill was purchased by Mr J. Jerks the following month, along with the Cricketer's Arms Hotel at One Mile. Mr J. Jerks moved the Cricketer's Arms Hotel to the site of the old Australian Hotel and renamed it the Australian Hotel (*Gympie Times and Mary River Mining Gazette* 1917).

It is a two storey timber hotel with a complex gabled roofline and Federation/Edwardian era timber fretwork verandahs. Like all goldfields, Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services.

STATEMENT OF SIGNIFICANCE

The Australian Hotel is a place of local heritage significance as it demonstrates the early provision of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Australian Hotel, formerly the Cricketer's Arms Hotel built c.1874, is important in demonstrating the development of Gympie during the early 20th century, particularly the provision of temporary accommodation and other hotel services. The Cricketer's Arms Hotel was moved to the Australian Hotel site in 1917 and renamed after a fire destroyed the first Australian Hotel.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Australian Hotel, with its decorative encircling verandahs, downstairs bar and public rooms, and upstairs accommodation, demonstrates the typical characteristics of substantial, two-storey hotels of the 19th century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Australian Hotel is a place of social significance for the local community. It has been a place of social recreation for the community since 1917.</p>

MAP

SOURCES

1917 'Notes and News', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 31 May, p. 3. , viewed 30 Jun 2020, <http://nla.gov.au/nla.news-article188395054>

1917 'Notes and News', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 19 July, p. 3. , viewed 30 Jun 2020, <http://nla.gov.au/nla.news-article188169085>

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The Australian Hotel. 2020. *An Iconic Watering Hole*, available online at <https://www.australianhotelgympie.com.au/history/>

Gympie Central State School



Gympie Central State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	20 Lawrence Street, Gympie
LOT/PLAN	Lot 27 on G1471
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings (1947 – 1960s), building locations on allotment, original fabric, fixtures and fittings mature trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1947-1960s
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The Gympie Central State School reserve was registered in 1869; however the first school was established in that year at One Mile. Gympie Central State School officially opened in 1876. In 1947 the foundation stone for a new building was laid, and this structure, which cost £70,000, was opened in 1951. It was a large, three-storey, formally styled brick school building, and in the late 1950s or 1960s a complex of two storey buildings reflecting new organic and modular design and planning ideals of schools were added to the site.

STATEMENT OF SIGNIFICANCE

Gympie Central State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d), and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Gympie Central State School, established in 1869 and officially opened in 1876, is important in demonstrating the evolution and growth of education in Gympie. In 1950 the new school building was opened and in the following decades further buildings were added to the site demonstrating the changes in planning ideals for schools over time.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Gympie Central State School reflects two periods of school design in the post-World War 2 period: a large, three-storey, formally styled brick school building of the late 1940s; and a late 1950s or 1960s complex of two storey buildings reflecting new organic and modular design and planning ideals of schools. The place is important in demonstrating a range of public school building styles.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Schools have played a significant role in the development of Queensland communities. They retain strong and ongoing connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. Gympie Central State School was opened in 1876 and has had a long association with the Gympie and district community.</p>

MAP

SOURCE

Gympie Regional Council Local Heritage Register

LABOUR DOES THE JOB (1953, March 6). Maryborough Chronicle (Qld. : 1947 - 1954), p. 6. Retrieved January 3, 2019, from <http://nla.gov.au/nla.news-article150230209>

Project Services, Department of Public Works, 2008, Queensland Schools Heritage Survey Part II Summary report, prepared for Education Queensland.

Commercial: 65 Main Street, Kandanga



Commercial: 64 Main Street, Kandanga, 2019.

OTHER NAMES	Kandanga Cottage
ADDRESS / LOCATION	65 Main Street, Kandanga
LOT/PLAN	Lot 2 on SP128937
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1912-1930s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The commercial building at 65 Main Street, Kandanga is a place of local heritage significance as it demonstrates the development of retail services in Kandanga as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 65 Main Street, Kandanga, built sometime between 1912 and the 1930s, is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The commercial building at 65 Main Street, Kandanga, a single storey timber building with projecting awning and parapeted façade, demonstrates the general architectural characteristics of small commercial outlets typically built in the Gympie area in the 1900s.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:
<https://www.queenslandplaces.com.au/kandanga>

Queensland Place Names, entry 492
<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

Trove online article: Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from <http://nla.gov.au/nla.news-article4607844>

Kandanga Memorial Hall



Kandanga Memorial Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	81 Main Street, Kandanga
LOT/PLAN	Lot 1 on RP41658
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings, internal stage and memorial boards.
YEAR CONSTRUCTED / PERIOD	1924-25
THEMES	8.5 Creating social and cultural institutions: Sport and recreation 8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened, the Kandanga Hotel was built to house railway workers. A progress association was also formed and a store established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1925. The land for the hall had been purchased from Mr Mick Bennett for £75 and plans were drawn up by Mr G. Burnett. Donald Black of Wynnum secured the tender to construct and paint the building. The Kandanga Memorial Hall was opened by the Mayor of Gympie, Mr W. H. Kidd, with 500 people in attendance. The building was equipped with a piano, ample seating and a Wizard gas plant with 14 large lights. The first trustees for the memorial hall were C. Carlson, D. Kenny, S. Stephens, C. J. Mitchell and G. Pitt. When the memorial hall opened, the executive committee comprised J. E. Farrell as president, D. Kenny (treasurer), K. C. McDonald (secretary), K. C. Viles (auditor) and a committee of 13 men, with John Doyle as patron. The old Bunya Creek hall was sold to help fund construction of the memorial hall and converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

Kandanga Memorial Hall is a place of local heritage significance as it demonstrates the development of social and cultural needs in Kandanga as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Kandanga Memorial Hall, built 1925, is important in demonstrating the establishment and growth of the small towns that grew up along the Mary Valley branch railway line in the early 1900s to serve the local farming communities. It is important in the evolution of the social, cultural and recreational needs of the Kandanga community and demonstrates the community's response to honouring those who served in World War I.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Kandanga Memorial Hall is a long, single storey timber building with gable roof. It demonstrates the principal characteristics of small halls built in the Gympie area in the 1920s.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of social gathering, commemoration and celebration since 1924, the Kandanga Memorial Hall has social significance for the Kandanga community.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Kandanga Hall Committee.

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:

<https://www.queenslandplaces.com.au/kandanga>

Queensland Place Names, entry 492

<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

Trove online article: Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from

<http://nla.gov.au/nla.news-article4607844>

Kandanga State School



Kandanga State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	84 – 86 Main Street, Kandanga
LOT/PLAN	Lot 30 on SP128706
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, location of buildings on allotment, original building fabric, fixtures and fittings, memorial/commemorative trees and parade/play grounds.
YEAR CONSTRUCTED / PERIOD	1915
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events 9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a

blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional post-war facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

Kandanga State School was open in 1915 with an initial enrolment of 26 pupils, with a further 13 added by the end of that year. The building was extended in February 1916, but it was decided to build a new, more permanent building a year later. The new building had two rooms and a veranda on three sides. The principal's residence was built in 1932. The original school was extended and modernised in the 1950s-60s.

The school grounds include memorial trees to soldiers killed in World War 1.

STATEMENT OF SIGNIFICANCE

Kandanga State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Kandanga State School, opened in 1915, is important in demonstrating the evolution and growth of education in the Gympie region and the establishment of small townships in the Mary Valley in association with the railway line.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Kandanga State School demonstrates the design characteristics and evolution of Department of Public Instruction small, timber rural schools built in the 1910s. The subsequent additions demonstrate the need to adapt the school to growing enrolments and education needs.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Schools have played a significant role in the development of Queensland communities. They retain strong and ongoing connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. Kandanga State School was opened in 1915 and has had a long association with the Kandanga district community.</p>

MAP

SOURCES

Classified Advertising (1862, September 6). The Courier (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved November 27, 2018, from <http://nla.gov.au/nla.news-article4607844>

Gympie Regional Council Local Heritage Register

Kandanga has a wealth of school history. The Gympie Times, 11th Sep 2015 8:28 AM. <https://www.gympietimes.com.au/news/kandanga-has-a-wealth-of-school-history/2771022/>

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:
<https://www.queenslandplaces.com.au/kandanga>

Queensland Place Names, entry 492
<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

Commercial: 25 Mary Street, Gympie



Commercial: 25 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	25 Mary Street, Gympie
LOT/PLAN	Lot 15 on G14717
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1880-1900
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was situated close to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

25 Mary Street was originally built, between 1880 and 1900, as a hotel. Like all goldfields, Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. 25 Mary Street was constructed as a two-storey masonry building with gabled roof hidden behind an ornate, façade with classical detailing and pediment. The place was later converted for general commercial use. A modern cantilevered awning has also been added.

STATEMENT OF SIGNIFICANCE

The commercial building at 25 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of hotel and commercial services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built between 1880 and 1900, 25 Mary Street, Gympie is important in demonstrating the development of Gympie during its gold-boom period, particularly the provision of temporary accommodation and other hotel services and the development of the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>25 Mary Street, Gympie with its ornate masonry façade disguising a simple gabled structure behind, is typical of many commercial buildings constructed Gympie in the 19th century.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

Commercial: 62 – 76 Mary Street, Gympie



Commercial: 62 – 76 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	62 – 76 Mary Street, Gympie
LOT/PLAN	Lot 32 on G14713
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1920s-50s
THEMES	4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was situated close to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

62 – 76 Mary Street was built as a commercial premises, with the simple, stepped façade of masonry reflecting an Art Deco influence, hence suggesting a build date of the 1920s-50s. However, this could be a new facade hiding an earlier building.

STATEMENT OF SIGNIFICANCE

The commercial building at 62-76 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

62 – 76 Mary Street, Gympie is important in demonstrating the development of Gympie's commercial life during the early to mid-20th century, particularly the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

62 – 76 Mary Street, with its stepped masonry façade disguising a simple gabled structure behind, is typical of many commercial buildings constructed Gympie in the early to mid-19th Century.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Commercial: 65 - 69 Mary Street, Gympie



Commercial: 65 – 69 Mary Street, Gympie, 2019.

OTHER NAMES	Patrick's Newsagency
ADDRESS / LOCATION	65 – 69 Mary Street, Gympie
LOT/PLAN	Lot 15 on G14717, 209 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1950s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

65 – 69 Mary Street was built in the early 1950s of red brick as a two storey shop/house, with accommodation on the top floor and commercial space on the ground floor. For convenience, economy and security, it was common for many commercial buildings in the 19th and early 20th century to offer upstairs accommodation, often for the proprietor and family or tenants. The practice generally fell out of favour after World War 2 due to increasing mobility from greater car ownership and rising material prosperity, which enabled many people to aspire to owning their own home in the suburbs rather than live in the crowded CBD or above a busy shop.

Although 65 – 69 Mary Street carried on the 19th century idiom of imposing facade with overhanging top storey verandah to the street, the architectural detailing is plain and the verandah cantilevered rather than supported by posts, reflecting the influence of modernist ideas.

STATEMENT OF SIGNIFICANCE

The commercial building at 65-69 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

65 – 69 Mary Street, Gympie is important in demonstrating the development of Gympie's commercial life during the mid-20th Century, particularly the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef

	mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	65 – 69 Mary Street, with its simple masonry façade disguising a simple gabled structure behind, is typical of many commercial buildings constructed Gympie up to the mid-20th Century. It also reflects the characteristics the house/shop, a once common form of building in Queensland.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register

Walker's Building (former)



Walker's Building (former), 2019.

OTHER NAMES	Brown Jug Café
ADDRESS / LOCATION	73 Mary Street, Gympie
LOT/PLAN	Lot 5 on RP83111
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1880
THEMES	4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

73 Mary Street was built as a two storey masonry commercial premises with upstairs accommodation. For convenience, economy and security, it was common for many commercial buildings in the 19th and early 20th century to offer upstairs accommodation, often for the proprietor and family or tenants. The practice generally fell out of favour after World War 2 due to increasing mobility from greater car ownership and rising material prosperity, which enabled many people to aspire to owning their own home in the suburbs rather than live in the crowded CBD or above a busy shop.

73 Mary Street was designed by prominent local architect Hugo du Rietz in 1880. Hugo du Rietz was born in Sweden in 1831 and came to Australia in 1852, taking up residence in Gympie around 1867 and staying there until his death in 1908. He was a prolific designer of buildings for the town and "was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs." 73 Mary Street now has non-original cast iron twisted Corinthian columns supporting the convex roof of a cantilevered upper verandah.

STATEMENT OF SIGNIFICANCE

The commercial building at 73 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

73 Mary Street, built c. 1880, is important in demonstrating the development of Gympie's commercial life during the 19th century, and in particular the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef

	mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	In scale, form and architectural detail, 73 Mary Street is typical of many of the more substantial commercial buildings constructed Gympie in the 19 th century, and illustrates the once common house/shop form,
E. The place is important because of its aesthetic significance to the local area.	In scale, form and architectural detail, 73 Mary Street, has aesthetic qualities which provide visual character Mary Street.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	73 Mary Street has a special association with the work of prominent local architect, Hugo du Rietz.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register

Westpac Bank



Westpac Bank building, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	92 Mary Street, Gympie
LOT/PLAN	Lot 1 on G147106
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1940
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. Westpac Bank, originally the Bank of New South Wales, was the first bank established in Australia (1817), and with the discovery of gold at Gympie the bank opened an agency on the goldfield on 21 March 1868, less than six months after the goldfield's establishment, operating out of a weatherboard building owned by Merry and Davis. As the Gympie goldfield became a more permanent enterprise, in 1872 the Bank of New South Wales agency converted to a branch with the expanded banking services. In 1879 the bank purchased a 22 perch allotment at 242 Mary Street, first occupying another wooden building before at the end of the 1880s deciding to erect a substantial masonry structure. This confidence was in response to the growth of deep reef mining on the goldfield and the rise in Gympie's gold output throughout the decade.

The 1880s were a decade of rapid growth and development and rising land prices in Queensland. Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - the value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. Gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. These enormous amounts of gold were purchased by banks such as the Bank of New South Wales, which played a vital role in this process of wealth creation and distribution.

In 1891 a new, two storey rendered brick bank building was opened on the existing Bank of New South Wales site. It was designed by Brisbane-based architect, Richard Gailey (1834-1924). Like many banks of the day, the second storey of the building comprised the manager's residence, and there were stables to the rear.

The Bank of New South Wales remained at its original location until 1940 when it sold the building to Widgee Shire Council for use as council chambers, and transferred to a new building further to the east, on a corner block at 92 Mary Street. This building was probably erected in 1940. Like its predecessor, it is a two storey brick structure with manager's quarters on the top floor. It was designed in exposed red brick in the inter-War stripped classical style, and is among the last banks combining accommodation erected in Queensland. As with other commercial buildings commonly incorporating on-site living, this style of arrangement fell out of favour after World War 2 due to increasing mobility

from greater car ownership and rising material prosperity, which enabled many people to aspire to owning their own home in the suburbs rather than live in the crowded CBD or above a busy shop.

STATEMENT OF SIGNIFICANCE

The Westpac Bank building is a place of local heritage significance as it demonstrates the development of financial services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>Westpac Bank, built c. 1940, is important in demonstrating the development of Gympie during the post-gold-boom period, and in particular the shift of key commercial services to the eastern end of Mary Street and closer to the railway as Gympie became a service centre for the rural economy.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Westpac Bank, with its commercial area and upstairs accommodation, and imposing formal face, demonstrates many typical characteristics of substantial, two-storey banks built from the 19th century to mid-20th century.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Westpac Bank, with its imposing, two-storey, red-brick façade, is a well-composed building designed in the inter-War stripped classical style and is a landmark building on a corner allotment.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region’s history</p>	<p>Westpac Bank has a special association with Westpac, which as the Bank of New South Wales has been one of the key banks for Gympie since 1868.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Queensland Heritage Register entry. Bank of New South Wales (former). <https://apps.des.qld.gov.au/heritage-register/detail/?id=602775>. Retrieved 4/01/2019

Commercial: 102 Mary Street, Gympie



Commercial: 102 Mary Street, Gympie, 2019.

OTHER NAMES	Wide Bay Capricorn building, former bank building
ADDRESS / LOCATION	102 Mary Street, Gympie
LOT/PLAN	Lot 1 on RP50610
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1915
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. The 1880s were a decade of rapid growth and development and rising land prices in Queensland. Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - the value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. Gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. These enormous amounts of gold were purchased by banks, which played a vital role in this process of wealth creation and distribution.

102 Mary Street was built around 1915 as a bank, and is situated towards commercial precinct at the eastern end of Mary Street. It was built of exposed red brick with classical moulded concrete details. Like many other banks of the 19th and early 20th Century, it is a two storey structure with manager's quarters on the top floor. For convenience, economy and security, it was common for many commercial buildings during the period to offer upstairs accommodation, often for the proprietor and family or tenants. The practice generally fell out of favour after World War 2 due to increasing mobility from greater car ownership and rising material prosperity, which enabled many people to aspire to owning their own home in the suburbs rather than live in the crowded CBD or above a busy shop.

STATEMENT OF SIGNIFICANCE

The commercial building at 102 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of financial services in the Gympie region as evidenced by, but not limited to, criterion a), b), c), d), e), f), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

102 Mary Street, Gympie, built c. 1915, is important in demonstrating the development of Gympie during the Edwardian/Federation period, and in particular the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

102 Mary Street, Gympie with its commercial area and upstairs accommodation, and imposing formal face, demonstrates many typical characteristics of substantial, two-storey banks built from the 19th Century to mid-20th Century.

E. The place is important because of its aesthetic significance to the local area.

102 Mary Street, Gympie with its formal two-storey, red-brick façade, is a well-composed building designed in a restrained Edwardian classical style.

MAP

SOURCES

Sources:

Gympie Regional Council Local Heritage Register

QHR entry. Bank of New South Wales (former).

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602775>. Retrieved 4/01/2019

Cullinanes Building



Cullinanes Building, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	104 Mary Street, Gympie
LOT/PLAN	Lot 1 on SP162356
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1900-1902. Rebuilt 1937.
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Cullinanes was long standing Gympie retailer, established in 1868 and growing by the 1880s into the Palace Emporium. Mr. J. S. Cullinane died 15 March 1916, aged 77 years, and a tribute to him in *The Gympie Times* provides the following:

He was born in Bantry, County Cork, Ireland, and came to Australia in 1866, landing at Rockhampton. He was married to Miss M. Rice, Kilkenny, Ireland, and had a family of five girls and four boys, all of whom are grown up. The late Mr. Cullinane commenced business with his brother Patrick, in Gympie, in 1868, as general store keepers, on the site where the present drapery establishment of Cullinanes. Ltd stands. A branch was later opened at the One Mile, being closed in 1893, when the business was extended to Bundaberg. Under Mr. Cullinane's direction, the establishment was built up into the largest concern in Gympie, and one of the largest retail houses in the Wide Bay district, embracing practically every line. The business was formed into a limited company about 1902.

In terms of his other contributions, the paper notes he was a member of the Fire Brigade Board, Chamber of Commerce, Bowling Club, and a trustee of the Cemetery. He was also one of the founders of the local gas company, of which he was a director for many years, was instrumental in establishing the first brewery on Gympie, and was heavily involved in mining investment and development in the district.

The building at 104 Mary Street was built around 1900, with the façade carrying the name of Cullinanes Pty Ltd, which did not exist until 1902. It was built as a single storey emporium with decorative rendered brick façade featuring curved parapeted gables and influenced by the Arts and Craft style. In 1937 much of the store, with an estimated £60,000 worth of drapery, furniture and other stock, was destroyed by fire. The building was subsequently extensively rebuilt behind the existing façade, which survived the blaze. The cantilevered awning, which originally carried its own decorative parapet, has also since been renovated, altered to a simple bullnose style that is in sympathy with the original design of the store.

STATEMENT OF SIGNIFICANCE

Cullinan Building is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Cullinan Building is important in demonstrating the development of Gympie's commercial life during the early 20th Century, and in particular the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>In scale, form and architectural detail, Cullinan Building is typical of many emporiums built during the 19th and early 20th Century.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>In scale, form and architectural detail, Cullinan Building has high aesthetic qualities which provide visual character to Mary Street.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>Cullinan Building has a special association with prominent Gympie firm of Cullinan Pty Ltd and its founder, prominent entrepreneur, J.S. Cullinane.</p>

MAP

<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>"Advertising" Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919) 12 May 1885: 2. Web. 7 Jan 2019 <http://nla.gov.au/nla.news-article168845857>.</p> <p>Death of Mr. J. S. Cullinane. (1916, March 18). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 5. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article188159647</p> <p>£60,000 FIRE AT GYMPIE (1937, November 8). The Northern Miner (Charters Towers, Qld. : 1874 - 1954), p. 1. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article81294358</p> <p>GUTTED PREMISES AT GYMPIE TO BE REBUILT (1937, November 8). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2 (CITY FINAL LAST MINUTE NEWS). Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article183522577</p>
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Golden Age Hotel (former)



Golden Age Hotel, 2019.

OTHER NAMES	Queens Hotel
ADDRESS / LOCATION	135 Mary Street, Gympie
LOT/PLAN	Lot 113 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1900
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. The Golden Age Hotel was built in Mary Street around 1900 as a two-storey masonry hotel designed in a restrained classical style. The building features ogee-profile veranda roofs and an ornate parapet. The ogee roofs may indicate the involvement, or influence of, local architect Hugo du Rietz, who favoured that roof form.

STATEMENT OF SIGNIFICANCE

The Golden Age Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Golden Age Hotel (former), built around 1909, is important in demonstrating the development of Gympie during its gold-boom period, and particular the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Golden Age Hotel (former), with its decorative facade, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th century.

<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Golden Age Hotel (former), designed in a restrained classical style, has aesthetic significance within the streetscape</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Golden Age Hotel (former) is a place of social significance for Gympie. It has been a place of social recreation for the community since the 1900s.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

Imperial Hotel (former)



Imperial Hotel (former), 2019.

OTHER NAMES	Billy's Hotel
ADDRESS / LOCATION	170 Mary Street, Gympie
LOT/PLAN	Lot 144 and 146 on G14710 1 on RP2539
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1890s
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

The Billy's Hotel was built around 1890 as a two-storey wooden hotel within the early business hub of Mary Street. Like all goldfields, Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. As a timber hotel, it is a rare survivor of a building type once common in Mary Street. Most of the hotels and other commercial establishments have been replaced by masonry structures due to the risk of fire.

STATEMENT OF SIGNIFICANCE

The Imperial Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Imperial Hotel (former), built in the 1890s, is important in demonstrating the development of Gympie during its gold-boom period, and particularly the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Imperial Hotel (former), with its front verandah, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th century</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>As an early timber building with decorative verandah and façade details, the Imperial Hotel (former) has aesthetic significance in the streetscape.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Imperial Hotel (former) is a place of social significance for the local community. It has been a place of social recreation for the community since the 1890s.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

Atlantic Hotel (former)



Atlantic Hotel (former), 2019.

OTHER NAMES	Mama & Papa's Pizzeria
ADDRESS / LOCATION	183 Mary Street, Gympie
LOT/PLAN	Lot 1 on RP81621
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1905
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. The former Atlantic Hotel was built within the early business hub of Mary Street around 1905 as a two-storey brick hotel. The former Atlantic Hotel is a typical late 19th to early 20th century two-storey hotel. Some original details remain intact including ogee gutters, eaves brackets, and cantilevered upper level veranda.

It was designed by local architect, Hugo du Rietz. Hugo du Rietz was born in Sweden in 1831 and came to Australia in 1852, taking up residence in Gympie around 1867 and staying there until his death in 1908. He was a prolific designer of buildings for the town and "was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs."

STATEMENT OF SIGNIFICANCE

The Atlantic Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), e), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Atlantic Hotel (former), built around 1905, is important in demonstrating the development of Gympie during its gold-boom period, and particularly the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was

	reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Atlantic Hotel (former), with its decorative facade, verandahs, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th Century.
E. The place is important because of its aesthetic significance to the local area.	The Atlantic Hotel (former), with its decorative façade and verandahs, has aesthetic significance within the streetscape.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Atlantic Hotel (former) is a place of social significance for the local community. It has been a place of social recreation for the community since the early 1900s.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Atlantic Hotel (former) has a special association with prominent local architect, Hugo du Rietz.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register

Kominsky's Store (former)



Kominsky's Store (former), 2019.

OTHER NAMES	Former bank
ADDRESS / LOCATION	187 Mary Street, Gympie
LOT/PLAN	Lot 3 on RP2525
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Building - bank
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1916
THEMES	3.7 Developing secondary and tertiary industries: Financing 3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. The 1880s were a decade of rapid growth and development and rising land prices in Queensland. Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - the value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. Gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. These enormous amounts of gold were purchased by banks, which played a vital role in this process of wealth creation and distribution.

187 Mary Street was built in 1916 as a small bank within the original business hub of upper Mary Street. It was later transformed into a general store.

STATEMENT OF SIGNIFICANCE

Kominsky's Store (former) is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Kominsky's Store (former), originally built as a bank in 1916, is important in demonstrating the development of Gympie during the Edwardian/Federation period, and in particular the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from

	alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	Kominsky's Store (former), with its parapeted façade, is typical of many small commercial buildings built during the late 19th and early 20th Century.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register QHR entry. Bank of New South Wales (former). https://apps.des.qld.gov.au/heritage-register/detail/?id=602775 . Retrieved 4/01/2019

Royal Hotel



Royal Hotel, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	188 Mary Street, Gympie
LOT/PLAN	Lot 1 and 2 on G147108
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1937
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. The Royal Hotel was an early timber hotel built within the original business hub of upper Mary Street. The first was a single storey building opened in 1871, which was replaced in 1881 with a two storey hotel with verandahs on both levels. Around 1937 this was replaced by Queensland Brewers Ltd by a two-storey masonry structure designed in the Art Deco style. This was two years after the adjoining Theatre Royal, a Gympie landmark, was destroyed by fire.

STATEMENT OF SIGNIFICANCE

The Royal Hotel is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built c. 1937, but replacing an earlier wooden building, the Royal Hotel is important in demonstrating the development of Gympie after its gold-boom period, in particular the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street during a period when Gympie changed to a service centre for rural industry.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Royal Hotel, with its decorative facade, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th and early 20th century

<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Royal Hotel, with its decorative Art Deco facade, has aesthetic significance within the streetscape</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Royal Hotel is a place of social significance for the local community. It has been a place of social recreation for the community since 1937.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>GYMPIE THEATRE GUTTED. (1935, January 28). Morning Bulletin (Rockhampton, Qld. : 1878 - 1954), p. 6. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article55535973</p> <p>NEW HOTEL BUILDING AT GYMPIE (1937, March 10). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 3 (SECOND EDITION). Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article180493879</p>

Royal Bank of Queensland (former)



Royal Bank of Queensland (former), 2019.

OTHER NAMES	National Bank (former)
ADDRESS / LOCATION	199 Mary Street, Gympie
LOT/PLAN	Lot 1 on RP2526
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1892
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602774
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

The former Royal Bank of Queensland building at Gympie, located at 199 Mary Street, was designed by architect Hugh Durietz in 1891 and built in 1892. This neoclassical building served as the Gympie branch of successive banks for 87 years, firstly as Royal Bank of Queensland from 1892 and finally as the National Australia Bank to 1979.

Gympie (initially known as Nashville) was established after the discovery of gold in the Mary River district in October 1867. The new goldfield turned Queensland into a significant gold producer and contributed much needed finances to

the young colony. Thousands of people arrived at the Gympie goldfield in the months after the discovery and a fledgling settlement emerged. In a year the alluvial gold had been exhausted and shallow reef mining commenced.

As Gympie evolved from a hastily established mining settlement, the early makeshift structures of the 1860s gradually gave way to more permanent and substantial public and private buildings from the mid-1870s. With the change to deep reef mining from 1875, came the need for extensive capital investment through the formation of companies using foreign capital. During 1881, mines began yielding large amounts of gold, marking a new era of wealth and prosperity for Gympie as an intensive phase of underground reef mining began, facilitated by the injection of capital into mining companies for machinery and employees.

Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. The value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. These enormous amounts of gold were purchased by banks such as the Royal Bank, which played a vital role in this process of wealth creation and distribution.

The influx of money and the resultant yield of gold at Gympie were reflected in the redevelopment of upper Mary Street during the 1880s and 1890s with substantial commercial buildings such as banks and company secretary and brokers' offices. Several fires - in 1877, 1881 and 1891 - razed the earlier timber buildings in upper Mary Street and accelerated this transformation. A fire in January 1891 destroyed all of the buildings between the Gympie Times offices and the Mining Exchange Hotel which led to the construction of more permanent masonry buildings on the eastern side of upper Mary Street. The last of the new buildings erected was the Royal Bank of Queensland, located adjacent to the Gympie Times office.

Designed by Hugh Durietz in 1891, tenders were invited for the erection of the bank premises in December 1891, closing on 24 December. The bank was completed in 1892.

Hugo Durietz (1831-1908) dominated Gympie architecture and its society. He was reported as having trained as an architect in Sweden before migrating to Victoria in 1852, attracted by its gold discoveries. He joined the gold rush to Canoona (Queensland) in 1858 but by 1862 had commenced business as a builder in Brisbane. He was contracted to build the Bank of New South Wales, supervised by James Cowlishaw, in 1864-65. In 1866 he was elected as an alderman for Kangaroo Point in Brisbane's municipal election but bankrupted during the 1867 depression. After finalisation of his insolvency case in December 1867 he joined the rush to the Gympie goldfield where he became involved in many innovative business enterprises and joined community committees including those of the School of Arts; hospital; Mutual Improvement Association; Agricultural, Mining and Pastoral Society; and the Gympie Primary School. He is also attributed with introducing the mechanical cream separator to Queensland, a vital factor in the growth of the Queensland dairy industry.

By 1871 Durietz had begun his practise as an architect in Gympie and for more than 30 years he was commissioned by institutions on whose committees he served, many religious denominations and by business leaders and professionals, often on an ongoing basis. He tendered for 113 buildings during his career; projects ranging from numerous hotels, shops and cottages to public buildings like the Surface Hill Wesleyan Church, Gympie [QHR 601529], the Gympie School of Arts [QHR 601910] and the Royal Bank building, Gympie.

The Royal Bank of Queensland, established in 1885 by local investors who were finding it hard to obtain loans from sources outside Queensland, was intended as an alternative to its rival the Queensland National Bank. It was one of only three Queensland-based banks established during the 19th century. The head office opened in Brisbane in February 1886 and although it established three branches in the mining towns of Gympie, Charters Towers and Croydon, it generally avoided mining towns because they were too risky. Instead the Royal Bank concentrated on mercantile and agricultural interests near the coast, opening branches in sound agricultural districts and ports. By 1889 it had 20 branches and agencies including branches in London and Edinburgh. In 1890 the Royal Bank occupied fifth place amongst the ten banks trading in Queensland. The Royal Bank, in contrast to the Queensland National Bank, generally contented itself with timber and iron premises rather than occupying extravagant masonry buildings in the larger towns; established a more cautious lending policy instead of erratic lending due to fluctuating government deposits; and was the bank of humbler men rather than of the elite.

Initially the Royal Bank had followed a cautious banking policy acquiring £1 million in deposits by the end of 1888. This forced the bank to increasingly lend to people and industries that could not easily repay on demand, thereby following the custom of Queensland banking. Subsequently, in May 1893 the Royal Bank became one of the many banks that temporarily ceased trading at the height of the 1893 banking crisis in Queensland. By the end of May a reconstruction scheme for the Royal Bank had been announced and in early August 1893 the bank re-opened for trading.

The 20th century brought a series of mergers for the Royal Bank of Queensland. In 1917 the bank merged with the Bank of North Queensland, which had opened in Townsville in 1888, to become the Bank of Queensland. In 1922 this bank was absorbed by the National Bank of Australasia. Following the amalgamation of the Queensland National Bank with the National Bank of Australasia to form the National Bank of Australia in 1948 there were two branches of the bank in Gympie - at 33 and 199 Mary Street.

In January 1980 the National Bank amalgamated its branches at 33 Mary Street and 199 Mary Street to form a single bank of the National Bank in Gympie at 33 Mary Street, ending 87 years of banking at 199 Mary Street. The former Royal Bank of Queensland building was auctioned in March of the same year and became commercial premises.

Alterations to the bank have included the enclosure of most of the rear verandah and some of the side verandah, the addition of partition walls to form an office in the centre of the public space and removal of the banking counter. Doorways in two interior walls have been altered. A ramp has been added on the left hand side from Mary Street to the main entrance. Roofing iron has been replaced on the main roof and the rear and side verandahs.

Source: Extract from the QHR entry for the Royal Bank of Queensland (former), Place ID: 602774.

STATEMENT OF SIGNIFICANCE

The former Royal Bank is a place of local and State heritage significance as it demonstrates the development of financial services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The former Royal Bank, built 1892, is important in demonstrating the development of Gympie during the 19th Century period, and in particular the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The former Royal Bank, and imposing formal facade, demonstrates many typical characteristics of substantial commercial buildings built from the 19th to mid-20th Century.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The former Royal Bank, with its formal neo-classical façade, is a well-composed building that has aesthetic significance in the Mary Street streetscape.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The former Royal Bank has a special association with prominent local architect, Hugo du Rietz.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

QHR entry. Bank of New South Wales (former).

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602775>. Retrieved
4/01/2019

Commercial: 201 Mary Street, Gympie



201 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	201 Mary Street, Gympie
LOT/PLAN	Lot 1 and 2 on RP48309
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	c.1880s.
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

The building at 201 Mary Street was built around the 1880s in the earlier business hub of Mary Street, with a decorative but restrained parapeted masonry façade.

STATEMENT OF SIGNIFICANCE

The commercial building at 2010 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

201 Mary Street, built in the 1880s, is important in demonstrating the development of Gympie's commercial life during the 19th Century, and in particular the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

In scale, form and architectural detail, 201 Mary Street is typical of many shops built during the 19th and early 20th Century.

E. The place is important because of its aesthetic significance to the local area.	In scale, form and architectural detail, 201 Mary Street has aesthetic qualities which provide visual character to Mary Street.
MAP	
SOURCES	Gympie Regional Council Local Heritage Register

Victoria House



Victoria House, 2019.

OTHER NAMES	Gympie Miner Newspaper offices, Patterson Bros
ADDRESS / LOCATION	210 Mary Street, Gympie
LOT/PLAN	Lot 2 on RP882455
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1868-1886
THEMES	3.9 Developing secondary and tertiary industries: Informing local people 4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time

the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Victoria House is described as one of the oldest buildings in Gympie, built in Mary Street above Monkland Street. It was connected to the business of the merchants, Paterson Bros, which opened in 1868 and the name, Patterson Bros, can still be seen on the side of this brick building. Presumably, however, this shop was of wood as were the rest of the buildings in Mary Street at this time. The current brick Victoria House was designed in 1870 by CG Smith, giving it a neo-classical facade. The building was originally used as offices for the Gympie Miner Newspaper.

However, contrary evidence suggests it may be newer as in 1878 Patterson Bros bought the stock and a large brick store in Mary Street from the estate of John Harrison, and in 1886 were reported to have been erecting a new brick building. A later build date of the 1870s to 1880s fits better with the design of the building, which is similar to the many other masonry commercial structures erected in Mary Street around this time, spurred by a disastrous fire in upper Mary Street in August 1881. This destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry.

STATEMENT OF SIGNIFICANCE

Victoria House is a place of local heritage significance as it demonstrates the early development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Victoria House, probably built in the 1870s or 80s, is important in demonstrating the development of Gympie's commercial life during the 19th Century, and in particular the central business district along Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie

	gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.	In scale, form and architectural detail, Victoria House is typical of many shops built during the 19th and early 20th Century.
E. The place is important because of its aesthetic significance to the local area.	In scale, form and architectural detail, Victoria House has aesthetic qualities which provide visual character to Mary Street.
MAP	
SOURCES	<p>Gympie Regional Council Local Heritage Register.</p> <p>GYMPIE. (1868, October 10). Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article123353843</p> <p>LOCAL AND GENERAL NEWS. (1878, March 9). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article168611021</p> <p>GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article169151477</p> <p>NOTES AND NEWS. (1886, June 12). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article170898861</p>

Royal Exchange Hotel (former)



Royal Exchange Hotel (former), 2019.

OTHER NAMES	Skillcentred
ADDRESS / LOCATION	214 Mary Street, Gympie
LOT/PLAN	Lot 12 on SP118462 and 13 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1887
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. The Royal Exchange Hotel was established in 1875. The new building was erected in 1881 and then in 1887. Both buildings were designed by Samuel Bragg.

STATEMENT OF SIGNIFICANCE

The Royal Exchange Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in 1887, but replacing an earlier building, the Royal Exchange Hotel (former) is important in demonstrating the development of Gympie during the 19th century, and particular the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street. The important gold-era precinct of which it is a part-is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Royal Exchange Hotel (former), with its decorative facade, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th and early 20th Century.

E. The place is important because of its aesthetic significance to the local area.	The Royal Exchange Hotel (former), with its decorative neo-classical facade, has aesthetic significance within the streetscape
MAP	
SOURCES	Gympie Regional Council Local Heritage Register

Tozer's Building (former)



Tozer's Building (former), 2019.

OTHER NAMES	Jeffery and Cuddihy Building
ADDRESS / LOCATION	218 Mary Street, Gympie
LOT/PLAN	Lot 2 on RP59575
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1895-96
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 4.3 Working: Working in offices
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602779
SIGNIFICANCE LEVEL	State, Local
HISTORICAL CONTEXT	

Tozer's Building was designed in 1895 by noted Brisbane architect Richard Gailey as solicitors' offices for Horace Tozer (later knighted) and his partner Anthony Conwell. Practising as a solicitor in Gympie from 1868 until 1898, Tozer was noted as an authority on mining law and as a Queensland parliamentarian, minister and Agent- General. These two storey purpose-built offices with basement, designed in a classical style have been used as solicitors' offices from 1896 until the present day.

Gympie was established after the discovery of gold in the Mary River district in October 1867. The new goldfield established Queensland as a significant gold producer, contributing much needed finances to the young colony. Thousands of people arrived at the Gympie goldfield in the months after the discovery and a fledgling settlement emerged. In a year the alluvial gold had been exhausted and shallow reef mining commenced. During 1881, mines began yielding large amounts of gold, marking a new era of wealth and prosperity for Gympie as an intensive phase of underground reef mining began, facilitated by the injection of capital into mining companies for machinery and employees.

As Gympie evolved from a hastily established mining settlement, the early makeshift structures of the 1860s gradually gave way to more permanent and substantial public and private buildings from the mid-1870s. With the change to deep reef mining during the 1880s came the need for extensive capital investment. Gympie was Queensland's second and then third biggest gold producer during the 1880s and 1890s (after Mt Morgan gold production overtook it in 1887). In this period gold production contributed between 21.61 and 35.53 percent of Queensland export income. Gympie's part in the production was reflected in the redevelopment of upper Mary Street during the 1880s and 1890s with substantial commercial buildings such as banks and mining secretaries' and brokers' offices. Several fires - in 1877, 1881 and 1891 - razed the earlier timber buildings and accelerated this transformation.

A fire in August 1881 destroyed all of the buildings between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street, Gympie. This included the earlier building that had stood on the site of the present-day Tozer's Building (originally Allotment 10, Section A).

Horace Tozer established a legal practice in Gympie in 1868 following his admission as a solicitor of the Supreme Court of Queensland on 7 December 1867. In 1871 he purchased, under the Goldfields Town Land Act 1869, the town lot on the north-eastern side of upper Mary Street on which he had built his business premises in the early days of the town. The Brisbane Courier reported in February 1881 that Gympie property had increased in value as a consequence of a very marked improvement in mining. Subsequently in August 1881 Horace Tozer sold his upper Mary Street property and moved to leased premises on the same side of upper Mary Street. In 1886 he went into partnership with Anthony Conwell (d 1897) as Tozer and Conwell, solicitors.

In 1891 the premises leased by Tozer and Conwell were burnt down when the north-eastern side of Mary Street, between the Gympie Times office and the Mining Exchange Hotel was razed, and the partnership suffered a loss of £5,000 in uninsured property. The solicitors moved temporarily into a building next to the Australian Joint Stock Bank (236 Mary Street) on the opposite side of upper Mary Street from January to March 1891. They then moved to offices next to Caston and Davidson, Mining Secretaries, (Crawford and Co Building, 216 Mary Street), possibly in a building that occupied the site of the current Tozer's Building (218 Mary Street).

At the time, this property was owned by Charles Campion Bunworth, a Gympie businessman, who owned a number of Mary Street properties. The property had been mortgaged to Gympie MLA and community leader, William Smyth, for £3,200 in February 1890. By April 1894 Bunworth was insolvent and the property passed to Robert Jones who sold it to Ellen Jane Smyth, the wife of William Smyth, in August 1894.

In October 1895 tenders for contractors to erect offices and strongrooms in Mary Street, Gympie were invited by architect Richard Gailey with plans available for inspection at the offices of Tozer and Conwell, Gympie. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

Richard Gailey (1834-1924) was a Londonderry architect who had settled in Brisbane in 1864. He established his own practice here in 1865, and over the next 60 years built up a thriving business, working until his death in 1924. He designed Baptist churches including the Baptist Tabernacle, Brisbane [QHR 600175], former Ipswich Baptist Church, Ipswich [QHR 602573]; commercial buildings such as banks including the Westpac Bank, Normanton (former bank of NSW) [QHR 600394]; and many hotels including the Jubilee Hotel, Brisbane [QHR 600211], Orient Hotel, Brisbane [QHR

602122], Regatta Hotel, Toowong [QHR 600331] and Wickham Hotel, Fortitude Valley [QHR 600213]. Many commercial buildings in Brisbane designed by Gailey during the 1880s were characterised by classical idioms and details. He designed the Commercial Hotel and the Bank of New South Wales Building located in Mary Street, Gympie [QHR 602775].

Building owner Ellen Smyth was the second wife of self-made man, William Smyth, who rose from gold miner to mining speculator, making his fortune through investment in mine shares, particularly from the highly profitable Phoenix No 1 Mine. He became the largest mine owner on the Gympie field. Elected as an alderman for Gympie in 1883, Smyth was mayor from 1883 to 1884 when he resigned after election as the Member for Gympie in the Queensland Legislative Assembly, in which he served from 7 September 1883 to 11 March 1899. He was a Director of the Royal Bank of Queensland, Gympie Gas Company and One Mile Sawmill. Smyth died in 1899. His widow was involved in a number of community organisations including the National Council of Women of Queensland (NCWQ), first as a delegate and later as Honorary Vice-President.

Her lessee, Sir Horace Tozer, born on 23 April 1844 at Port Macquarie, New South Wales, was both solicitor and politician. Practising law in Gympie from 1868 and as a joint owner of mining leases, Tozer became an authority on mining law, was a member of the Gympie Mining Court and conducted two mining appeals before the Privy Council in London. He was elected as member for Wide Bay in 1871 but stood down a few months later for H E King to contest the seat in a by-election. He served as an alderman in the first Gympie Municipal Council from 1880. In 1888 Tozer again nominated for Wide Bay and won the seat, which he held until 5 March 1898. From 12 August 1890 until his retirement from parliament Tozer held ministerial offices. He served as Colonial Secretary and Secretary for Public Works until March 1893, Colonial Secretary from March 1893 to August 1896 and as Home Secretary from 1896 until 2 March 1898. From March to November 1897, he acted as Premier in the absence of Sir Hugh Nelson and in that year was appointed K.C.M.G. In London, Tozer acted as Queensland's Agent-General from 1898 to 1909 when he retired because of ill-health. During his public life he introduced significant legislation including the Public Service Act 1896, the Factories and Shops Act 1896 to regulate hours and conditions, the Election Act 1897 and the controversial Aboriginals Protection and Restriction of the Sale of Opium Act 1897. In his ministerial capacity Tozer was responsible for establishing the Free Public Library in 1895 and the National Art Gallery of Queensland circa 1896. He died on 20 August 1916.

The solicitors firm established by Horace Tozer in 1868 was continued in Tozer's Building by his descendants for another 94 years, perpetuating his name, his connection with the site and his community involvement. Sir Horace Tozer's son, Vivian Hoyles Tozer, who had entered the firm, leased the building until he purchased the property in 1949 after the death of its owner, Ellen Jane Smyth. Vivian Tozer qualified as a solicitor in 1892, later was elected MLA, and served as a citizen soldier in the Queensland Defence Force. Following his death, Tozer's Building passed to descendants, Seymour Darvall Tozer and Horace Vivian Tozer in 1959, quickly passing to Horace Vivian Tozer solely in October 1959. In 1990 the property transferred to the firm of solicitors, Jeffery Cuddihy and Joyce, which currently occupies the building.

Some changes have been made to the original building. The rear upper storey verandah has been altered, a fireplace on the rear, right-hand-side wall of the ground floor has been boarded up and wall partitions have been added to create office space at the rear of the original building on the ground floor. The interior staircase to the basement, which was accessed from behind the staircase to the upper floor, has been closed off from access from the ground floor. The original strongrooms on the ground floor and in the basement are extant. In 2009 the upper floor offices were unchanged as was the staircase leading to the first floor from the foyer. The original counter in the foyer is in place but the clerk's grill with writing slope has been removed, although it remains stored in the building. An extension has been added to the rear of the original building for offices on the ground floor, with a new opening through the rear wall of the 1896 building, and staff facilities in the basement area are accessed by a new staircase. The basement retains its strongrooms, fireplace, staircase and windows, including their security bars.

Source: Extract from QHR entry for Tozer's Building, Place ID: 602779.

STATEMENT OF SIGNIFICANCE

Tozer's Building is a place of local and State heritage significance as it demonstrates the development of legal services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Tozer's Building (1896) is important in demonstrating the evolution of gold mining at Gympie, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production evolved from alluvial to shallow reef mining to deep reef mining from 1875, the changes were reflected in the erection of more permanent and elaborate buildings in the town centre.</p> <p>As the offices of solicitor and politician Sir Horace Tozer, a leading authority on mining law during Queensland's gold era, the building is the product of Gympie's importance as the third largest goldfield in Queensland during the 1890s and illustrates the importance of gold mining in Queensland history.</p> <p>Its siting near Commissioners Hill in the vicinity of important government and gold-related buildings also illustrates the growth and evolution of Gympie's development. It forms part of the upper Mary Street gold era precinct.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Tozer's Building is a good example of commercial offices designed by Richard Gailey. The original 1896 structure is important in demonstrating the principal characteristics of Victorian-era commercial offices. It comprises a foyer, handsome cedar staircase to the first floor rooms, a ground floor office, strongroom and a basement with its own strongrooms. The interior contains fine finishes such as plaster walls, decorative plaster cornices, pine ceilings, and handsome original cedar joinery including counter, windows, fanlights, architraves, skirtings and substantial doors.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The building has aesthetic significance for its architectural qualities expressed in the interior craftsmanship and detailing of the joinery and finishes, and for its streetscape value through its form, scale and design which complement other surviving 19th century buildings in the street.</p> <p>Located on the south-western side of Mary Street, the former Tozer's Building forms part of the harmonious upper Mary Street gold era streetscape of late Victorian commercial buildings dating from the 1880s and 1890s.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>Tozer's Building has a special association with the life and work of Sir Horace Tozer, solicitor, member of the Queensland parliament from 1890, Queensland minister from 1893 to 1898, and Queensland's Agent-General from 1898 to 1909. Resident in Gympie from the first year of the Gympie goldfield, Sir Horace Tozer became an authority on mining law, introduced significant legislation into Queensland parliament and held influential public offices during the course of his career, thereby helping to shape the future of the Colony, and later State, of Queensland and its people.</p> <p>Tozer's Building was built for [Sir] Horace Tozer and is still known by his name. The legal firm that he established in 1868 and his descendants continued was conducted from Tozer's Building for 94 years, perpetuating his name and connection with the site.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>Queensland Heritage Register entry. Tozer's Building. https://apps.des.qld.gov.au/heritage-register/detail/?id=602779</p>

GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from <http://nla.gov.au/nla.news-article169151477>

Commercial: 224 Mary Street, Gympie



Commercial: 224 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	224 Mary Street, Gympie
LOT/PLAN	Lot 8 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1880s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

224 Mary Street was built in the 1880s as a two-storey masonry commercial premises. It replaced an earlier building and is similar to the many other masonry commercial structures erected in Mary Street around this time, spurred by a disastrous fire in upper Mary Street in August 1881. This destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

STATEMENT OF SIGNIFICANCE

The commercial building at 224 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or

224 Mary Street, built in the 1880s, is important in demonstrating the development of Gympie's commercial life during the 19th century, and in

<p>pattern of the Gympie region's history.</p>	<p>particular the central business district along Mary Street. The important gold-era precinct of which it is a part-is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>In scale, form and architectural detail, 224 Mary Street is typical of many shops built in Mary Street during the 19th and early 20th Century.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>In scale, form and architectural detail, 224 Mary Street has aesthetic qualities which provide visual character to the Mary Street streetscape.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry. Tozer's Building. https://apps.des.qld.gov.au/heritage-register/detail/?id=602779</p> <p>GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article169151477</p>

Commercial: 230 Mary Street, Gympie



Commercial: 230 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	230 Mary Street, Gympie
LOT/PLAN	2 on RP2515
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1880s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 4.3 Working: Working in offices
OTHER LISTINGS	Not applicable

SIGNIFICANCE LEVEL

Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

230 Mary Street was built in the 1880s as a two-storey masonry commercial premises. It replaced an earlier building and is similar to the many other masonry commercial structures erected in Mary Street around this time, spurred by a disastrous fire in upper Mary Street in August 1881. This destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

STATEMENT OF SIGNIFICANCE

The commercial building at 230 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

230 Mary Street, built in the 1880s, is important in demonstrating the development of Gympie's commercial life during the 19th century, and in particular the central business district along Mary Street. The important gold- era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

In scale, form and architectural detail, 230 Mary Street is typical of many shops built in Mary Street during the 19th and early 20th Century.

E. The place is important because of its aesthetic significance to the local area.

In scale, form and architectural detail, 230 Mary Street has aesthetic qualities which provide visual character to the Mary Street streetscape.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Queensland Heritage Register entry. Tozer's Building.

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602779>

GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from

<http://nla.gov.au/nla.news-article169151477>

Commercial: 232 Mary Street, Gympie



Commercial: 232 Mary Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	232 Mary Street, Gympie
LOT/PLAN	Lot 1 on RP2515
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1881
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

232 Mary Street was built in 1881 as a two-storey masonry commercial premises. It replaced an earlier building and is similar to the many other masonry commercial structures erected in Mary Street around this time, spurred by a disastrous fire in upper Mary Street in August 1881. This destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

STATEMENT OF SIGNIFICANCE

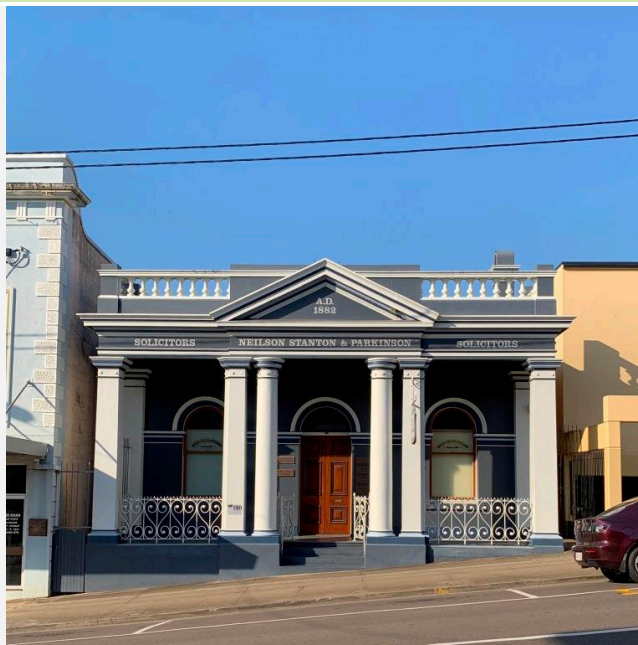
The commercial building at 232 Mary Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

232 Mary Street, built 1881, is important in demonstrating the development of Gympie's commercial life during the 19th Century, and in particular the central business district along Mary Street. The important gold-era precinct of which it is a part-is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef

	mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	In scale, form and architectural detail, 232 Mary Street is typical of many shops built in Mary Street during the 19th and early 20th Century.
E. The place is important because of its aesthetic significance to the local area.	In scale, form and architectural detail, 232 Mary Street has aesthetic qualities which provide visual character to the Mary Street streetscape.
MAP	
SOURCES	<p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry. Tozer's Building. https://apps.des.qld.gov.au/heritage-register/detail/?id=602779</p> <p>GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article169151477</p>

Australian Joint Stock Bank (former)/Gympie Stock Exchange Offices and Club (former)



Australian Joint Stock Bank (former)/Gympie Stock Exchange Offices and Club (former), 2019.

OTHER NAMES	Neilson, Stanton and Parkinson Building
ADDRESS / LOCATION	236 Mary Street, Gympie
LOT/PLAN	Lot 5 and 6 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1882
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602772
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time

the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. The 1880s were a decade of rapid growth and development and rising land prices in Queensland. Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - the value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. Gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. These enormous amounts of gold were purchased by banks, which played a vital role in this process of wealth creation and distribution.

The former Australian Joint Stock Bank building is a single storey rendered brick building in the classical style, plus a basement. Located in upper Mary Street. It was designed by leading Queensland colonial architect Francis Drummond Greville Stanley and built in 1881-82 for the AJSB as its permanent Gympie branch. It replaced an earlier building and is similar to the many other masonry commercial structures erected in Mary Street around this time, spurred by a disastrous fire in upper Mary Street in August 1881. This destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

Between 1902 and circa 1922 it functioned as the Gympie Stock Exchange Offices and Club.

Source: Extract from the QHR entry for The Australian Joint Stock Bank (former)/Gympie Stock Exchange Offices and Club (former), Place ID: 602772.

STATEMENT OF SIGNIFICANCE

The former Australian Joint Stock Bank (AJSB)/Gympie Stock Exchange building is a place of local and State heritage significance as it demonstrates the development of financial services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), b), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.

former Australian Joint Stock Bank (AJSB)/Gympie Stock Exchange building (1882) - and the important gold-era precinct of which it is a part - is physical evidence of the evolution of Gympie gold mining, which was a major economic contributor to the wealth of Queensland for nearly 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre. The former AJSB building was one of these permanent commercial buildings.

The former AJSB building is important in demonstrating the vital role of financial institutions in the process of wealth creation and distribution on Queensland goldfields when as a bank branch (1882-1902) it converted enormous amounts of gold into cash and later in its role as the Gympie Stock Exchange Offices and Club (1902-circa1922).

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage

As the premises of the Gympie Stock Exchange Offices and Club from 1902 to c. 1922, the former AJSB building demonstrates a building type that has always been uncommon in Queensland and remains so. It is a rare surviving remnant of one of the four stock exchanges (in Brisbane, Gympie, Charters Towers and Ravenswood) that operated during the 19th Century while Queensland was a significant gold-producer.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The former AJSB building is important in demonstrating the principal characteristics of a regional bank of its era, being a good example of a masonry structure in the classical style combining a banking chamber and office. Its siting with other important gold-related buildings in upper Mary Street, high above the gold diggings, illustrates the prominence of banks in the gold mining town of Gympie.

Its intactness is demonstrated in its planning, room volumes, joinery, and strong room. Designed by the respected and prolific architect, F. D. G. Stanley in 1881-82, the former AJSB building is a good example of Stanley's regional bank architecture.

E. The place is important because of its aesthetic significance to the local area.

The former AJSB building has aesthetic significance for its architectural qualities, expressed in the craftsmanship and detailing of the joinery and finishes, and for its streetscape value through its form, scale and design. These qualities complement other surviving 19th century buildings in the street, particularly other banks also entered in the Queensland Heritage Register including the nearby former Bank of New South Wales [QHR 602775]. The important and substantially intact gold-era precinct, of which this building is a valuable part, comprises a harmonious streetscape of late Victorian commercial buildings dating from the 1880s and 1890s.

Its balanced classical design, often associated with banks, projects the concept of stability that financial institutions of this era sought to convey through their buildings' architecture.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

QHR entry. Australian Joint Stock Bank (former)/Gympie Stock Exchange Offices and Club (former). <https://apps.des.qld.gov.au/heritage-register/detail/?id=602772>. Retrieved 4/01/2019

GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from <http://nla.gov.au/nla.news-article169151477>

Bank of New South Wales (former)



Bank of NSW (former), 2019.

OTHER NAMES	Gympie Regional Council Chambers (former)
ADDRESS / LOCATION	242 Mary Street, Gympie
LOT/PLAN	Lot 3 on G14710 4 on G147176
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1890-91
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602775
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. Westpac Bank, originally the Bank of New South Wales, was the first bank established in Australia (1817), and with the discovery of gold at Gympie the Bank opened an agency on the goldfield on 21 March 1868, less than six months after the goldfield's establishment, operating out of a weatherboard building owned by Merry and Davis. As the Gympie goldfield became a more permanent enterprise, in 1872 the Bank of New South Wales agency converted to a branch with the expanded banking services. In 1879 the bank purchased a 22 perch allotment at 242 Mary Street, first occupying another wooden building before at the end of the 1880s deciding to erect a substantial masonry structure. This confidence was in response to the growth of deep reef mining on the goldfield and the rise in Gympie's gold output throughout the decade.

The 1880s were a decade of rapid growth and development and rising land prices in Queensland. Mainly due to Queensland's three major gold mining centres - Gympie, Charters Towers and Mt Morgan - the value of gold output rose from £698,000 in 1883 to £2.75m in 1889, exceeding the value of exported wool. Gold production contributed between 21.61 and 35.53 percent of Queensland's export income during the 1880s and 1890s. These enormous amounts of gold were purchased by banks such as the BNSW, which played a vital role in this process of wealth creation and distribution.

The Bank of New South Wales building survived the disastrous 1881 upper Mary Street fire which destroyed all of the buildings (12 businesses) between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street. Upper Mary Street was the most densely built-up part of Gympie and prior to the fire was mostly of wooden buildings with brick chimneys. The fire provided opportunity and incentive to rebuild the business district in more substantial and fire-resistant masonry.

In 1891 a new, two storey rendered brick bank building was opened on the existing Bank of New South Wales site. It was designed by Brisbane-based architect, Richard Gailey (1834-1924). Like many banks of the day, the second storey of the building comprised the manager's residence, and there were stables to the rear. For convenience, economy and

security, it was common for many commercial buildings in the 19th and early 20th century to offer upstairs accommodation, often for the proprietor and family or tenants. The practice generally fell out of favour after World War 2 due to increasing mobility from greater car ownership and rising material prosperity, which enabled many people to aspire to owning their own home in the suburbs rather than live in the crowded CBD. Upon its completion, the building formed part of the gold era streetscape of upper Mary Street created in the 1880s and 1890s.

The Bank of New South Wales remained at its original location until 1940 when it sold the building to Widgee Shire Council for use as council chambers, and transferred to a new building further to the east, on a corner block at 92 Mary Street.

Source: Extract from the QHR entry for Bank of New South Wales (former), Place ID: 602775.

STATEMENT OF SIGNIFICANCE

The former Bank of New South Wales (BNSW) building is a place of local and State heritage significance as it demonstrates the development of financial services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The former Bank of New South Wales (BNSW) building (1891)-and the important gold-era precinct of which it is a part-is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.

The BNSW building, erected during the third stage of Gympie mining, symbolised the wealth and permanence of the town. For almost fifty years the building served as a Bank of New South Wales branch and manager's residence.

Its siting near Commissioner's Hill in the vicinity of important government and gold-related buildings, and its later sale when the centre of the town moved eastwards after gold production ceased also illustrate the evolution of Gympie's development.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The former BNSW building, designed by Richard Gailey, is important in demonstrating the principal characteristics of a regional bank of its era. This two-storey masonry structure in the classical style retains its banking chamber, offices, strong room, vaults and manager's residence. Its siting with other important gold-related buildings, high above the gold diggings, illustrates the significance of banks in the gold mining town of Gympie.

Its intactness is demonstrated in its planning, room volumes, joinery, strong room and pressed metal ceilings. The former manager's residence, including its ground floor entry, retains its floor plan, decorative plaster cornices, windows, doors and joinery.

E. The place is important because of its aesthetic significance to the local area.

The former BNSW building has aesthetic significance for its architectural qualities expressed in the craftsmanship and detailing of the joinery and finishes, and for its streetscape value through its form, scale and design. These qualities complement other surviving 19th Century buildings in the street, particularly other banks also entered in the Queensland Heritage Register including the nearby Australian Joint Stock Bank (former) / Gympie Stock Exchange Offices and Club (former) [QHR 602772].

	<p>Its balanced classical design, often associated with banks, projects the concept of stability that financial institutions of this era sought to convey through their buildings' architecture.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry. Bank of New South Wales (former). Retrieved 4/01/2019 https://apps.des.qld.gov.au/heritage-register/detail/?id=602775</p> <p>GREAT FIRE IN MARY STREET. (1881, August 17). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 4, 2019, from http://nla.gov.au/nla.news-article169151477</p>

The Commercial Hotel (former)



The Commercial Hotel (former), 2019.

OTHER NAMES	Chambers Hotel
ADDRESS / LOCATION	250 Mary Street, Gympie
LOT/PLAN	Lot 1 and 2 on G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1892
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels, mostly of wood, were erected. Two significant fires, one in 1881 on the south side of the street, and another in 1891 on the north, destroyed many of these early buildings and, in conjunction with the gold boom of the period, led to the re-building of the streetscape with fine masonry structures. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services.

The Commercial Hotel was the first commercial hotel erected in 1871. Originally designed by architect CG Smith with later additions attributed to Hugo Durietz in 1881. The building was destroyed by fire in 1890 (*Queensland Times* 1890) before a new building was designed in 1892 by Brisbane architect Richard Gailey who also designed the new Bank of New South Wales building. The hotel was described as “*the largest and most convenient of any in the district, and specially suited for visitors and commercial travellers*”, with its large sample rooms, excellent cuisine, good stabling with civil and attentive grooms, and the “*best billiard tables in the Colony*” (*Gympie Times and Mary River Gazette* 1888).

STATEMENT OF SIGNIFICANCE

The Commercial Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in 1892, but replacing an earlier building, the Commercial Hotel (former) is important in demonstrating the development of Gympie during the 19th century, and particular the provision of temporary accommodation and other hotel services and the development of the business hub of Mary Street. The important gold-era precinct of which it is a part is physical evidence of the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining

	from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Commercial Hotel (former), with its decorative brick facade, encircling verandahs, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th and early 20th Century.
E. The place is important because of its aesthetic significance to the local area.	The Commercial Hotel (former), with its decorative brick facade, encircling verandah and corner allotment, has aesthetic significance within the streetscape.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	As a focus for drinking and recreation for over 120 years, the Commercial Hotel (former) has social significance for the local community.
MAP	
SOURCES	<p>Gympie Regional Council Local Heritage Register</p> <p>Pearce, Howard & Cook, Margaret & Pearce, Howard & Cohen, Kay, 1943- & Queensland. Environmental Protection Agency (2000). Heritage trails of the Great South East. Queensland Environmental Protection Agency, Brisbane</p> <p>1890 'DESTRUCTIVE FIRE IN GYMPIE.', Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), 27 May, p. 3. , viewed 30 Jun 2020, http://nla.gov.au/nla.news-article146758124</p> <p>1890 'GYMPIE.', Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), 27 May, p. 2. , viewed 30 Jun 2020, http://nla.gov.au/nla.news-article125077847</p> <p>1888 'Advertising', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 1 December, p. 5. , viewed 30 Jun 2020, http://nla.gov.au/nla.news-article171522019</p> <p>Gympie Times. 2016. <i>Fire destroys pub</i>. Available online at https://www.gympietimes.com.au/news/fire-destroys-pub/3054934/</p>

Lagoon Pocket Methodist Church (former)



Lagoon Pocket Methodist Church (former), 2019.

OTHER NAMES	Lagoon Pocket Uniting Church
ADDRESS / LOCATION	735 Mary Valley Rd, Lagoon Pocket
LOT/PLAN	Lot 1020 on L371194
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external), associated moveable heritage.
YEAR CONSTRUCTED / PERIOD	1887
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable.
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The rural areas immediately south of Gympie and leading into the Upper Mary Valley, including Jones Hill, Long Flat and Lagoon Pocket, developed in the 1870s with the breakup of the large pastoral stations into farming blocks. They were given stimulus with the opening of the Mary Valley railway line. A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger

holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

The Methodists were early in their efforts in establishing a place of worship on the Gympie goldfields. In August 1868, Wesleyan Methodists erected a bark hut of pole construction on Surface Hill to use as a basic chapel, and the Primitive Methodists had opened the "Digger's Bethel" only months after James Nash had made his momentous discovery of gold in 1867. During the 1870s and 1880s the Methodist Church consolidated its presence in the town and extended into outlying communities. Prior to the advent of the railway, the Lagoon Pocket Methodist Church was built in 1887 to serve the local farming community, with services commencing in October of that year.

STATEMENT OF SIGNIFICANCE

The Lagoon Pocket Methodist Church (former), is a place of local heritage significance as it demonstrates the development of religious institutions in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Lagoon Pocket Methodist Church (former), constructed in 1887, is important in demonstrating the early growth of the Methodist church in Gympie and surrounding areas in the late 19th century. The timber building is indicative of the type of simple church accommodation erected to meet the worshiping needs of a small rural community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Lagoon Pocket Methodist Church (former) demonstrates the characteristics of small rural timber churches including a steep gabled roof, front enclosed entry portico and semi-detached hall/Sunday school building.</p>

MAP

<p>SOURCES</p>	<p>"Advertising" <i>Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)</i> 1 October 1887: 2. Web. 23 Jan 2019 http://nla.gov.au/nla.news-article168905177. Retrieved 23/01/019.</p> <p>Gympie Regional Council Local Heritage Register.</p> <p>QHR entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Places, Kandanga: https://www.queenslandplaces.com.au/kandanga</p> <p>QHR entry Surface Hill uniting Church, https://apps.des.qld.gov.au/heritage-register/detail/?id=601529.</p>
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Gympie Waterworks



Gympie Waterworks, 2019.

OTHER NAMES	Waterworks Pump House
ADDRESS / LOCATION	Waterworks Road, Jones Hill
LOT/PLAN	Lot 224 on SP175079 and Lot 78 on LX1424
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Utilities – water supply
PLACE COMPONENTS	Early pump house buildings, location of buildings on allotment, original fabric, fixtures and fittings (internal and external), associated infrastructure on allotment including subsurface shafts and tunnels, associated infrastructure along adjacent banks of Mary River and associated moveable heritage
YEAR CONSTRUCTED / PERIOD	1900, handed over to Council 1901
THEMES	2.5 Exploiting, utilising and transforming the land: Managing water 6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance
HISTORICAL CONTEXT	

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. Around this time plans and estimates for a waterworks to service the town were prepared, although the waterworks would not eventuate until 1901. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

Water reticulation, seen as a significant improvement for firefighting and a necessity to provide a public water service for the increasing population and the extension of mining activities in the area, commenced in 1901. At this time the waterworks at Jones Hill began pumping water from an inlet in the Mary River to a high concrete service reservoir on Jones Hill, south of Gympie, before being distributed to the town. The waterworks were designed by the Hydraulic Engineer to the State, Mr J. B. Henderson. Mr Henderson trained as a civil engineer in Victoria. In 1878 he moved to Queensland and by 1879 he had been given charge of all waterworks that were under construction in the colony at the time. He was appointed State Hydraulic Engineer and head of the new Water Supply Department in 1881, which included supervision of all town water supply schemes that were being constructed with loans from the State Government. Gympie was one of the smaller water supply government funded schemes, (at a cost of £33,000), which came under Henderson's jurisdiction and was thus it was designed, and the construction supervised by, Henderson. The waterworks scheme was implemented by the Gympie Municipal Council through its Water Authority.

In 1929 extensive improvements were made to the Gympie water supply system, made possible by a State Government loan of £28,500. A new booster pump was supplied and a reinforced concrete reservoir was constructed at Pilcher's Hill along with other general improvements. Mr. Douglas, chief mechanical engineer of the then Irrigation and Water Supply Commission, and the City Engineer (Mr. T. E. M. Aberdeen), tested the new pump and noted that it could pump 55, 243 gallons in two hours into the Pilcher's Hill reservoir.

In 1960 approval was given to build the Borumba Dam near Imbil to supplement Gympie's water supply and provide irrigation for farms in the Mary Valley.

STATEMENT OF SIGNIFICANCE

Gympie Waterworks is a place of local heritage significance as it demonstrates the early development of local government water infrastructure in the Gympie region as evidenced by, but not limited to, criterion a), b), c), d) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>Gympie Waterworks, built 1900, is historically significant in demonstrating the significant growth in the Gympie region and the need for a public water supply. The waterworks is the first facility in the development of Gympie’s reticulated water system and represents the design, engineering and function of State Government water infrastructure at the turn of the 20th century.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage</p>	<p>Gympie Waterworks is the first water pumping station in the Gympie region. The design, layout and materials used in the waterworks represents the technology, aspirations and engineering practice at the turn of the 20th century. This type of government water infrastructure is uncommon in Queensland.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region’s history</p>	<p>Gympie Waterworks was designed in 1900 by Hydraulic Engineer to the State, Mr J. B. Henderson. The place has potential to yield important information that will contribute to an understanding of the design, materials, construction methods, engineering practice and technology used in small scale government water infrastructure development at the start of the 20th century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Gympie Waterworks demonstrates the principal characteristics of an early water pumping station, particularly through the design and materials used, the layout of buildings and associated surface infrastructure and the subsurface infrastructure such as shafts and tunnels.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region’s history</p>	<p>Gympie Waterworks has a special association with the then State Hydraulic Engineer, Mr John Baillie Henderson who designed and supervised the construction of the State Government funded water supply scheme at Gympie.</p>

MAP

SOURCES

Eminent Queensland Engineers published by The Institution of Engineers, Australia Queensland Division 1984, editor R. L. Whitmore. Retrieved 23/01/19 https://www.engineersaustralia.org.au/sites/default/files/resource-files/2017-01/eqe_vol_i.compressed.pdf

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

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Long Flat Hall



Long Flat Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	705 Mary Valley Road, Long Flat
LOT/PLAN	Lot 1 on MPH5684
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, awning, original fabric, fixtures and fittings, internal stage and memorial boards.
YEAR CONSTRUCTED / PERIOD	1932
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The rural areas immediately south of Gympie and leading into the Upper Mary Valley, including Jones Hill, Long Flat and Lagoon Pocket, developed in the 1870s with the breakup of the large pastoral stations into farming blocks. They were given stimulus with the opening of the Mary Valley railway line. A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger

holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Public moves to build a hall on the Imbil Road at Long Flat for dancing and other community functions began in 1909, and by 1915 the hall was in use, including for fundraising events for the war effort. The building was the location for local Country Women’s Association (CWA) in 1928. In 1932 this hall was replaced by a new hall.

STATEMENT OF SIGNIFICANCE

Long Flat Hall is a place of local heritage significance as it demonstrates the evolution of the social and recreational needs of Long Flat as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>Long Flat Hall, built 1932, is important in demonstrating the establishment and growth of the small towns and farming communities that grew up along the Mary Valley.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Long Flat Hall, a long, single storey wooden building with gabled ends, exemplifies the general architectural characteristics of small halls typically built in the Gympie area in the 1900s.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Long Flat Hall has a long and special association with the community of Long Flat and Lagoon Pocket as a place of recreation and social gathering since 1932.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register

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<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

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Jones Hill State School



Jones Hill State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	17 McIntosh Creek Road, Jones Hill
LOT/PLAN	Lot 231 on SP116460
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Early school buildings, mature trees and parade/play grounds. Building locations on allotment, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1901-1902
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The rural areas immediately south of Gympie and leading into the Upper Mary Valley, including Jones Hill, Long Flat and Lagoon Pocket, developed in the 1870s with the breakup of the large pastoral stations into farming blocks. They were given stimulus with the opening of the Mary Valley railway line. A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the

whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

Following community lobbying and fund-raising through the Jones Hill School Committee, the State Government called for tenders to construct a new school at Jones Hill in 1901, and the tender of William Condon, at £592, was accepted. Jones Hill State School and teachers residence was opened in 1902. The first Head Teacher was Richard Doran, who was transferred from Alberton.

STATEMENT OF SIGNIFICANCE

Jones Hill State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Jones Hill State School, built 1901-1902, is important in demonstrating the growth of the locale of Jones Hill and the provision of rural education during the early to mid-20th Century.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Jones Hill State School is important in demonstrating the key design and planning characteristics of the rural timber schools built during the late 19th and early 20th Century.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a place of education for over 100 years, Jones Hill State School has social significance for past and present teachers, students and the local community.</p>

MAP

<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p> <p>Opening and closing dates of Queensland schools. http://education.qld.gov.au/library/edhistory/celebrations/dates/j.html Retrieved 7/01/2019</p> <p>QHR entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Places, Kandanga: https://www.queenslandplaces.com.au/kandanga</p> <p>NEW SCHOOL NEAR GYMPIE. (1901, March 16). The Brisbane Courier (Qld. : 1864 - 1933), p. 15. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article19125775</p> <p>OFFICIAL ITEMS. (1901, April 26). The Brisbane Courier (Qld. : 1864 - 1933), p. 7. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article19113122</p> <p>SEND-OFF TO MR. R. DOBAN. (1901, October 25). Logan and Albert Bulletin (Southport, Qld. : 1896 - 1901; 1909; 1921; 1922; 1928), p. 5. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article161585273</p>
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Mount Pleasant Hotel



Mount Pleasant Hotel, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	69 Mount Pleasant Road, Gympie
LOT/PLAN	Lot 536 on SP162361
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1884-1885
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and services 3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

Gympie had a large itinerant mining population, and numerous hotels were important in providing lodgings, food, drink, entertainment, stabling and other services. There was a six room hotel (2 sitting rooms and 4 bedrooms) by the name of the Mount Pleasant Hotel, at the junction of the Mary River and Deep Creek, run by Noah Raper in 1868. The following year, when it was offered for sale, it was described as being on Mount Pleasant Hill in the centre of the reefing district and close to three of the largest quartz crushing machines. By then it had nine rooms and a detached kitchen. In 1884 Marion Shanahan advertised her intention of obtaining the license for the Mount Pleasant Hotel, situated on Mount Pleasant Road, and built a large new premises with 15 well-ventilated rooms (6 sitting rooms and 9 bedrooms), verandah with view, and proximity to the Elien Harkins claim. This opened in 1885 and was taken over by Richard Gill and his wife in 1887.

The new hotel was one of a number of structures built at One Mile at this time. During the 19th century One Mile formed its own village until later being absorbed into the growing town of Gympie. The original township was to the east, focused on Brisbane Road, but in the mid-1880s shifted its centre west to Graham Street. In 1884-1885 a new post office and police station were built in Graham Street, and in 1889 the nearby Nashville Railway was constructed as part of the North Coast Railway from Brisbane to Gympie.

The hotel remained with the Gill family until it was sold to Thomas Gartlon in 1898 who repaired and repainted it before it was taken over by Mrs A.D. Shanks. Mr Shanks transferred the licence to Thomas Williams in 1899, which then passed to Daniel Donohue in 1900 and a series of other licensees during the 20th Century.

The current Mount Pleasant Hotel appears to be that which was built in 1884-1885, a two storey wooden hotel with a top storey verandah and some later upgrades and modifications.

STATEMENT OF SIGNIFICANCE

The Mount Pleasant Hotel is a place of local heritage significance as it demonstrates the development of hotel services in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Mount Pleasant Hotel, built 1884-1885, is important in demonstrating the development of Gympie during the 19th Century gold boom period, and in

	particular the provision of temporary accommodation and other hotel services and the establishment of the once distinct village of One Mile.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Mount Pleasant Hotel, with its encircling verandahs, downstairs bar and public rooms, and upstairs accommodation, demonstrates many typical characteristics of substantial, two-storey hotels of the 19th and early 20th Century. Hitching hooks for horses are still evident.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	As a focus for drinking and recreation since 1885, the Mount Pleasant Hotel has social significance for the local community.
MAP	
SOURCES	<p>Gympie Regional Council Local Heritage Register</p> <p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Advertising (1868, October 24). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article168606149</p> <p>"Advertising" Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919) 12 January 1869: 2. Web. 7 Jan 2019 http://nla.gov.au/nla.news-article168607492</p> <p>Advertising (1884, March 15). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article178020985</p> <p>Advertising (1885, July 16). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article168847553</p> <p>Advertising (1887, November 1). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 4. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article168903493</p> <p>Notes and News. (1898, January 4). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article171172115</p> <p>Advertising (1898, June 16). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 1. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article171170101</p> <p>Gympie Annual Licensing Court. (1899, April 13). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article171515126</p> <p>Gympie Annual Licensing Court. (1900, April 5). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 7, 2019, from http://nla.gov.au/nla.news-article177736163</p>

Queensland National Bank (former)



Queensland National Bank (former), 2019.

OTHER NAMES	Old Bank Building
ADDRESS / LOCATION	Corner of Nash St and Channon Street, Gympie
LOT/PLAN	Lot 1 on SP142157
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1876-1897
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602773.
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. Here many of the first stores and hotels were erected. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

On the goldfield, banks were an essential service for the depositing and security of gold as well as general financing for business and development. The Queensland National Bank was the first and most successful of Queensland's three indigenous 19th century banks. It was established in March 1872 by a group of prominent Queensland squatters, politicians, lawyers, and businessmen who wished to secure development capital free from overseas or intercolonial control. Its first office was established in Queen Street, Brisbane in that year and the bank attracted widespread Queensland patronage. In 1879 it secured the whole of the government's banking business. By 1880 it held 40% of deposits in the colony and dominated the Queensland economy. Together with the Charters Towers branch of the Queensland National Bank this branch transacted more than half of the bank's Queensland mining business in the 1880s.

The Gympie branch was opened in 1872. The substantial bank building was designed by architect, John Hall, and constructed in upper Nash Street, adjacent to the main business strip, at an estimated cost of £2,000, opening in August 1876. Alterations were made in 1897 by CW Chambers. The building was sold in 1938 and was later purchased by Widgee Shire Council in 1990.

Source: Extract from the QHR entry for Queensland National Bank (former), Place ID: 602773.

STATEMENT OF SIGNIFICANCE

The Queensland National Bank (former) (QNB) is a place of local and State heritage significance as it demonstrates the development of financial services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Queensland National Bank (former) (QNB) building (1877), and the important gold-era precinct of which it is a part, is physical evidence of the vital role of financial institutions in the process of wealth creation and distribution on Queensland goldfields as it converted enormous amounts of gold into cash.

	<p>Gympie's gold was a major contributor to the wealth of Queensland for approximately 60 years from 1867.</p> <p>The former QNB building is set apart from other bank buildings also in the Queensland Heritage Register [e.g. QHR 602774, Royal Bank of Queensland (former)] in being one of the permanent commercial buildings that resulted from the success of shallow reef mining, an early phase of gold mining in the town of Gympie, and the expectation of further gold discovery through deep reef mining. For 60 years the building served as a Queensland National Bank branch and manager's residence. It is one of only a few known 1870s commercial buildings remaining in Gympie.</p> <p>The siting of the QNB building on Commissioners Hill and its later sale when the centre of the town moved eastwards after gold production ceased also illustrate the evolution of Gympie's development.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The former QNB building is important in demonstrating the principal characteristics of a regional bank of its era, being a good example of a masonry structure combining a banking chamber, office and manager's residence. Its siting with other important institutions like the Lands Office and Courthouse on Commissioner's Hill, high above the gold diggings, illustrates the prominence of banks in the gold mining town of Gympie.</p> <p>The former QNB building is the oldest extant bank building in Gympie and the only one dating from the 1870s. Its intactness is demonstrated in its planning, room volumes, joinery, strongroom and pressed metal ceilings.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Sited on one of Gympie's high points in the vicinity of important government buildings such as the former Lands Office and Courthouse, the former QNB building is symbolic of the importance and permanence of the bank in one of the most economically important towns in Queensland. Along with a number of other bank buildings, including the former Bank of New South Wales [QHR 602775], the QNB building contributes to an important and substantially intact gold-era precinct in upper Mary Street area of Gympie.</p> <p>The building has aesthetic significance for its architectural qualities expressed in the craftsmanship and detailing of the joinery and finishes, and for its streetscape value through its form, scale and design which complement other surviving 19th Century buildings in its vicinity.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The former QNB building, operating as a QNB branch from February 1877 until 1937, has a special association with the Queensland National Bank. As one of its earliest and most profitable branches, the Gympie branch of the QNB was important in the QNB's growth in Queensland. By 1880 the QNB held 40% of the total deposits and advances in Queensland, a higher proportion than any other bank in any Australian colony. The bank also exclusively held the Queensland government's account for 42 years (1879-1921). As the colony's most powerful banking institution, the QNB dominated Queensland's economy during the last quarter of the 19th century.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

Queensland Heritage Register entry. Bank of New South Wales (former).
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602775>. Retrieved
4/01/2019

QHR entry. Queensland National Bank (former).
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602773>. Retrieved
4/01.2019.

Commercial: 4 Nash Street, Gympie



Commercial: 4 Nash Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	4 Nash Street, Gympie
LOT/PLAN	Lot 7 on RP224737
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1880s-1890s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The house at 4 Nash Street was erected in the 1880s or 1890s as a middle-class dwelling with short-ridge roof, front and rear verandahs, and an unusually tall brick chimney. A detached fireplace and chimney of matching design to the main stack in the back yard suggests it originally had a detached kitchen. The current verandah with projecting porch on the verandah may be an early 20th century addition.

STATEMENT OF SIGNIFICANCE

The building at 4 Nash Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>4 Nash Street, Gympie, erected 1880s-1890s, provides evidence of the residential development of Gympie from the 19th to early 20th Century in response to the prosperity generated by gold mining.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>4 Nash Street, Gympie is important in demonstrating the principal characteristics of a substantial timber house of the 1880s-1890s boom period.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>With its ornate timber detailing and prominent chimney structure, 4 Nash Street Gympie has aesthetic value in the Nash Street streetscape.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

NO. 4 NORTH PHOENIX. (1923, April 20). Morning Bulletin (Rockhampton, Qld. : 1878 - 1954), p. 9. Retrieved December 12, 2018, from <http://nla.gov.au/nla.news-article54125693>

4 NORTH PHOENIX MINE. (1925, July 25). The Brisbane Courier (Qld. : 1864 - 1933), p. 5. Retrieved December 12, 2018, from <http://nla.gov.au/nla.news-article20946141>

Probates Granted. (1929, January 24). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 59. Retrieved December 12, 2018, from <http://nla.gov.au/nla.news-article22856674>

LATE MR. MENZIES. (1929, October 17). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 6. Retrieved December 12, 2018, from <http://nla.gov.au/nla.news-article151063569>

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Residence: 8 Nash Street, Gympie



Residence: 8 Nash Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	8 Nash Street, Gympie
LOT/PLAN	Lot 2 on RP46034
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1900s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The residential house at 8 Nash Street was built in the 1910s-1920s as a middle-class dwelling in the then fashionable Queensland bungalow style.

STATEMENT OF SIGNIFICANCE

The building at 8 Nash Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

8 Nash Street, Gympie, built 1910s-1920s, provides evidence of the residential development of Gympie from the 19th to early 20th century in response to the prosperity generated by gold mining.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

8 Nash Street, Gympie although partly modified, still demonstrates the principal characteristics of a timber Queensland bungalow of the 1910s to 1920s.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Gympie School of Arts (former)



Gympie School of Arts (former), 2019.

OTHER NAMES	Gympie Public Art Gallery
ADDRESS / LOCATION	39 Nash Street, Gympie
LOT/PLAN	Lot 7 on G147126
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1904-1905
THEMES	8.3 Creating social and cultural institutions: Organisations and societies 9.3 Educating local people: Educating adults
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 601910 National Trust of Australia (Queensland): COOL 1/10
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

During the 19th and early 20th century, prior to the widespread availability of tertiary education, most people only completed a primary school education as higher learning beyond the basics was seen as unnecessary for a country focussed then on the development of rural industry. However, some level of adult education among the working classes was encouraged as a means towards social and moral improvement, and this was generally catered for by the community-funded establishment of Schools of Arts, hall-like buildings that had a library and reading room as well as space for events and activities. They generally became a focus point for their local communities.

The QHR entry notes: The Gympie School of Arts is a substantial two storeyed brick building located on a prominent Gympie site. Constructed between 1904 and 1905, it was designed by local architect Hugo W Durietz.

The Gympie School of Arts was first established in 1870. The impetus for a School of Arts was provided by Edward Bytheway, early settler and shopkeeper, and later mayor. Bytheway was involved in many community organisations including the local hospital and the Agricultural, Pastoral and Mining Company. Most Schools of Arts established in Queensland were driven by community minded men, usually middle or upper class, many with political aspirations.

The committee applied to the government for land on which to construct a suitable building. A temporary reading room was established in an existing building until the construction of a hall in 1874. There were many disputes over the siting of the hall, with some members wanting it near the government buildings, and others wanting it where it would be more accessible to the mass of the population in general. There were also disputes over whether the School of Arts should merge with the One Mile Miners Institute. Although this occurred in the early 1890s, it was unsuccessful and had dissolved prior to the erection of the new building.

It was decided that a new building was required as early as 1890, however the institute was financially insecure, owing to poor subscription levels. By 1904, there was 1000 pounds in the building fund, and the committee decided that this, coupled with the proposed sale of the existing building was sufficient to erect a new building.

Local Gympie architect Hugo du Rietz was born in Sweden in 1831 and came to Australia in 1852, taking up residence in Gympie around 1867 and staying there until his death in 1908. He was a prolific designer of buildings for the town and *"was probably responsible for a number of distinctive local building features, such as ogee-profiled verandah roofs, close-spaced studs with cut-in angle braces and a distinctive colour scheme of cream walls and red roofs."*

Source: Extract from QHR entry for Gympie School of Arts, Place ID: 601910.

STATEMENT OF SIGNIFICANCE

The Gympie School of Arts is a place of local and State heritage significance as it demonstrates the development of the community's social, recreational and educational needs in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), b), d), e), g) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Gympie School of Arts was constructed in 1904. It is one of many School of Arts constructed throughout Queensland in the nineteenth and early twentieth centuries as part of an attempt to promote mental and moral improvement of the working classes. By the 1900s, almost every town in Queensland had a School of Arts and they were often seen as indicators of the prosperity or status of the town. As such, they demonstrate the evolution of Queensland's history as well as the significance of Gympie</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The building is an uncommon example of a School of Arts of masonry construction in the Queensland vernacular style.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The place demonstrates the principal characteristics of a building of its type, with provision for a reading room, library and games rooms. The inclusion of a verandah is also common to the design of Schools of Arts in Queensland. Most Schools of Arts in Queensland were of timber construction, with few substantial masonry buildings.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie School of Arts is of aesthetic significance due to its simplicity and symmetry of design, and for its contribution to the streetscape. Internal features including the balustrading and joinery details also contribute to the overall aesthetic significance of the building.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The place has strong associations with the community of Gympie due to its continued use as a library and educational facility. The building ceased to function as a library as recently as 1995.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The building has special association with prolific local architect Hugo Durietz as an example of one of his more substantial Gympie buildings.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Queensland Heritage Register entry. Gympie School of Arts.
<https://apps.des.qld.gov.au/heritage-register/detail/?id=601910>. Retrieved 8/01/2019

Kandanga Sawmill (former)



Kandanga Sawmill, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	307 Sterling Road, Kandanga Creek
LOT/PLAN	Lot 36 on SP105934
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Forestry and timber industry
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external), extant moveable heritage items associated with the sawmill.
YEAR CONSTRUCTED / PERIOD	1914
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending

to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The Kandanga Sawmill (former) is a place of local heritage significance as it demonstrates the development of the forestry industry in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Kandanga Sawmill (former) is historically important in demonstrating the development of the forestry industry in the Gympie region and the development of Kandanga.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>As a small complex of early sawmill buildings constructed from 1914, the Kandanga Sawmill (former) demonstrates the principle design characteristics and evolution of small milling operations in the region.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Set within a rural landscape and falling into decay, the Kandanga Sawmill (former) has aesthetic significance as a ruin evocative of past sawmilling practices.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Kandanga Sawmill (former), having been a source of employment from 1914 to 1961, has a strong association with the Kandanga community and the people who worked there.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Queensland Place Names, entry 492
<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:

<https://www.queenslandplaces.com.au/kandanga>

"The Valley of the Mary". (1914, March 28). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 6. Retrieved January 8, 2019, from <http://nla.gov.au/nla.news-article189449264>

KANDANGA (1914, November 14). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 6. Retrieved January 8, 2019, from <http://nla.gov.au/nla.news-article190876285>

Gympie Cordial Factory (former)



Gympie Cordial Factory (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	6 Nelson Road, Gympie
LOT/PLAN	Lot 1 on MPH5290
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external), extant moveable heritage items associated with the cordial factory
YEAR CONSTRUCTED / PERIOD	1925
THEMES	3.1 Developing secondary and tertiary industries: Feeding local people 3.2 Developing secondary and tertiary industries: Developing manufacturing capacities 3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. Gympie aerated cordials were being manufactured and sold from 1887 and William John McCormick is listed on the 1897 electoral register for the districts of Gympie and Wide Bay with his occupation noted as cordial manufacturer. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. Four aerated water manufacturers were operating in 1927: Bunworth & Co., H.A. Grant & Co., Shanks & Son, R. Stitt. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

STATEMENT OF SIGNIFICANCE

The Gympie Cordial Factory (former) is a place of local heritage significance as it demonstrates the early development of manufacturing in the Gympie region as evidenced by, but not limited to, criterion a) and b) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Gympie Cordial Factory (former) is important in demonstrating the growth of the manufacturing industry in Gympie.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage.

The Gympie Cordial Factory (former) is an uncommon example of a cordial manufacturing buildings in-situ on its original allotment in the Gympie region.

MAP

SOURCES

Advertising (1897, April 8). *Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)*, p. 2. Retrieved February 7, 2019, from <http://nla.gov.au/nla.news-article171533490>

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Pugh's Almanac 1927.

<https://www.textqueensland.com.au/item/journal/464a6743c068a521b627948a5d8b3c76>

LOCAL NEWS (1887, May 6). *Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947)*, p. 2. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article146784569>

Mothar Mountain Hall

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	Noosa Road, Mothar Mountain
LOT/PLAN	Lot 374 on MCH2266
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1957
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Mothar Mountain is a rural locality lying southeast of Monkland at the head of Deep Creek, and includes the forested mountain ridges of Woondum National Park, which is part of the Beenam Ranges. The area started to be intensively developed for farming and timber after 1905; it had been lightly settled for many years prior to that. It was the site of some limited mining activity. In 1907 a benefit dance for the establishment of Mothar Mountain Provisional School was held in a local barn, and the school was opened on the Noosa Road in 1908 and closed in 1970. This formed the hub of the community for social gatherings and polling until the Mothar Mountain Hall was built in 1957.

STATEMENT OF SIGNIFICANCE

The Mothar Mountain Hall is a place of local heritage significance as it demonstrates the evolution of the social and recreational needs of Mothar Mountain as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	The Mothar Mountain Hall, built 1957, is important in demonstrating the evolution of the social, cultural and recreational needs of the Mothar Mountain community.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.	The Mothar Mountain Hall, a timber weatherboard structure with a gable roof, demonstrates the general design characteristics of rural timber halls of the 19 th to mid-20 th century.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	Opened in 1957, the Mothar Mountain Hall has been a place of social gathering and celebration since this time and contributes to the identity of the Mothar Mountain community.

MAP

SOURCES

NORTH COAST LANDS. (1905, November 25). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 8. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article20800324>

Advertising (1907, April 30). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article188304202>

Mothar Mountain Mining (1908, May 19). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article188294252>

Advertising (1908, August 29). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 2. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article188709243>

Residence: 29 Perseverance Street, Gympie



Residence: 29 Perseverance Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	29 Perseverance Street, Gympie
LOT/PLAN	Lot 1 on MPH6686
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	Mid-1940s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

The residence at 29 Perseverance Street was built in the mid-1940s as a worker's or modest middle-class dwelling in fibrous cement, one of the most popular building materials of the period due to its low cost and versatility. Its double-fronted façade; small entry porch; low, hipped roofs; low front fence and expanses of plain flat cladding reflect a new suburban aesthetic towards simpler and cheaper houses devoid of the sweeping verandahs and complicated detailing of the pre-war era. However, it also carries over interwar influences of streamline Art Deco and early modernism with its curved and columned entry porch and horizontal cladding strips.

STATEMENT OF SIGNIFICANCE

The residence at 29 Perseverance Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in the mid-1940s, the residence at 29 Perseverance Street, Gympie provides evidence of the post-World War 2 style of residential development in Gympie.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 29 Perseverance Street, Gympie demonstrates the characteristics of an early post-World War 2 worker's or modest middle-class house. With its use of fibrous asbestos cement (fibro) cladding; double-fronted façade; small entry porch; low, hipped roofs; and low front fence the place includes most of the principal characteristics of mid-1940s residential construction. The building also demonstrates interwar architectural influences

	of streamline Art Deco and early modernism with its curved and columned entry porch and horizontal cladding cover strips.
MAP	
SOURCES	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p>

Residence: 60 Pine Street, Gympie



Residence: 60 Pine Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	60 Pine Street, Gympie
LOT/PLAN	Lot 58 on MCH4906
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	Late 1940s
THEMES	6.4 Building settlements, towns, cities and dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

The residence at 60 Pine Street, Gympie, was most likely constructed in the late 1940s or the first years of the 1950s. It appears in 1953 aerial imagery of Pine Street. a spacious middle-class dwelling in weatherboard. It has an unusual winged floorplan, with the east wing set at 45 degrees from the main house, a ceramic tiled gabled roof, brick chimney and large expanses of glazing. While drawing on the conservative, traditional materials of weatherboard and tile, the layout and extensive glazing demonstrates more post-war modernist architecture.

STATEMENT OF SIGNIFICANCE

The residence at 60 Pine Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in the late 1940s, the residence at 60 Pine Street, Gympie provides evidence of the post-World War 2 style of residential development in Gympie.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The residence at 60 Pine Street, Gympie demonstrates the characteristics of a middle-class dwelling combining the use of both traditional and modernist design ideas.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Qimagery, State of Queensland aerial image, Eumundi-Gympie Rail 1953 (QAP524, Frame 22), <https://qimagery.information.qld.gov.au/>

Residence: 88 Pine Street, Gympie



Residence: 88 Pine Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	88 Pine Street, Gympie
LOT/PLAN	Lot 9 on MPH24038
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	Late 1940s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning.

The house at 88 Pine Street, Gympie, was constructed in the late 1940s as a spacious middle-class dwelling clad in weatherboard. It has a complex tiled roof mixing hips with a front gable, brick chimney, and large expanses of glazing. While drawing on the conservative, traditional materials of weatherboard and tile, the layout and extensive glazing demonstrates more post-war modernist architecture.

STATEMENT OF SIGNIFICANCE

The residence at 88 Pine Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Built in the late 1940s, the residence at 88 Pine Street, Gympie provides evidence of the post-World War 2 style of residential development in Gympie.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The residence at 88 Pine Street, Gympie demonstrates the characteristics of a middle-class dwelling combining the use of both traditional and modernist design ideas.</p>

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Qimagery, State of Queensland aerial image, Eumundi-Gympie Rail 1953 (QAP524, Frame 22), <https://qimagery.information.qld.gov.au/>

Chatsworth State School Block A and former play shed



Chatsworth State School, 2019.

OTHER NAMES	Play shed is now known as the bus shelter
ADDRESS / LOCATION	15 Rammutt Road, Chatsworth
LOT/PLAN	Lot 240 on SP117240
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	1926 Building, original 1926 building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external), 1911 play shed and original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1911 (former play shed); 1926 (Block A)
THEMES	9.1 Educating local people: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Chatsworth is a rural village and farming district 10 km north-west of Gympie. Immediately west of Chatsworth is the Glastonbury locality. In 1868 a sawmill mill was opened at Chatsworth by Ferguson and Co. but this was only in operation a short time. There was a goldrush at Chatsworth in 1869, and Glastonbury was the site of a roadside inn on Glastonbury Creek in 1871. The two areas became part of the Glastonbury local-government division, which was formed in 1879. It adjoined the Gympie goldfield but was only 122 square miles in area, and was absorbed by Widgee division in 1894.

A goldfield was briefly worked at Glastonbury goldfield (1886-87), and a primary school (1879-1960), public hall, Catholic church and a racecourse established soon after. As Gympie became more established Chinese market gardening also began in the area.

The Chatsworth/Two Mile area had a hotel in 1880 and churches were erected in 1885. Chatsworth Hall was built in 1910. Population continued to grow in the 1920s-30s with banana-growing and dairying developing as primary industries.

The Chatsworth provisional school was opened in 1900 by local member at the time, and future Prime Minister, Andrew Fisher. A play shed was added to the grounds in 1911. By 1923, the population of the area had grown sufficiently to impact on enrolment numbers as the school and approval was granted to build a new, larger State School on the site. In 1926, the original school building was sold and moved to a site across the road to make way for construction of the new building. The play shed remained on the site and is now used as the school bus shelter. IT is the oldest structure on the site.

STATEMENT OF SIGNIFICANCE

Chatsworth State School Block A and play shed is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Chatsworth State School Block A, built in 1926, and the former play shed, built in 1911, is important in demonstrating the evolution and growth of education in Gympie and the development of the Chatsworth community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>Chatsworth State School Block A demonstrates the principal design characteristic of a small timber rural school building built by the Department of Public Works in the mid-1920s. The former play shed is a simple structure which demonstrates the development of practical solutions to meet the needs of the student population.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Schools have played a significant role in the development of Queensland communities. They retain strong and ongoing connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. Chatsworth State School was opened in 1900 and has had a long association with the Chatsworth and district community.</p>

MAP

SOURCES

Cooloola Library Service, 2001, *Cooloola Shire...a golden past*, Cooloola Shire Council.

Opening and closing dates of Queensland schools.
<http://education.qld.gov.au/library/edhistory/celebrations/dates/c.html>. Retrieved 8/01/2019.

Gympie Regional Council Local Heritage Register

Queensland Places, Chatsworth, Glastonbury and The Palms, at <https://www.queenslandplaces.com.au/chatsworth%2C-glastonbury-and-the-palms>. Retrieved 28/11/2018.

TENDERS FOR PUBLIC WORKS. (1911, July 31). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2. Retrieved January 8, 2019, from <http://nla.gov.au/nla.news-article176103482>

Chatsworth State School, History, retrieved 7 February 2019, <https://chatsworthss.eq.edu.au/Ourschool/History/Pages/History.aspx>

Odd Fellows Hall (former)



Odd Fellows Hall (former), 2019.

OTHER NAMES	Star of Gympie Lodge, Grand United Order of Oddfellows
ADDRESS / LOCATION	11 Red Hill Road, Gympie
LOT/PLAN	Lot 7 on SP168805
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1874
THEMES	4.4 Working: Unpaid labour 8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The Odd Fellows is a friendly society which, like the Freemasons, has its roots in medieval trade guilds. Its more modern organisation dates to the 1700s. Friendly societies were popular in Australian society in the 19th and early 20th centuries, evolving in response to the British ethos of self-help and mutual aid which became prevalent during the industrial revolution. Friendly societies were voluntary associations that provided financial benefits to their members, usually working men and their families, in case of sickness, injury or death, by drawing on funds to which each member contributed. They were crucial in addressing the lack of social welfare provided by governments during this period. The idea of fraternity and ritual formed an important element of the friendly societies as did the social activities that the individual branches provided for their members.

One of Odd Fellow orders, the Grand United Order of Odd Fellows, was first established in Queensland at Ipswich in 1849, and later in Gympie in 1873. In the same year another order was also active the Loyal True Friendship Lodge, as well as the other friendly societies: the Rechabites; the Hibernian Society; and, the Good Templars. In 1874 the Grand United Order of Odd Fellows opened the Star of Gympie Lodge at Red Hill, Gympie. It was designed in 1873-74 by local architect Hugo Durietz.

STATEMENT OF SIGNIFICANCE

The Odd Fellows Hall (former) is a place of local heritage significance as it demonstrates the evolution of the community's social and cultural needs in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Odd Fellows Hall (former) is important in demonstrating the development of volunteer friendly societies in Gympie in the late 19th Century. The Odd Fellows were a significant organisation in the region and provided valuable care, support and welfare services to its members and their families.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Odd Fellows Hall (former), a timber building with steep gable roof, central entry vestibule and side wings, demonstrates the principal design characteristics of Odd Fellows' halls built during the 19th and early 20th Century.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

NOTES OF THE MONTH. (1874, April 18). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 3. Retrieved January 8, 2019, from <http://nla.gov.au/nla.news-article168907789>

(1913, June 24). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 1. Retrieved January 8, 2019, from <http://nla.gov.au/nla.news-page20157773>

LOCAL AND GENERAL NEWS. (1874, September 23). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 3. Retrieved February 7, 2019, from <http://nla.gov.au/nla.news-article168907296>

(1913, June 24). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 1. Retrieved February 7, 2019, from <http://nla.gov.au/nla.news-page20157773>

Hibernian Hall (former)



Hibernian Hall (former), 2020.

OTHER NAMES	Foresters Hall
ADDRESS / LOCATION	37 Red Hill Road, Gympie
LOT/PLAN	Lot 2 on MPH23931
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1873
THEMES	4.4 Working: Unpaid labour 8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The Ancient Order of Foresters was one of a number of philanthropic charity organisations active on the Gympie goldfield. Friendly societies were popular in Australian society in the 19th and early 20th centuries, evolving in response to the British ethos of self-help and mutual aid which became prevalent during the industrial revolution. Friendly societies were voluntary associations that provided financial benefits to their members, usually working men and their families, in case of sickness, injury or death, by drawing on funds to which each member contributed. They were crucial in addressing the lack of social welfare provided by governments during this period. The idea of fraternity and ritual formed an important element of the friendly societies as did the social activities that the individual branches provided for their members.

The Ancient Order of Foresters began in England in 1834 and established its first branch in Australia in Victoria in 1849. Linking itself with the mythology of Robin Hood, the society was concerned with providing financial and social support to members and their families in times of hardship. The Ancient Order of Foresters' was one of the largest affiliated orders of friendly societies which was governed by a district body and made up of local branches or 'courts'.

The Foresters opened a Court, named the Court Foresters Home, in Gympie in 1881, and in 1882 were seeking a qualified medical practitioner to provide medical services for 60 of its members. The society met in the halls of other friendly societies such as the Odd Fellows, and in 1891 opened a second Court, named Nashville Court, based around One Mile. By 1895 there were three Courts active, the third being Court Southern Cross (Monkland). In 1928 a Juvenile Court was opened in the Rechabites Hall at Red Hill. Few Courts ever established their own halls in Queensland, the ones in Gympie continued to use the facilities of other societies throughout the early 20th century.

Although described as the Forester's Hall, the building at 37 Red Hill Road, Gympie, is likely to be one of the halls of another other friendly society the association regularly used. Apart from the Odd Fellows Hall at 11 Red Hill Road, there was also the Hibernian Hall and Rechabite Hall at Red Hill. The Hibernian Australian Catholic Benefit Society, an Irish Catholic fraternal organization, was established in Gympie in 1872, and had a hall at Red Hill by 1876. Although the society intended to have it removed to the site of the old Presbytery grounds at Carlton Hill in 1927, a Hibernian Hall was still in use at Red Hill 1937. The Independent Order of Rechabites, a temperance movement founded in England in 1835, had established its Hope of Gympie Tent No. 4 by 1875, and built a hall by 1885. According to Pugh's Almanac, by 1927 the Foresters had reduced to three Courts, the Foresters Home which met every alternate Wednesday at the Hibernian Hall,

the Southern Cross which met every alternate Wednesday at the Glanmire Hall, Monkland, and the female Court, Foresters Pride, which met monthly on a Monday at the City Chambers, Austin’s Buildings.

STATEMENT OF SIGNIFICANCE

The Hibernian Hall (former) is a place of local heritage significance as it demonstrates the evolution of the community’s social and recreational needs in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.	The Hibernian Hall (former) is important in demonstrating the development of volunteer friendly societies in Gympie in the late 19th Century. The hall was also used by the Ancient Order of Foresters for their meetings and subsequently became known as Foresters Hall. The Hibernians were a significant organisation in the region and provided valuable care, support and welfare services to its members and their families.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Hibernian Hall (former), a gable-ended timber hall with central entry vestibule, demonstrates the general design characteristics of friendly society timber halls built during the 19th and early 20th Century.

MAP

SOURCES	<p>Foresters Friendly Society, About Us. https://forestersfs.com.au/about-us/. Retrieved 8/01/2019.</p> <p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>Pugh’s Almanac 1927. https://www.textqueensland.com.au/item/journal/464a6743c068a521b627948a5d8b3c76</p> <p>QHR entry. Foresters’ Hall. https://apps.des.qld.gov.au/heritage-register/detail/?id=601662. Retrieved 8/01/2019.</p> <p>The Hibernian Society. (1876, March 15). <i>Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)</i>, p. 3. Retrieved January 8, 2019, from http://nla.gov.au/nla.news-article168608973</p> <p>Advertising (1875, October 16). <i>Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)</i>, p. 2. Retrieved January 8, 2019, from http://nla.gov.au/nla.news-article168907977</p> <p>LOCAL AND GENERAL NEWS (1881, July 2). <i>Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)</i>, p. 3. Retrieved January 8, 2019, from http://nla.gov.au/nla.news-article169154676</p> <p>Advertising (1882, June 3). <i>Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)</i>, p. 2. Retrieved January 8, 2019, from http://nla.gov.au/nla.news-article169154964</p>
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Memorial Park



Memorial Park, 2019.

OTHER NAMES	Gympie and Widgee District Fallen Soldiers' Memorial Park, Gympie Memorial Park
ADDRESS / LOCATION	River Road, Gympie
LOT/PLAN	Lot 600 on SP189442
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Parks/gardens/trees
PLACE COMPONENTS	Park, significant vegetation, bandstand (original fabric, fittings and fixtures and location in Park), memorials/monuments in park
YEAR CONSTRUCTED / PERIOD	1919-1921
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602729
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie's Memorial Park was established in 1919-1921 as the Gympie and Widgee District Fallen Soldiers' Memorial Park, with a landscape design prepared by Brisbane's Parks Superintendent Henry (Harry) Moore and a focal timber bandstand designed by Brisbane City Council's architect Alfred Herbert Foster. The park was opened on 20 April 1921 but the first official function in the park was an address to His Royal Highness Edward, Prince of Wales, during the Prince's visit to Gympie on 3 August 1920. Funded largely by community subscription and built on land donated by the Henderson family, owners of Ferguson & Co.'s Union Sawmills, the memorial park was intended as a lasting tribute to the citizens of the city and its district who had died for their country during the Great War of 1914-1918 and the Boer

War of 1899-1902. The bandstand erected in the park in 1919-1920 is also a memorial to a former and much-respected local bandmaster, Mr Frederick Thomas Percival.

The park is located in Nash's Gully in central Gympie, on the northern side of the Mary River. A little further up the gully, near the later Gympie Town Hall, James Nash had found alluvial gold in 1867, sparking Queensland's first major gold rush in October that year. The Nashville Goldfield was proclaimed and a township was established on the field to support the miners. By mid-1868 the name of the field had been changed to Gympie, reputedly an Aboriginal word for the stinging trees found in the district. The alluvial gold was worked out within 12 months, but reefs on Caledonian Hill, the Hilton, One Mile, Monkland and Two Mile were being worked from early 1868 and by the mid-1870s the township of Gympie had become the centre of one of the richest goldfields in Queensland. About 50 mining companies were still operating at Gympie in 1909, but by the 1920s output was waning. The town of Gympie acquired city status in 1905 and at the outbreak of war in 1914 was the centre of a well-populated timber-getting, sawmilling, dairying and agricultural district.

Although fought in Europe, North Africa and the Middle East, the Great War had a profound impact on Australia. In 1914 the nation retained strong ties to the 'motherland' and had no hesitation in entering the war in support of Britain. Over 300,000 Australians from a population of four million volunteered for service overseas, and approximately 60,000 of these died. Almost every community in every Australian state lost young men in this war. No previous or subsequent war has had such an impact on the nation in terms of loss of life.

Even before the end of hostilities, memorials were being erected by Australian communities to honour local people who had served and died during this international conflict. These memorials were a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as grave sites. With British policy decreeing that the Empire war dead were to be buried where they fell, war memorials became substitute graves for the Australians whose bodies lay in battlefield cemeteries overseas. Great War memorials took a variety of forms in Australia, including honour boards, stone monuments, tree-line memorial avenues, memorial parks, and utilitarian structures such as gates, halls and clocks. In Queensland the soldier statue was a popular choice of monument, while the obelisk predominated in southern states.

On 9 January 1919 a group of prominent citizens met to establish the Gympie and Widgee District Fallen Soldiers' Memorial Fund and to discuss how best to honour the community's war dead. Several alternatives were proposed, including a garden, a park, a scholarship and a stone 'digger' monument. On behalf of his family - and as a tribute to his father William Henderson, who was one of the founders of Ferguson & Co.'s Union Sawmills in Gympie in 1868 - Mr Arthur Henderson offered as a site for a memorial park, a triangular parcel of land bounded by River Road and Reef and Young streets in Nash's Gully, in the heart of Gympie. This was Machine Area 12, occupied by the Union Sawmills until they moved to Nashville on the outskirts of Gympie in 1917.

There were two main difficulties with the site offered by Mr Henderson: there was no direct access from Mary Street (Gympie's principal commercial thoroughfare); and it lay below the flood mark. Gympie had a long history of severe inundation from the Mary River, with flood levels having reached 25.45m in 1893 and 22m in 1898. The meeting suggested that Brisbane City Council's Parks Superintendent, Mr Harry Moore be asked to advise. A horticulturalist and landscape gardener, Moore had been appointed as Brisbane's first Parks Superintendent in September 1912, a position he held until the early 1940s, and in 1914 had created the much-admired New Farm Park in Brisbane. In annual Mayor reports, Moore was thanked for his work in beautifying the parks and gardens of Brisbane, and his services were lent to Stephens Shire in 1916 to prepare a design for the Yeronga Memorial Park (constructed 1917-1921).

By early February 1919 Moore had visited Gympie and reported on a number of proposed sites for a park or garden. He favoured the former sawmill site if access from Mary Street could be arranged, and if he could be assured that no serious damage from flooding would result.

Public debate over the nature of the memorial to be established, and whether to accept the Henderson family's offer, continued in the local press and at public meetings for well over two months. The Gympie Sub-Branch of the Returned Soldiers and Sailors Imperial League of Australia (RSSILA) supported the sawmill site, if access from Mary Street could be obtained. After the Henderson family made available an additional strip of land between Mary and Reef streets, with a 31ft (9.45m) frontage to Mary Street, their offer was accepted at a public meeting held on 26 March 1919. A park in the

centre of the city would be a permanent memorial to the district's fallen soldiers; of benefit to the community; and an attraction to visitors.

By mid-July 1919 work on clearing and levelling the site had commenced. Over the next months, buildings and fences associated with the former sawmill were dismantled and money received from the sale of the timber in these structures was put toward forming and improving the park. Over the following year open concrete drains at either end of the site (along Young Street and near the intersection of Reef Street and River Road) were domed, and a perimeter fence of iron-bark timber and fabric wire was constructed. The Memorial Committee employed local returned servicemen for the ground works whenever possible.

Harry Moore's services were also made available to prepare a design for the park, which he had completed by mid-July 1919. Moore had a distinctive style of layout and planting choices. He rarely used straight paths and formal, classical designs, preferring the fluidity of gently curving gravelled pedestrian walkways radiating from a few entrance points. He favoured the use of raised dry-stone walled rockery beds with dramatic displays of flowering annuals, perennials and shrubs (roses were a particular favourite of his) in bold, massed-planting arrangements. Moore would use rockeries to line walkways, or as distinctive circular or elliptical features in open grassed lawns. For shade trees, he favoured a bold mix of palms, pines and dramatic flowering species such as poinsettias (*Euphorbia pulcherrima*) and jacarandas (*Jacaranda mimosifolia*).

In laying out the Fallen Soldiers' Memorial Park at Gympie, Moore provided a pedestrian link from Mary Street through to the southern corner of the park and River Road: "Mr Moore's idea is to continue the entrance roadway from Mary street right through to River road on the one grade, the entrance from Mary Street to the Park to be flanked by ornamental rockeries ..." (Gympie Times and Mary River Mining Gazette 15 July 1919:3). The gravelled access lane off Mary Street formed the official entrance drive to the park, with memorial gates at the Mary Street end. Vehicles could pass through the Mary Street entrance gates along the lane to Reef Street on official occasions, but at other times access to the laneway was restricted to pedestrian traffic. At the park, Moore laid out a scheme of gently curving gravel walkways leading from perimeter gates toward a central bandstand. There were at least three perimeter gates: in Reef Street opposite the laneway leading from Mary Street; at the corner of Reef Street and River Road; and at the corner of Young Street and River Road. There may have been a fourth gate toward the eastern end of Reef Street. Access through the park to River Road was restricted to pedestrian traffic.

A 1922 photograph shows that early park plantings included an avenue of Cabbage Palms (*Livistona australis*) along the main walkway leading from the Reef Street entrance opposite the laneway off Mary Street, to the bandstand. The walkway leading from the bandstand to the corner of Young Street and River Road appears to be lined with an avenue of possibly Cabbage Palms alternating with pines (*Conifer* spp.); and the walkway from the gate at the intersection of Reef Street and River Road, which followed the River Road boundary before turning east toward the bandstand, was lined with what appear to be pine trees. Four raised, circular or elliptical garden beds were set out within open grassed areas of the park - three along the River Road side and one north of the walkway leading from Reef Street to the bandstand. Unlike the laneway rockeries, they do not appear to have been edged with stone. A few perimeter shade trees had been planted, but much of the area east of the bandstand remained an open grassy space, where seats were set out when band concerts were being performed.

In August 1919 Gympie City Council rescinded a 1917 resolution to endow the construction of a bandstand in the city's Queen's Park as a memorial to local band master FT Percival, (who died in 1907), and resolved instead to provide a similar endowment for the construction of a bandstand in the Fallen Soldiers' Memorial Park. The stand was built to the same design as that prepared by AH Foster for New Farm Park, but modified to accommodate a second set of steps. Foster, an architect who joined the Brisbane City Council in 1913 as assistant to the City Engineer, was appointed City Architect in 1925 and held this position until his untimely death in 1932. His park works included bandstands at Bowen Park (1914), New Farm Park (1915), Wickham Park (1917) and Newstead Park and kiosks at Moora Park (Sandgate) and at New Farm Park (1915). The park structures he designed provided a focus and elegance that complemented Harry Moore's fluid landscape designs. Together, Moore and Foster created Brisbane's most beautiful and popular parks and gardens of the early 20th century.

Foster's design was for a timber-framed bandstand resting on brick piers set on a concrete base. The structure had a pyramid roof clad with fibrous-cement tiles (a very new product in Australia at that time) and was simply but effectively decorative with gablets to each side of the roof (these had shaped timber in-fills); a finial at the roof peak and at the end

of each gable; timber balustrades and valances with fretwork panels around the pavilion sides; and honeycomb brick infill between the piers. The contract was let in September 1919 to Mr TJ Dale of Gympie, who tendered with a price of £550/13/-. Work was completed in time for the Prince of Wales' visit on 3 August 1920, when a civic address was presented to him from the bandstand. Foster also designed a lighting scheme for the park, using 1000 cp (candle power) lights at the Mary Street entrance gates and in the park, and eight lights of 130 cp each in the bandstand. At a later date, an additional set of concrete stairs was added to the east side of the bandstand, and still later (late 1960s or 1970s), the roof was re-clad with terracotta tiles.

In 1919 the Queensland Institute of Architects, on behalf of the Gympie and Widgee District Fallen Soldiers' Memorial Fund, held a design competition for memorial gates in Mary Street. George Rae, a young draftsman in the Brisbane office of Lange Powell, won the competition. The gates cost close to £1000 and were completed about August 1920. Plaques on the gateposts recorded the names of 167 local men who died during service in the Great War (1914-1918) and of the two who fell in the Boer War (1899-1902). [The memorial gates and laneway are the subject of a separate entry in the Queensland heritage register (600535) and are not included within the Memorial Park heritage boundary.]

The Gympie and Widgee District Fallen Soldier's Memorial Park was handed over to the Gympie City Council on 9 February 1921 and was opened officially on 20 April 1921 by senator Major-General Sir Thomas William Glasgow, KCB, CMG, DSO, formerly of Gympie, who had led the Australian re-capture of the French town of Villiers-Bretonneux from German troops on the night of 24 April 1918 and turned the war in favour of the allies. The opening coincided with a 'carnival and continental café' in the park conducted by the RSSILA to raise funds for improving their hall in nearby Reef Street, and attracted a crowd of over 2,000. The memorial park, bandstand and gates had cost just over £5,500 and was opened free of debt.

The status of the park was formalised when on 2 December 1921 an area of 3 acres 2 roods 20 perches [1.47ha], comprising former Machine Area 12 and adjacent parts of Reef Street and River Road, was proclaimed as a Reserve for Soldiers' Memorial Park, and the Council of the City of Gympie proclaimed as Trustee on 24 December 1921. In the 1920s the Gympie City Council spent a further £660 on the erection of a fernery and public lavatories in the park. Neither of these facilities survives.

During World War II (1939-1945) the Gympie City Council constructed underground air-raid shelters in the memorial park, adjacent to the band rotunda. These shelters had timber walling, like mine shafts, and a timber roof over which about half a metre of soil was laid, and each could accommodate 20 to 30 people. After the war, the shelters were dismantled.

In the 1950s the Council constructed a brick nursery and fernery along the Young Street side of the park. This may have incorporated an earlier brick structure on the site.

Reef Street became the principal vehicular access to the park. In 1938 an attempt was made to retrieve sections of the former Reef Street road reserve that had been incorporated into the memorial park in 1921, for car parking purposes. The local sub-branch of the RSSILA took an active interest in protecting the site as a memorial and initially viewed any reduction in the area of the park to be a 'violation', but in late 1944 agreed to Council's plan to remove the fence along Reef Street to provide additional car parking, ease traffic congestion along the street, and create 'an open and more attractive boundary to the park on this side' (Gympie Times 5 December 1944). Eventually all the perimeter fencing to the park was removed, although that along Young Street was still in existence c1959. From 2004 a number of small excisions along the boundaries of the park were made for road widening purposes, the area of the park in August 2009 being 1.394ha.

Other memorials have been placed in the park since its establishment as a World War I memorial. Circa 1939 the sandstone and marble memorial fountain honouring the discoverer of gold at Gympie, James Nash, was relocated from near the Town Hall to the memorial park, close to the intersection of Reef Street and River Road. At this time the drinking fountain function was lost, and the upper section with sandstone urn and finials was removed. On Armistice Day 1988, a memorial stone in the park was dedicated to the citizens of Gympie and Widgee Shire who had served in military campaigns in Korea (August 1950-July 1953); Malaya/Malaysia (June 1948-July 1960), Borneo (February 1964-August 1966) and Vietnam (July 1962-January 1973).

The Soldiers' Memorial Park (now generally referred to simply as the Memorial Park) remains a focus for annual Anzac Day (25 April) and Remembrance Day (11 November) events.

Source: Extract from the QHR entry for Memorial Park, Place ID: 602729.

STATEMENT OF SIGNIFICANCE

The Memorial Park is a place of local and State heritage significance as it demonstrates the local government response to World War I and the Boer War in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Memorial Park was established in 1919-1921 as a lasting tribute to citizens of Gympie and its district who had died for their country during the Great War of 1914-1918 and to the two who had fallen during the Boer War of 1899-1902. As part of a spontaneous outpouring of national grief at the loss of 60,000 Australians during the Great War of 1914-1918, the Memorial Park contributed to the nation-building of Australia in the early twentieth century and remains important in demonstrating a significant aspect of Queensland's history.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The Memorial Park at Gympie remains among the most intact of the early twentieth century collaborative efforts of landscape designer Henry (Harry) Moore and architect AH Foster, in creating popular and much-admired public parks and gardens. As employees of the Brisbane City Council and associated principally with Brisbane, the fact that Moore and Foster were invited to design the park layout and bandstand at Gympie is testament to the popularity and wider influence of their work at this period.

The best Brisbane examples of the work of Moore and Foster survive at New Farm Park (1914) (QHR 602402) and in elements of the 1914 re-design of Bowen Park (QHR 601523). Neither remains as true to Moore's design concept as the Memorial Park at Gympie, which retains early design elements including: the connection between the laneway off Mary Street and the Memorial Park; the arrangement of the main walkways radiating from a central focal point occupied by a decorative timber bandstand; the circular and elliptical raised garden beds; and early tree plantings. The substantially intact, timber bandstand designed by AH Foster is an excellent example both of a park bandstand of this era in Queensland, and of Foster's design abilities.

E. The place is important because of its aesthetic significance to the local area.

The park possesses beautiful and picturesque attributes, due to: the careful composition and intactness of early elements (such as the bandstand, walkways, garden beds and trees) associated with the original park layout; sightlines and views through the park (with the bandstand as the central focus); the avenues of mature trees containing a variety of species; and the sense of enclosure and calm created by perimeter plantings that screen the park from commercial development surrounding it.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

The place has a strong and special association for Gympie and district as the focus for public commemorative events at annual Anzac and Remembrance days.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Refer to QHR entry: <https://apps.des.qld.gov.au/heritage-register/detail/?id=602729> and Gympie Heritage Trail <http://gympieheritagetrails.com.au/g1.1/>

Commercial: 11 Reef Street, Gympie



Commercial: 11 Reef Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	11 Reef Street, Gympie
LOT/PLAN	2RP882455
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1880s
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The building at 11 Reef Street was built as a small shop in the 1880s.

STATEMENT OF SIGNIFICANCE

The commercial building at 11 Reef Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 11 Reef Street, Gympie is important in demonstrating the early evolution of the Gympie economy. As the township grew the need for retailers and services increased and commercial buildings were established to meet this demand.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Land and Engineering Surveyors



Land and Engineering Surveyors, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	24 Reef Street, Gympie
LOT/PLAN	2RP2558
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1880-1890s
THEME	2.1 Exploiting, utilising and transforming the land: Exploring, surveying and mapping the land 4.3 Working: Working in Offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

STATEMENT OF SIGNIFICANCE

The Land and Engineering Surveyors building is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Land and Engineering Surveyors building, erected in the 1880s-90s, demonstrates the early pattern of commercial development in Gympie, particularly the establishment of offices outside the main Mary Street commercial area.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Land and Engineering Surveyors buildings demonstrates the principal characteristics of late 19th Century commercial offices of brick construction with gabled roof and clerestory. The front gable is hidden behind an elaborate façade with decorative pediment.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Albert Park



Albert Park, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	River Road, Gympie
LOT/PLAN	Lot 131 on MCH3243
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Parks/gardens/trees
PLACE COMPONENTS	Main oval, grandstand and associated infrastructure, lower fields, bowling greens. Additional elements on site to be assessed (ticket booth, cricket pitch, caretakers compound, storage shed, amenities)
YEAR CONSTRUCTED / PERIOD	1936-7 grandstand
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities 8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

A recreation ground with fence and pavilion at One Mile was in use for cricket and other sporting activities by 1876. As Gympie grew, a more centrally located ground was needed and planning and funding for Albert Park sports ground, on the bank of the Mary River, was begun by the Gympie Recreation Association in 1928. In 1929 tenders were called for the levelling works. It was already a gazetted reserve by that name, and in 1898 may have been used as a rubbish depot. With the Great Depression underway, work at the park began under the city's relief work scheme. In 1930 further fundraising to equip the park occurred in the form of a swimming carnival held in the Mary River adjacent to the park, but in 1931 work was suspended due to a change in the relief work scheme. However, development of the park limped on under the scheme with a cricket ground formed by the end of the year, and a pool (possibly just an enclosure in the Mary River) was being used. The grounds were also used for hockey and rugby matches. The planting of 61 trees in 1932 marked a step towards completing a modern sports ground close to the city. In 1936 Gympie City Council applied for a State Government loan to erect a grandstand to seat 500, and in 1937 the stand was opened. In 1938 the announcement was made that a seven link bowling green was to be built in the southeast corner.

STATEMENT OF SIGNIFICANCE

Albert Park is a place of local heritage significance as it demonstrates the development of the community's sport and recreation needs in the Gympie region as evidenced by, but not limited to, criterion a), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Albert Park is important in demonstrating the development of sport and recreation facilities in Gympie.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Albert Park has aesthetic value as green space set against the Mary River. The grandstand is a landmark structure that can be seen from the nearby Bruce Highway.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>As a focus of sporting and recreational activities since the 1930s, Albert Park has strong social significance for the people of Gympie.</p>

MAP

SOURCES

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Veteran School of Arts Hall



Veteran School of Arts Hall, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	594 Sandy Creek Road, Veteran
LOT/PLAN	Lot 599 on MCH4073
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external)
YEAR CONSTRUCTED / PERIOD	1929-30
THEMES	8.3 Creating social and cultural institutions: Organisations and societies 9.3 Educating local people: Educating adults
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

During the 19th and early 20th century, prior to the widespread availability of secondary and tertiary education, most people only completed a primary school education as higher learning beyond the basics was seen as unnecessary for a country focussed then on the development of rural industry. However, some level of adult education among the working classes was encouraged as a means social and moral improvement, and this was generally catered for by the community-funded establishment of Schools of Arts. These were hall-like buildings that had a library and reading room as well as space for events and activities. They generally became a focus point for their local communities.

As early as 1914, at the Veteran and Scrubby Creek Farmers Progress Association, the idea of a hall for the area was discussed while awaiting an offer of land from the Widgee Shire Council. The Methodist Church (built in 1899) was well

established in the district by this time and the Enterprise School had opened in 1913. By 1919, the Salvation Army had built a hall and in 1924 the Church of Christ also had a hall.

On 16 July 1929, a public meeting was held at Enterprise School and again the idea of building a public hall for the New Veteran District was discussed (*Gympie Times* 1929). Mr G. E. Los donated the land for the Veteran School of Arts Hall and it was constructed by Mr W. Thompkins. The Hall was 40 foot long x 30 foot wide with a fixed stage (7 foot x 7 foot) in the left-hand corner and a movable stage (8 foot x 7 foot). The total cost was £300 made possible with a loan from Bank of New South Wales.

The Veteran School of Arts Hall was officially opened by Mr V. M. Tozer, M.L.A., on 5 April 1930 with what was described as an uncomfortably large crowd (*The Brisbane Courier* 1930). The reserve for the Hall was gazetted 9 October 1930.

The Veteran School of Arts Hall became a place for the district's social and recreational needs and continues to be a place for events and activities.

STATEMENT OF SIGNIFICANCE

The Veteran School of Arts Hall is a place of local heritage significance as it demonstrates the development of the community's social, recreational and educational needs in Veteran as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Veteran School of Arts Hall, built 1929 and opened the following year, is important in demonstrating the evolution of the social, cultural and recreational needs of the Veteran community.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Veteran School of Arts Hall demonstrates the principal characteristics of small, rural timber halls built in the 19th and 20th Century. The building is low-set on stumps with a gable iron roof.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

As a place for recreation and social gathering since 1930, the Veteran School of Arts Hall has social significance for the local community.

MAP

SOURCES

1930 'COORAN.', *The Brisbane Courier* (Qld. : 1864 - 1933), 10 April, p. 19. , viewed 27 May 2021, <http://nla.gov.au/nla.news-article21515099>

Gympie Regional Council Local Heritage Register.

Gympie Times, 13 July 1929 (information supplied by the Veteran Hall committee).

Railway Hotel



Railway Hotel, 2019.

OTHER NAMES	Railway Station Hotel
ADDRESS / LOCATION	1 Station Road, Gympie
LOT/PLAN	Lot 2 on RP898931
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport – rail
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures, fittings and detailing (internal and external), original internal layout on both floors, any extant moveable heritage associated with the hotel
YEAR CONSTRUCTED / PERIOD	1916
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602540
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected.

The 1880s were an important period of expansion for railways in Queensland, with new lines opening throughout the state. The economic importance of Gympie's mining industry was the key factor in the approval of the construction of a rail line between the seaport of Maryborough and Gympie. The line was officially opened in August 1881, and soon became the dominant transport artery for the movement of goods and people in and out of Gympie. Gympie Railway Station, located between Tozer Hill and Caledonian Hill, was erected adjacent to land owned by Walter A Compigne, Gympie's first Clerk of Petty Sessions in 1868 and registrar of the Gympie District Court by 1874. In 1882 Compigne took advantage of this proximity to the station by constructing the Railway Hotel on his land.

As Queensland's railway system expanded, hotels joined other businesses in clustering around the rail stations. Use of the name "Railway Hotel" was common by the 1860s, a popular means of advertising proximity to the railway station. By the early twentieth century there were close to 70 "Railway Hotels" in Queensland. Compigne did not conduct the Railway Hotel himself, preferring to lease it to licensees. Following his death in 1884 the property passed to his wife Mary Ann, who continued leasing out the Railway Hotel.

In 1888 construction of the North Coast railway commenced simultaneously from Brisbane and Gympie. The southward extension resulted in further land resumptions, with the allotment on which the Railway Hotel stood being reduced in size. In May 1888, tenders were called for the removal of the Railway Hotel, possibly to reposition the hotel following the resumption. The Gympie-Brisbane rail line was opened in 1891, linking a coastal route from Brisbane to Bundaberg. The extended scope of services from Gympie Station generated more activity around the railway precinct. In 1892 title to the Railway Hotel and adjoining land was transferred to Charles Caston, a second generation Gympie mining secretary. The Caston family maintained an interest in the hotel for over 60 years. Caston continued to lease out the Railway Hotel.

On the night of 1 February 1915, the Railway Hotel was almost totally destroyed by fire, except for some detached rooms at the rear. In May tenders were advertised for the construction of a new Railway Hotel, designed by Brisbane architect Alexander Brown Wilson. After working in the private practice of Colonial Architect, FDG Stanley, and studying in England, Wilson began his own architectural practice in Brisbane in 1884, maintaining a long and distinguished career until his retirement in 1928. He was responsible for buildings such as the Plough Inn at Southbank [QHR 600294], Kinauld on Dornoch Terrace [QHR 600225] and Leckhampton at Kangaroo Point [QHR 600246].

Gympie builder J.J. Georges was awarded the contract for the construction of the new hotel in June 1915 and this was completed by February 1916 at a cost of £1980. The new hotel was a large two-storey timber building with first floor verandahs and a double gabled roof with a detached kitchen to the rear. Wilson's design responded to the requirements of a subtropical timber hotel, providing well ventilated rooms with high ceilings and guests quarters that opened onto front and rear verandahs. The interiors of the building were enhanced by the inclusion of pressed metal ceilings. The exterior of the hotel shared similarities with popular domestic architecture in its decorative treatment of the verandah and gables. Two earlier detached rooms were repositioned at the rear of the premises. Between 1916 and 1920 Charles Caston held the license to the hotel. The building's elevated position on a rise overlooking the station made it a prominent landmark in the city.

In November 1928 newly formed Brisbane brewer Castlemaine Perkins Limited acquired an interest in the lease of the Railway Hotel from William English. The purchase of the leasehold by Castlemaine Perkins exemplified their practice of acquiring hotel freeholds and leases throughout Queensland. This process of vertical integration continued into the 1930s, ensuring the company's domination of the Queensland market.

A licensing inspection report from 1936 indicates the Railway Hotel's internal arrangement of space followed a layout typical of early twentieth century Queensland hotels. The first floor contained 12 guest bedrooms, a sitting room, one bathroom, two water closets and front and rear verandahs. On the ground floor were eight guest rooms, one sitting room, dining room, large kitchen, laundry, parlour, bar, and cellar. Four detached rooms at the rear of the premises

were used by the publican and servants and a garage with space for two cars was available for guests. The Railway Hotel was a prosperous and well maintained place at this period. Used extensively by the travelling public and commercial travellers the hotel averaged fifty guests a week, mostly persons of "good character".

Castlemaine Perkins maintained an interest in the hotel until 1945, through leases and sub-leases to and from publicans. In 1953 the Caston family ended their association with the Railway Hotel and since that time a number of owners and publications have been involved in its management. The public bar was enlarged in 1966, by incorporating the parlour bar at the far end from the street entrance. The dining room has been extended into the front sitting room and kitchen capacity has been expanded by widening the original walkway. The garage and detached rooms have been removed and in recent years a beer garden has been added at the rear of the building.

With the electrification of the Main North Coast line in 1989, a new railway station for Gympie was built east of the town. Since 1998, the original Gympie railway station has become an important tourist attraction for the city with the Mary Valley Heritage Railway operating steam train excursions through the Mary Valley. The Railway Hotel continues its role of providing drink, food and lodgings for visitors and locals. A regular local clientele drink at the public bar and a number of long-term residents occupy rooms on the first floor. Memorabilia throughout the building celebrates the hotel's long association with the railway.

Source: Extract from the QHR entry for the Railway Hotel, Place ID: 602540.

STATEMENT OF SIGNIFICANCE

The Railway Hotel, Gympie is a place of local and State heritage significance as it demonstrates the early development of hotel services in the Gympie region, and more broadly in Queensland, as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Railway Hotel at Gympie, constructed in 1915, demonstrates the pattern of commercial development in railway precincts. The building was designed by Architect Alexander Brown Wilson and constructed by builder J. J. Georges. The Hotel is situated in close proximity to the Railway Station and the timber footbridge that crosses the railway line. The Hotel illustrates a period of significant growth in Gympie and an expansion of the railway precinct to meet the demands of local economic development. The Hotel is in a prominent and easily accessible position and has provided refreshments and accommodation to travellers for over a century.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Railway Hotel at Gympie demonstrates the principal characteristics of early 20th century timber hotels with public spaces on the ground floor and accommodation on the second floor with rooms opening off a central corridor. Internally, the building retains high pressed metal ceilings, ceiling roses and cornices, original door and window hardware and decorative timber staircase. Externally, verandahs respond to the sub-tropical environment and decorative elements and gables demonstrate the influence of domestic architecture on commercial premises at the time. The building retains a high degree of both integrity and intactness.

E. The place is important because of its aesthetic significance to the local area.

The Railway Hotel is a prominent and well-known local landmark in Gympie. The Hotel is on an elevated site overlooking the railway precinct and makes a strong aesthetic contribution to the townscape in the area.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

As a focus of drinking and social gathering since 1916, the Railway Hotel has social significance to the local community.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Queensland Heritage Register entry. Railway Hotel.

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602540>. Retrieved 9/01/2019.

Residence: 4 – 6 Stephens Street, Kandanga



Residence: 4-6 Stephens Street, Kandanga, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	4 – 6 Stephens Street, Kandanga
LOT/PLAN	23RP23273, 24RP23273
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Pastoralism
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures and fittings (internal and external), extant outbuildings.
YEAR CONSTRUCTED / PERIOD	c. 1890
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the

terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The house and out-buildings at 4 – 6 Stephens Street, Kandanga, were built around 1890 prior to the opening to the railway line and formal establishment of the town. They represent one of the earlier pastoral enterprises. The house is built as a four-room core with pyramidal roof and encircling verandah. The verandah features decorative posts with stop-chamfers, wooden capitals and brackets, and a pedimented porch.

STATEMENT OF SIGNIFICANCE

The residence and outbuildings at 4 – 6 Stephens Street, Kandanga is a place of local heritage significance as it demonstrates pastoral activities in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The residence and outbuildings at 4 – 6 Stephens Street, Kandanga, built c. 1890, are important in demonstrating the early Kandanga demonstrating the evolution of domestic house styles in Kandanga and the growing prosperity of the local community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The residence and outbuildings at 4 – 6 Stephens Street, Kandanga displays the defining features of early timber homes constructed during the 1870s and 1880s including a pyramid-ridge roof, separate verandah roof and verandah post decoration.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The residence and outbuildings at 4-6 Stephens Street, Kandanga have aesthetic significance as a complex of early wooden buildings within a rural landscape. The house has fine, decorative timber details.</p>

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Queensland Place Names, entry 492
<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

QHR entry, Mary Valley Railway Cream Sheds.
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:
<https://www.queenslandplaces.com.au/kandanga>

Sacred Heart Catholic Church



Sacred Heart Catholic Church, 2019.

OTHER NAMES	Kandanga Roman Catholic Church
ADDRESS / LOCATION	41-45 Stephens Street, Kandanga
LOT/PLAN	9RP23262
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external), outbuildings on site, extant moveable heritage, mature vegetation
YEAR CONSTRUCTED / PERIOD	1918
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

Planning for the Sacred Heart Catholic Church began in 1916, with the three allotments purchased through a fund-raising event in 1917. The foundation stone was laid in that year and the church opened in 1918.

STATEMENT OF SIGNIFICANCE

Sacred Heart Catholic Church is a place of local heritage significance as it demonstrates XYZ in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Sacred Heart Catholic Church, erected in 1918, is significant as the first Catholic Church built in Kandanga. It demonstrates the growth of the Kandanga community, in particular the local catholic community, and the need for a place of worship for this congregation within the township. Sacred Heart Catholic Church was planned, funded and erected by the community and supported by the Archdiocese of Brisbane.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Sacred Heart Catholic Church demonstrates the principal characteristics of a modest, early 20th century timber gothic-style church with gothic headed cedar entry doors, gothic green art glass design windows and silky oak alter with white cedar panels. The building can seat 200 and includes a sanctuary and sacristy, separated by a partition, at the eastern end of the building. Erected on an elevated site, the church commands views over the township.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Sacred Heart Catholic Church, as a timber church with simple detailing and set in a rural landscape, has aesthetic significance.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Sacred Heart Catholic Church was planned, funded and erected by the community and supported by the Archdiocese of Brisbane. It has been a place of public worship since 1918 and is an important part of the spiritual life of the Kandanga Catholic community.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Gympie Regional Council Local Heritage Register</p>

Queensland Place Names, entry 492

<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:

<https://www.queenslandplaces.com.au/kandanga>

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Kandanga Creek Community Hall



Kandanga Creek Community Hall, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	251 Sterling Road, Kandanga Creek
LOT/PLAN	1 RP42917
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external).
YEAR CONSTRUCTED / PERIOD	Pre-1912
THEMES	8.5 Creating social and cultural institutions: Sport and recreation
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the

terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The Kandanga Creek Community Hall is a place of local heritage significance as it demonstrates the evolution of the social and recreational needs of Kandanga as evidenced by, but not limited to, criterion a) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Kandanga Creek Community Hall, built 1923, is important in demonstrating the evolution of the social, cultural and recreational needs of the Kandanga Creek community.

MAP

SOURCES

Gympie Regional Council Local Heritage Register.

Queensland Place Names, entry 492

<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:

<https://www.queenslandplaces.com.au/kandanga>

Kandanga Creek State School



Kandanga Creek State School, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	249 Sterling Creek Road, Kandanga Creek
LOT/PLAN	42N25619
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external), mature vegetation
YEAR CONSTRUCTED / PERIOD	1915
THEMES	9.1 Educating Queenslanders: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

In 1868 a small gold rush occurred at Upper Kandanga Creek, not long after gold was discovered at Imbil. From 1869 the area was thrown open for selection, and farms running cattle and growing crops were established. The Kandanga Farmers Association formed by 1897 to progress the needs of local producers. The area was generally known as Kandanga Creek and in 1900 the Kandanga Creek State School opened.

As occupation of the lands intensified, opportunities arose for the establishment of Bunya Creek as the first town. Bunya Creek School commenced 1881 but it was not until 1899 that a permanent structure was built. In 1905-6 several churches, including a Union Church were erected and by 1911 a number of shops had been constructed, including a blacksmith and Kandanga Farmers Association. However, in 1914 the Mary Valley railway bypassed the town and the newly important towns associated with the rail line replaced hamlets such as Bunya Creek.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

Town blocks were sold in Kandanga 1912, and in the year when the railway was opened the Kandanga Hotel was built to house railway workers and a progress association was formed. A store was also established. Timber was cut at the Upper Kandanga sawmill and sent to Gympie by rail, along with cream, bananas, cattle and pigs. Farming later diversified into citrus and peanuts, and a fruit growers' association was formed in 1923.

A Catholic church was opened in 1918 and a war memorial hall was built in 1924-25. The old hall was converted to a store, adding to Kandanga's butcher, baker, bank and tea room. After several years of travelling cinema shows in the hall, the Kandanga Talkies picture palace (400 seats) was opened in 1942.

In the 1930s pineapples were increasingly grown, and in 1956 the first Kandanga Pineapple Festival was held. Additional postwar facilities were opened, a bowling club (1949) and a swimming pool (1980). Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Kandanga Creek State School, opened in 1900 and situated southwest of the present township of Kandanga, marks the original centre of the Kandanga community prior to the opening of the railway in 1914.

STATEMENT OF SIGNIFICANCE

Kandanga Creek State School is a place of local heritage significance as it demonstrates the development of education in Kandanga as evidenced by, but not limited to, criterion a), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Kandanga Creek State School, opened in 1900, is important in demonstrating the early development of the Kandanga area.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

Schools have played a significant role in the development of Queensland communities. They retain strong and ongoing connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. Kandanga Creek State School was opened in 1900 and has had a long association with the Gympie and district community.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

Kandanga Creek School has a special association with the work of the Department of Education in the Gympie region.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Queensland Place Names, entry 492

<https://www.dnrm.qld.gov.au/qld/environment/land/place-names/search#/search=Amamoor&types=0&place=Amamoor494>

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Places, Kandanga:

<https://www.queenslandplaces.com.au/kandanga>

Widgee Divisional Board. (1897, November 30). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article171532236>

Kandanga Creek. (1899, February 4). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved January 9, 2019, from <http://nla.gov.au/nla.news-article171516655>

Gympie Fire Station (former)



Gympie Fire Station (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	4 Stewart Terrace, Gympie
LOT/PLAN	Lot 1 on MPH63539
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Emergency services/fire control
PLACE COMPONENTS	Building, location on allotment, original building design, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1902
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

With many wooden buildings, Gympie was impacted by a number of devastating fires in its early history. The Gympie Volunteer Brigade was originally formed in 1901 and at the time, Mr F. Frame who had previously served in Brisbane, was appointed Superintendent with twenty men. A central fire station was built on a prominent location on Caledonian Hill in 1902. Constructed from weather-board the internal area of the building was divided into three sections; the engine room which runs the whole length of the building, the recreation room and an office. Initially consisting of a single storey, the building was constructed with hardwood wall plates to accommodate a future second storey. This second floor was added in 1904 to accommodate the Superintendent and his family. The site also included a 50 foot belfry. The building was extended again in the 1920s to accommodate the fire trucks which replaced the earlier horse-drawn carts.

In 1938 the Gympie Fire Brigade Board sought a loan of £5000 from the State Government to build a new, modern station, but the funding for the project was to be a joint venture between the State Government, Gympie City and insurance companies. A substantial two-storey brick and concrete station was opened in Blight Street in 1940, replacing the earlier facility.

STATEMENT OF SIGNIFICANCE

The Gympie Fire Station (former) is a place of local heritage significance as it demonstrates the development of emergency services in the Gympie region as evidenced by, but not limited to, criterion a), d) g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Established in 1902 on Caledonian Hill, the Gympie Fire Station (former) building commanded a view of almost every part of the Gympie gold field to ensure the locality of a fire could be determined quickly. The place demonstrates the growing Gympie community and the need to provide emergency response services in times of need. It also demonstrates the partnership between the State Treasury, the local Town Council and local insurance companies who partnered to meet the expenses of the Brigade.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Gympie Fire Station (former) demonstrates the principal characteristics of early regional fire stations. Constructed from weather-board the internal area of the building was divided into three sections; the engine room which runs the whole length of the building, the recreation room and an office. Initially consisting of a single storey, the building was constructed with hardwood wall

	plates to accommodate a future second storey. This second floor was added in 1904 to accommodate the Superintendent and his family.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Gympie Fire Station (former), operational from 1902 to 1940, has had social significance for the members of the Gympie Volunteer Brigade which were based here during that period.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Gympie Fire Station (former), operational from 1902 to 1940, has a special association with the Gympie Volunteer Brigade which were based here during that period.
MAP	
SOURCES	<p>Coolooloa Library Service, 2001, <i>Coolooloa Shire...a golden past</i>, Coolooloa Shire Council.</p> <p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>State Library of Queensland, Gympie Fire Station 1955, Negative number: 189980, available at https://trove.nla.gov.au/work/36936554?q=gympie+fire+station&c=picture&versionId=47954407)</p> <p>GYMPIE FIRE BRIGADE STATION. (1904, December 24). <i>Gympie Times and Mary River Mining Gazette</i> (Qld. : 1868 - 1919), p. 10. Retrieved January 9, 2019, from http://nla.gov.au/nla.news-article190079319</p> <p>GYMPIE FIRE BRIGADE STATION. (1904, December 24). <i>Gympie Times and Mary River Mining Gazette</i> (Qld. : 1868 - 1919), p. 10. Retrieved November 26, 2018, from http://nla.gov.au/nla.news-article190079319</p> <p>Gympie Fire Brigade. (1904, February 25). <i>Gympie Times and Mary River Mining Gazette</i> (Qld. : 1868 - 1919), p. 3. Retrieved January 9, 2019, from http://nla.gov.au/nla.news-article171512060</p> <p>BUILD FOR FUTURE. (1940, August 27). <i>Cairns Post</i> (Qld. : 1909 - 1954), p. 5. Retrieved January 9, 2019, from http://nla.gov.au/nla.news-article42240095</p>

Residence: 10 Struan Street, Gympie



Residence: 10 Struan Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	10 Struan Street, Gympie
LOT/PLAN	Lot 10 on MPH14219
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1940s-50s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the

town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

As throughout Australia, the two decades of the post-World War 2 period were generally characterised by economic prosperity, optimism and population growth. Immigrants from Europe bringing new design ideas helped connect the nation to international trends in architecture, planning and social development. A building boom saw the spread of new suburbs at the edges of established towns and cities, and the consequent growth of services. Many new houses were built in these suburbs or within older areas that expressed to various degrees the modernist ideas of clean lines and rational planning. However, there remained a market for traditional historical styles and the residence at 10 Struan Street, Gympie, was built in the 1940s-50s in rendered brick with tiled roof in a picturesque cottage style.

STATEMENT OF SIGNIFICANCE

The residence at 10 Struan Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	The residence at 10 Struan Street, Gympie demonstrates the residential growth of Gympie in the early post-World War 2 era.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The residence at 10 Struan Street, Gympie, with its high-pitched tiled roof, rendered brickwork, casement windows and other cottage-style details is a good example of a conservative house design of the early post-World War 2 era.
E. The place is important because of its aesthetic significance to the local area.	The residence at 10 Struan Street, Gympie, with its high-pitched tiled roof, rendered brickwork, casement windows and other cottage-style details, has aesthetic significance within the streetscape.

MAP

SOURCES	Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i> . Queensland Government, Brisbane. Gympie Regional Council Local Heritage Register.
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Tin Can Bay RSL and Citizens Memorial Hall



Tin Can Bay RSL and Citizens Memorial Hall, 2020.

OTHER NAMES	Tin Can Bay Memorial Hall, Tin Can Bay RSL Hall
ADDRESS / LOCATION	Gympie Road, Tin Can Bay
LOT/PLAN	Lot 90 on MCH4414
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fittings and fixtures, honour rolls
YEAR CONSTRUCTED / PERIOD	1930s-40s
THEMES	8.5 Creating social and cultural institutions: Sport and recreation 8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Tin Can Bay is situated on the western shore of a mainland inlet south of Fraser Island, and it is thought that the name came from the Anglicisation of tin-kun, an Aboriginal expression describing a narrow-leafed coastal vine, or of similar sounding expressions meaning dugong, big fish or mangroves.

The protected shallows of the inlet were ideal for exploitation. Dugongs were hunted for their oil, and a dugong station was set up at the mouth of Kauri Creek (eight km north of the inlet) in the 1850s. Timber was rafted out for Maryborough sawmills, and oysters were cultivated and harvested at the mouth of Schnapper Creek, the waterway running through Tin Can Bay township.

In 1922, after only a few humpies had been built at Schnapper Creek, township lots were put up for sale. They were bought mostly by residents of Gympie and Widgee Shires for holiday houses. In the 1930s, the cheap land and plentiful

fishing attracted permanents affected by the economic Depression. A school was opened in 1934, and the town was known as Wallu until it reverted to Tin Can Bay in 1937. By the early 1950s the population had grown to about 240, with a wharf and fish market (1945).

In 1957 a prawning ground was found, bringing in a trawling industry. Tin Can Bay became a fishing port and ultimately the boating and fishing resort it is today. A sealed access road, a hotel and reticulated electricity followed in a few years. A new fish market was opened in 1971.

The Tin Can Bay RSL and Citizens Memorial Hall was built in the 1930s - 40s as a public hall and memorial to those who served in World War I and II.

STATEMENT OF SIGNIFICANCE

The Tin Can Bay RSL and Citizens Memorial Hall is a place of local heritage significance as it demonstrates the development of social and cultural needs in Tin Can Bay as evidenced by, but not limited to, criterion a) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Tin Can Bay RSL and Citizens Memorial Hall is important in demonstrating the development of Returned Services League (RSL) organisations throughout the district.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

The Tin Can Bay RSL and Citizens Memorial Hall has a special association with the work of the RSL in Tin Can Bay and more broadly, the Gympie region.

MAP

SOURCES

Gympie Regional Council Local Heritage Register

Tin Can Bay <https://www.queenslandplaces.com.au/tin-can-bay>

Tozer Street Warehouses



Tozer Street Warehouses, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	25 Tozer Street, Gympie
LOT/PLAN	9G147151
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building/s, location of building/s on allotment, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1900s-1920s.
THEMES	3.8 Developing secondary and tertiary industries: marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The original business precinct of Gympie was upper (west) Mary Street, which was closely situated to Commissioners Hill and the government services located around there. As gold production declined after 1906, the business hub gradually shifted towards the eastern end of Mary Street to be closer to the railway.

The warehouses at 25 Tozer Street were built in the 1900s-1920s adjacent to the railway and signify the commercial development of this area in the early 20th century.

STATEMENT OF SIGNIFICANCE

The warehouses at 25 Tozer Street, Gympie is a place of local heritage significance as it demonstrates the development of commercial activities in the Gympie region as evidenced by, but not limited to, criterion a) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The warehouses at 25 Tozer Street, Gympie were built in the 1900s-1920s adjacent to the railway and signify the commercial development of this area in the early 20th century as the old business hub in Upper Mary Street declined and wealth generation focussed on rural production brought in by rail.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Gympie Railway Station Platform Complex



Gympie Railway Station Platform Complex, 2019.

OTHER NAMES	Tozer Street Railway Station Mary Valley Heritage Railway (Gympie region Then & Now)
ADDRESS / LOCATION	28 Tozer Road, Gympie
LOT/PLAN	Lot 26 on 2SP103062
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Station building, location on allotment and relationship with adjacent railway line, island platform, luggage lift, associated pedestrian infrastructure, original building design including distinctive A series 'Pagoda' design elements such as ornamental platform brackets, coloured glass windows, decorative timber detailing, eave overhangs and window awnings, internal layout, staff and storage structures, underpass, overbridge, original fabric, fixtures and fittings (internal and external), extant evidence of original station function, layout and operation including any remaining moveable heritage items.
YEAR CONSTRUCTED / PERIOD	1910
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602036
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

Within months of the establishment of the goldfield, the idea of a railway linking Gympie to a port had been raised and various proposals for a starting point including Maryborough, Brisbane and Tewantin were promoted. Ultimately, the campaign for a Maryborough-Gympie route was successful. By the end of the 1870s, an intensive phase of underground reef mining was underway, facilitated by the injection of share-holding capital into mining companies for machinery and employees. Gold exports made up 20% of Queensland's economic output by 1870, outperforming wool in 1875. The increasing influence of the mining industry, and its ability to compete with other interests jostling for a rail link was evident with the Queensland government's approval in August 1877 of three railways connecting mining towns to their principal ports: Townsville to Charters Towers; Bundaberg to Mt Perry; and Maryborough to Gympie. The Maryborough-Gympie line was the first in the colony to run in a north-south direction rather than westwards from a port; the beginning of Queensland's coastal route.

Originally a terminus was planned for Commissioner's Hill, where most of Gympie's government buildings were clustered, but in 1880 a more central site on Caledonian Hill was approved. The railway to Gympie opened in August 1881 and soon became the dominant transport artery for the movement of goods and people in and out of Gympie. Within three months of opening, the traffic between Gympie and Maryborough required two trains daily. Timber extracted from the abundant softwood and hardwood stands surrounding Gympie was the main product to be transported for many years.

The station buildings at Gympie and Maryborough were positioned at the terminus of the track line, marking the railway's dead end status. Within a year of the line opening Gympie representatives had begun lobbying for a rail link to Brisbane. Brisbane commercial interests also pushed for better access to the Gympie market. A route was surveyed in 1885 and by 1886 the first section of the North Coast line from Brisbane-Caboolture had commenced construction. In 1888 construction of the remaining sections commenced simultaneously from Caboolture and Gympie. The Gympie-Brisbane line was opened in mid-1891, linking a route extending from Brisbane to Bundaberg. To enable the extension to proceed, Gympie's station building was moved from the end of the track and re-sited within the yard on the southern side of the line.

The passing of the North Coast Railway Act in 1910 facilitated the linking of the separate regional divisions of Queensland Railways into one network, through extending the state's coastal route. The passing of the Act (together with the Great Western Railway Act 1910) provided a major impetus for increased spending and construction works on

the Queensland railways. New stations were built along the main lines in places such as Brisbane, Gympie and Townsville between 1910 and 1917. A corresponding development of improved locomotive technology, rolling stock, and railway infrastructure in general characterised this period, along with the construction of new rural branch lines throughout Queensland.

The Gympie Railway Station platform complex is an intact component of a much larger former railway complex. Built on a site operating as a railway station from 1881, the platform complex largely dates from the 1910s and includes the station building and adjacent structures, pedestrian subway and luggage lift, underpass, footbridge and overbridge. The complex was built in response to changing requirements associated with the expansion of Queensland railway network and reflects the important status of Gympie within this system.

Source: Extract from QHR entry for Gympie Railway Station Platform Complex, Place ID: 602036.

STATEMENT OF SIGNIFICANCE

Gympie Railway Station Platform Complex is a place of local and State heritage significance as it demonstrates the evolution of railway services in the Gympie region as evidenced by, but not limited to, criterion a), b), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Gympie Railway Station Platform Complex demonstrates both the importance of Gympie as a major regional centre and the expansion of Queensland’s railway network. It was first established in 1881 with the island platform, station building and associated pedestrian infrastructure added during major upgrades in the 1910s.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region’s cultural heritage</p>	<p>The large intact passenger station building, constructed in 1913, is a Queensland Railways A series ‘Pagoda’ style standard design which is rare in Queensland. The intact arrangement of railway structures, including ancillary staff and storage buildings, platform shade, subway, underpass and overhead bridge, within the Gympie Railway Station Platform Complex is also rare within a railway station setting. The 1927 luggage lift, which connects the platform and subway, is also considered rare.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Gympie Railway Station Platform Complex demonstrates the principal characteristics of a major regional early 20th century railway station. The building arrangements and setting are highly intact and illustrate the evolution of Queensland Railways development and function of railway station complexes. The station building demonstrates the principal characteristics of Queensland Railways A series ‘Pagoda’ style standard design including distinctive features such as ornamental platform brackets, coloured glass windows, decorative timber detailing, eave overhangs and window awnings.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Gympie Railway Station Platform Complex is prominent in the Gympie townscape and serves as a landmark feature that can be seen from a number of vantage points. The hilltop location, distinctive spine-like arrangement of the building complex and distinctive design features reinforce its importance in the region and state.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i>. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p>
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QHR entry. Gympie Railway Station Platform Complex.
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602036>. Retrieved
09/01/2019.

Wide Bay Co-op Building



Wide Bay Co-Op Building, 2019.

OTHER NAMES	Wide Bay Co-operative Dairy Company
ADDRESS / LOCATION	53 Tozer Street, Gympie
LOT/PLAN	Lot 2 on SP285773
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original building design, original fabric, fixtures and fittings (internal and external), extant evidence of original co-op function, layout and operation including any remaining moveable heritage items.
YEAR CONSTRUCTED / PERIOD	1925
THEMES	3.1 Developing secondary and tertiary industries: Feeding local people 3.1 Developing secondary and tertiary industries: Developing manufacturing capacities 3.1 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the

One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The butter factory was established by the Gympie Central Dairying Co. in 1898. The building was later purchased by Silverwood who sold it to the Wide Bay Dairy Co-Operative when it formed in 1906. A new factory was erected in 1925 which was the world's biggest butter factory at the time. The site includes a single storey face brick office building that was built c1940.

STATEMENT OF SIGNIFICANCE

The Wide Bay Co-op Building is a place of local heritage significance as it demonstrates the development of commercial activities in the Gympie region as evidenced by, but not limited to, criterion a), d), g) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Built in 1925, the Wide Bay Co-op Building was Australia's largest butter factory at the time. It replaced an earlier co-operative factory building on the site and demonstrates the advances and progress of the dairy industry in the region at the time. The company was critical to the economic development of Gympie and Queensland with the co-op butter production outstripping gold production in the decade prior to the new factory opening.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Wide Bay Co-op Building demonstrates the principal characteristics of regional factory construction with factory operations housed in the rear of the building and public facing areas adjacent to the road at the front of the building.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Wide Bay Co-op Building has social significance for the many past employees of the co-operative.</p>
<p>H. the place has a special association with the life or work of a particular person, group or</p>	<p>The Wide Bay Co-op Building has a special association with Mr H.F. Walker, M.L.A who served as a director of the Wide Bay Co-operative Dairy Association from 1906 to 1929, performing the role of chairman for almost the same period. Mr Walker resigned from the chairmanship to take over the duties of Minister</p>

organisation of importance in Gympie region's history	for Agriculture and Stock. He died in 1950 and was given a State funeral in Gympie.
MAP	
SOURCES	Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. <i>Heritage Trails of the Great Southeast</i> . Queensland Government, Brisbane. Gympie Regional Council Local Heritage Register

Traveston Powder Magazine (former) (incorporated in Traveston Soldiers' Memorial Hall)



Traveston Powder Magazine (former) (incorporated in Traveston Soldiers' Memorial Hall), 2020.

OTHER NAMES	Traveston Public Hall
ADDRESS / LOCATION	7 Traveston Road, Traveston
LOT/PLAN	Lot 7 on SP128717
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Defence
PLACE COMPONENTS	Building, original building design, original fabric, fixtures and fittings (internal and external), honour boards (World War I, World War II and Vietnam War).
YEAR CONSTRUCTED / PERIOD	1887-1898
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources 8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602783
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

The magazine at Traveston was initially located in the town of Gympie, which was established after the discovery of gold by James Nash, announced in October 1867. The new gold field established Queensland as a significant gold producer, contributing much needed finances to the young colony. Although the alluvial deposits were quickly exhausted, from 1868 shallow reef mining occurred. From 1875 a third phase of mining began, based on deep reef mining, which marked a new era of wealth and prosperity for Gympie. Peak gold production occurred in 1903 but by 1927 production at Gympie had almost ceased.

Reef mining led to the need for explosives to break up rock. On the goldfields, magazines for storing explosives were initially administered by the Mines Department, and were generally located away from population centres and

sometimes surrounded by earthworks to deflect any blast. In addition, magazine complexes were often surrounded by walls or fences to keep people out. Traveston once possessed all of the above properties except the earthworks.

Magazines were also upgraded and replaced when necessary, and several were built at Gympie, in two different locations. Gympie's first magazine was built in 1868 by the Department of Public Works, at a cost of £191, on the west side of Commissioner's Gully (just west of today's Queens Park). However, the brick building proved inadequate by 1878. There was insufficient space and a timber skillion section had been added to store excess explosives. A powder explosion in a Mary Street store in 1877 made townfolk nervous, and tenders for a new magazine were called in May 1878.

A new magazine site was chosen on Rifle Range Road, and the new powder magazine was finished, except for painting, by late November 1878. A dynamite magazine of a similar design to the powder magazine was added to the site at a cost of £217 over 1885-86. An additional powder magazine was built at a cost of £402 over 1887-88, tenders being invited in September 1887. This third magazine was made of brick, with internal dimensions of 30 feet by 20 feet (9.1m by 6.1m) with 14 inch (355.6mm) thick walls. There were three narrow windows on each side, with a door at one end, and the roof ridge was capped with a round ventilator, on which sat a lightning conductor which was earthed by copper straps which dropped from the hipped roof to the ground and trailed away from the building. JG Glover was appointed as magazine keeper in 1880, and in early 1885 James Nash, who had lost most of his money in poor business dealings, was appointed as the magazine keeper at a salary of £100 per annum. His daughter, Miss Amy Nash, eventually became the effective keeper of the magazine on behalf of her father.

Despite these precautions, the magazine's location was still not distant enough from the town for some people, and agitation to move it accelerated after a loud explosion in November 1897, when some old explosives from the magazine were destroyed in an amateurish manner by an explosives company representative, some 700m from the magazine.

The locality of Traveston, south of Gympie and on the North Coast railway line, was selected as the site of a new magazine, against the wishes of its residents and the Mines Department. In June 1898 the Mayor of Gympie urged the Premier to speed up the process of moving the magazines, and tenders to remove the magazine complex and keeper's cottage from Gympie and re-erect them at Traveston were called in July 1898. JC Thompson's tender for £659 was accepted in August, and the move was completed by the end of January 1899.

Due to instability and disrepair the magazine was closed in 1921. The Traveston and District Progress Association was formed in June 1914, but the township of Traveston was not surveyed until after the powder magazine closed in 1921. Dairying boomed in the district between the two World Wars, and there was also a thriving local timber industry, shipping out from the railway station. At a meeting of the Traveston district's residents on 13 May 1922, it was resolved to apply to the Minister of Works for the land on which the (brick) magazine building stood in order to transform the building into a Soldiers' Memorial Hall, for the use of the citizens of the growing locality. On 1 February 1923 an Order in Council granted a 1 acre Reserve for a Soldiers' Memorial Hall (R.767) to the trustees.

The brick magazine was used as a hall by the local community between the wars. After World War II the former magazine was extended, possibly in 1948, the year of the dedication of the World War II Honour Board.

Trusteeship of reserve was transferred to the Widgee Shire Council in July 1989, as all of the original trustees were long deceased. In 1990 the Traveston Tennis Club sought to use part of the reserve for a tennis court, and to enable this use the reserve was redesignated in 1992 as a Reserve for Recreation and Soldiers' Memorial Hall (R.1809).

Source: Extract from QHR entry for the Traveston Powder Magazine (former) (incorporated in Traveston Soldiers' Memorial Hall), Place ID: 602783.

STATEMENT OF SIGNIFICANCE

The Traveston Powder Magazine (former) is a place of local and State heritage significance as it demonstrates the development of mining infrastructure in the Gympie region as evidenced by, but not limited to, criterion a), b), d), g) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Built in Gympie in 1887, the Traveston Powder Magazine (former), was relocated to Traveston in 1898. It is important surviving evidence of the infrastructure required in Gympie to support the deep-reef mining phase of gold mining in the town. In 1923 community support led to the building becoming the Soldiers' Memorial Hall for Traveston. This demonstrates the

	Australian practice of communities commemorating the sacrifices of their local service personnel in conflicts through the dedication of memorial halls and honour boards.
B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage	The Traveston Powder Magazine (former) is rare as the only surviving powder magazine in Gympie and one of three known surviving 19 th century government powder magazines in Queensland.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Traveston Powder Magazine (former) was built by the Queensland Department of Public Works to a standard design. It demonstrates the class characteristics of 19 th century Queensland government powder magazine construction including brick perimeter walls and narrow solid timber windows.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Traveston Powder Magazine (former) has a special association with the Traveston and District Progress Association, formed in 1914, and the wider Traveston community. The magazine was purchased by members of the local community in 1922 and a 1 acre reserve was granted to the trustees for the Soldiers' Memorial Hall.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Traveston Powder Magazine (former) is associated with James Nash, the first person to find gold in Gympie and prominent member of the community. He was appointed magazine keeper in 1885, with his daughter Amy Nash eventually taking over management on behalf of her father. When the magazine was moved to Traveston, both James and Amy moved with it and they continued to serve as magazine keeper until James retired in 1912. James was granted a government pension in honour of his services to Queensland.
MAP	
SOURCES	QHR entry. Traveston Powder Magazine (former) (incorporated in Traveston Soldiers' Memorial Hall). https://apps.des.qld.gov.au/heritage-register/detail/?id=602783 . Retrieved 9/01/2019.

Residence: 12 Watt Street, Gympie



Residence: 12 Watt Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	12 Watt Street, Gympie
LOT/PLAN	Lot 1 on MPH33798
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1880s-1890s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to

over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The house at 12 Watt Street, Gympie, was built in the 1880s or 1890s as a large middle-class residence of exposed-frame timber construction with short-ridge roof over the core, and a rear wing and encircling verandahs. The verandahs feature dowel balustrading, stepped ogee iron roof, and stop-chamfered posts with capitals and foliate brackets. The residence is situated in a large garden, and with No. 14 comprises a pair of similarly styled houses that may be the work of the same architect (possibly Hugo du Rietz).

STATEMENT OF SIGNIFICANCE

The residence at 12 Watt Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The residence at 12 Watt Street, Gympie is important in demonstrating the evolution of domestic house styles in Gympie. Prior to the 1870s, Gympie's residential stock were generally makeshift structures which reflected a hastily established mining settlement. More permanent and substantial private dwellings were established from the 1870s reflecting the economic prosperity the township experienced. It also reflects the lifestyles and tastes of Gympie's middle-class of the 1880s-1890s boom period.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 12 Watt Street, Gympie displays the defining features of early timber homes constructed during the 1880s and 1890s including a short-ridge roof, separate verandah roof, verandah post embellishment and dowel balustrades.

E. The place is important because of its aesthetic significance to the local area.

The residence at 12 Watt Street, Gympie, with its exposed frame timber construction, ogee verandah roof and other early design details has high aesthetic significance within the streetscape. Together with No. 14 it forms an important house group.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register.

Residence: 14 Watt Street, Gympie



Residence: 14 Watt Street, Gympie, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	14 Watt Street, Gympie
LOT/PLAN	Lot 1 on MPH5491
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1870s – 1880s
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Gympie was established in 1867 when James Nash discovered gold in the district and a major gold rush commenced. Gympie's gold saved the Queensland economy from bankruptcy as it struggled for sufficient capital and investment following the colony's separation from New South Wales in 1859.

Gympie was originally called Nashville but in 1868 the name was changed to Gympie, said to be a corruption of the local Indigenous name for the endemic stinging tree. The goldfield's two main centres – Nashville around Mary Street and the One Mile near Deep Creek – developed rapidly, and by 1869, the area had a population of many thousands. By the time the official surveyors arrived in 1868, many businesses and residences had already been laid out, and this resulted in the town being laid out in an irregular pattern, following the hilly topography and the mining sites, rather than the standard grid pattern typical to most Queensland towns.

Mining operations progressed through three phases: alluvial to the early 1870s; shallow reef mining to 1880; and then deep underground mining until the 1920s. The largest mine was the Scottish Gympie which worked at levels from 650 to over 800 metres deep, and had underground roadways exceeding 50 kilometres in length. The gold encouraged the development of agriculture, government services and commerce, transforming Gympie from a ramshackle collection of tents and makeshift wooden structures into a permanent settlement. The onset of deep mining drove an economic boom for the town in the 1880s, which saw many fine, substantial buildings of brick and timber erected. The 1890s were also a period of general prosperity for Gympie, assisted by the completion of the North Coast Railway to Brisbane which opened the area to more intensive development. However, the period was also punctuated by difficulties such as the global banking collapses of the opening years of the decade, disastrous flooding in South East Queensland in 1893, labour unrest, and towards the end of the century, a sustained drought and political uncertainty in the lead-up to Federation.

Changes in mining processing (such as adoption of cyanidation) delivered Gympie a record yield in 1899, and the field experienced its most profitable period from 1901 to 1906, and by 1909 fifty-one mining companies were operating. This renaissance in gold production led to another burst of building activity within the township during the first two decades of the 20th century, and in 1903 Gympie was declared a town and became the administrative centre of the Widgee Shire. However, the prosperity was not sustained as gold production declined after 1906, finally resulting in the closure of the last mine around 1927. In response to this downturn Gympie consolidated itself into a service town for the region's growing dairying, timber and agricultural industries. In the post-World War 2 period, the economy was boosted by the development of a large powdered milk factory in 1953, and the building of the Borumba Dam near Imbil in 1960.

The house at 14 Watt Street, Gympie, was built in the 1880s or 1890s as a large middle-class residence of exposed-frame timber construction with short-ridge roof over the core, a rear detached kitchen and encircling verandahs. The verandahs feature dowel balustrading, stepped ogee iron roof, and stop-chamfered posts with capitals and foliate brackets. The residence is situated within a large garden, and with No. 12 comprises a pair of similarly styled houses that may be the work of the same architect (possibly Hugo du Rietz).

STATEMENT OF SIGNIFICANCE

The residence at 14 Watt Street, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The residence at 14 Watt Street, Gympie is important in demonstrating the evolution of domestic house styles in Gympie. Prior to the 1870s, Gympie's residential stock were generally makeshift structures which reflected a hastily established mining settlement. More permanent and substantial private dwellings were established from the 1870s reflecting the economic prosperity the township experienced. It also reflects the lifestyles and tastes of Gympie's middle-class of the 1880s-1890s boom period.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The residence at 14 Watt Street, Gympie displays the defining features of early timber homes constructed during the 1880s and 1890s including a short-ridge roof, separate verandah roof, verandah post embellishment and dowel balustrades.

E. The place is important because of its aesthetic significance to the local area.

The residence at 14 Watt Street, Gympie with its exposed frame timber construction, ogee verandah roof and other early design details has high aesthetic significance within the streetscape. Together with No. 12 it forms an important housing group.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. *Heritage Trails of the Great Southeast*. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Imbil Railway Station



Imbil Railway Station, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	William Street, Imbil
LOT/PLAN	Lot 132 on CP827299
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Building, original building design and location on allotment, original fabric, fixtures and fittings (internal and external) and associated mature vegetation
YEAR CONSTRUCTED / PERIOD	1915
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagon, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo

was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. The Imbil Railway station opened in 1915. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The Imbil Railway Station is a place of local heritage significance as it demonstrates the evolution of railway services in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Imbil Railway Station is important in demonstrating the evolution of transport in the region. It represents a time of significant economic growth in the region, local prosperity and a modernisation of transport services for Imbil. The Imbil Railway Station site is now an important heritage site in the township, providing opportunities for education and tourism.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Imbil Railway Station building and associated infrastructure display defining features of early railway infrastructure. The station building is an example of the standard B2 Queensland Railway Department design with variations to the gable treatment and an extended roof line.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Imbil Railway Station, a single storey wooden building with projecting awning and accompanying shed, provides visual character to the Imbil streetscape.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>Kandanga-Brooloo railway line Station improvements, 1915 http://nla.gov.au/nla.news-article188162020</p> <p>QHR entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Government, Opening and closing dates of Queensland Schools, J-L, http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html. Retrieved 27/22/2018</p>
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Imbil Masonic Hall



Imbil Masonic Hall, 2019.

OTHER NAMES	Lodge Telford No. 291 (named after Wor. Bro. Telford)
ADDRESS / LOCATION	34 William Street
LOT/PLAN	Lot 77 on RP12424
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original building design, original fabric, fixtures and fittings (internal and external) and associated moveable heritage
YEAR CONSTRUCTED / PERIOD	1922
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

Freemasonry commenced in Gympie in 1869 and flourished during the 1880s and 1890s, and then again from 1916 to 1920. While the centre of the organisation was the city of Gympie, some centres were established in outlying towns. The Imbil Masonic Hall was opened in 1922 during a time of initial growth and prosperity for the town.

STATEMENT OF SIGNIFICANCE

The Imbil Masonic Hall is a place of local heritage significance as it demonstrates the social and cultural development in Imbil as evidenced by, but not limited to, criterion a), g) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Imbil Masonic Hall was the first Masonic temple to be built in the Mary Valley and is important in demonstrating the evolution of the Imbil township and the surrounding district. As the district grew the need for a local representation of Queensland organisations developed and the establishment of the hall reflects this need. The Imbil Masonic Hall was erected in 1922 using locally grown timber and voluntary labour. Originally sited on a hill overlooking Imbil, the building was later moved to its current location in Williams Street, Imbil.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Imbil Masonic Hall has been continually used since its construction in 1922. The place has a special association with local Masonic brethren and the wider Masonic community as place of Masonic ceremonies.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>The Imbil Masonic Hall has a special association with the work of the Freemasons of the Gympie district.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>History of Freemasonry in Gympie. http://www.gympiefreemasons.org.au/index.php?option=com_content&view=article&id=1&Itemid=2</p>
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IMBIL. (1922, August 29). The Brisbane Courier (Qld. : 1864 - 1933), p. 9. Retrieved January 10, 2019, from <http://nla.gov.au/nla.news-article20568043>

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L,
<http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>.
Retrieved 27/22/2018

Imbil Police Station



Imbil Police Station, 2019.

OTHER NAMES	George A. Whittington's boarding house
ADDRESS / LOCATION	95 Yabba Road, Imbil
LOT/PLAN	Lot 125 on LX2039
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Building/s, arrangement of buildings on allotment, original building design, original fabric, fixtures and fittings (internal and external) and associated moveable heritage
YEAR CONSTRUCTED / PERIOD	1916-1917
THEMES	3.11 Developing secondary and tertiary industries: Lodging people 7.1 Maintaining order: Policing and maintaining law and order
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Imbil Police Station was opened in 1917 during a time of initial growth and prosperity for the town. Originally it was erected as George A. Whittington's boarding house in 1916, which served as accommodation for traveller's until 1917. At this time Whittington sold the boarding house to the government for use as the Imbil Police Station.

STATEMENT OF SIGNIFICANCE

The Imbil Police Station is a place of local heritage significance as it demonstrates the development of law and order services in Imbil as evidenced by, but not limited to, criterion a) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Originally erected as George A. Whittington's boarding house around 1916, the place served as accommodation for traveller's until 1917. At this time Whittington sold the boarding house to the government for use as the Imbil Police Station. The place is important in demonstrating two aspects of the evolution of the Imbil township; the early demand for accommodation for travellers as the region expanded and the policing requirements of a township following the establishment of a hotel. As the community grew the need for services, particularly law enforcement, increased. The Imbil Police Station building/s demonstrate the evolution, for over a century, of policing in the township.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

The place has a special association with the Queensland Police Force representing the provision of police and community services in Imbil for over a century.

MAP

SOURCES

Sources:

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Hotel at Imbil. (1916, April 6). *Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)*, p. 3. Retrieved May 8, 2019, from <http://nla.gov.au/nla.news-article188161417>

IMBIL. (1917, August 18). *Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919)*, p. 3. Retrieved May 8, 2019, from <http://nla.gov.au/nla.news-article188170701>

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L, <http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>. Retrieved 27/22/2018

Imbil General Store



Imbil General Store, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	100 Yabba Road, Imbil
LOT/PLAN	4RP224439
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Building
PLACE COMPONENTS	Building, location on allotment, awnings over footpath, parapet, original building design, original fabric, fixtures and fittings (internal and external).
YEAR CONSTRUCTED / PERIOD	1923
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber

cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Imbil General Store was established in 1923 by local shop owner W. H. Moynehan. It was Moynehan's second shop in Imbil and represented a time of initial growth and prosperity for the town.

STATEMENT OF SIGNIFICANCE

The Imbil General Store is a place of local heritage significance as it demonstrates the development of commercial services in the Gympie region as evidenced by, but not limited to, criterion a) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Imbil General Store is important in demonstrating the evolution of the Imbil township. As the community grew the need for retailers and services increased. The Imbil General Store was established in 1923 by local shop owner W. H. Moynehan. It was Moynehan's second shop in Imbil.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L,
<http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>.
Retrieved 27/22/2018

Railway Hotel, Imbil



Railway Hotel, Imbil, 2019.

OTHER NAMES	Imbil Hotel
ADDRESS / LOCATION	110 Yabba Road, Imbil
LOT/PLAN	Lot 58 on RP12424
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, corner location on allotment, awnings over footpath, original building design, original fabric, fixtures and fittings (internal and external), associated moveable heritage
YEAR CONSTRUCTED / PERIOD	1916
THEMES	3. Developing secondary and tertiary industries: Marketing, retailing and service industries 3. Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started

with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

The Imbil Hotel, now known as the Railway Hotel, was opened in 1916 during a time of initial growth and prosperity for the town. It was built for Jim Larney as a wooden, two-storey hotel with top storey verandahs with two projecting gables. In style it reflects the Arts & Crafts design popular during the Edwardian/Federation period. The building was designed by Cooroy architect W.D. Fenwick.

STATEMENT OF SIGNIFICANCE

The Railway Hotel, Imbil is a place of local heritage significance as it demonstrates the development of hotel services in Imbil as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Railway Hotel, Imbil is important in demonstrating the evolution of the Imbil township. As the community grew the need for services and places for recreation increased. The Railway Hotel was established in 1916 by Jim Larney and continues to operate as a hotel in Imbil.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Designed by Cooroy Architect W.D. Fenwick, the Railway Hotel, Imbil displays defining features of early 20th century timber hotels such as a corner allotment, entrances facing both street frontages, accommodation and verandah on top storey and Arts & Crafts architectural detailing to gables and verandah posts. The hotel is substantially intact.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Railway Hotel, Imbil with its decorative Arts & Crafts timber detailing and prominent position in the streetscape has aesthetic significance.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Railway Hotel, Imbil has been a place for the Imbil community to gather and socialise for over 100 years. It is a place that contributes to the identity of the township and is valued by the community.</p>

MAP

SOURCES

Sources:

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

Hotel at Imbil. (1916, April 6). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved May 8, 2019, from <http://nla.gov.au/nla.news-article188161417>

QHR entry, Mary Valley Railway Cream Sheds, available at: <https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L, <http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>. Retrieved 27/22/2018

Empire Theatre (former)



Empire Theatre (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	112 Yabba Road, Imbil
LOT/PLAN	1RP69774
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Recreation and entertainment
PLACE COMPONENTS	Building, corner location on allotment, awnings over footpath, original building design, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1936
THEMES	3.10 Developing secondary and tertiary industries: Entertaining for profit
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber

cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

As the Imbil community grew the need for services and places for recreation increased. The former Empire Theatre was established in 1936 by Harley Maudsley to meet this demand. It opened as a half-roofed and half open air cinema. The theatre closed in 1970 after serving the community for over 30 years.

STATEMENT OF SIGNIFICANCE

The Empire Theatre (former) is a place of local heritage significance as it demonstrates the development of the social and recreational needs of the Imbil community as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Empire Theatre (former) is important in demonstrating the evolution of the Imbil township. As the community grew the need for services and places for recreation increased. The Former Empire Theatre was established in 1936 by Harley Maudsley to meet this demand and served the community for over 30 years.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Empire Theatre (former) demonstrates the typical design and features of a small community timber and iron theatre building with foyer/ticket office at entry and open theatre space in the rear. Originally the theatre was half-roofed and half open air.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Empire Theatre (former) has had an important and special association with Imbil as a major entertainment venue from 1936 to 1970.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p> <p>QHR entry, Mary Valley Railway Cream Sheds, available at: https://apps.des.qld.gov.au/heritage-register/detail/?id=602792</p> <p>Queensland Government, Opening and closing dates of Queensland Schools, J-L, http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html. Retrieved 27/22/2018</p>
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Commercial: 116 Yabba Road, Imbil



Commercial: 116 Yabba Road, Imbil, 2019.

OTHER NAMES	Rattler Cafe
ADDRESS / LOCATION	116 Yabba Road, Imbil
LOT/PLAN	4RP69774
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, awnings over footpath, parapet, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	Early 20th Century
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

STATEMENT OF SIGNIFICANCE

The commercial building at 116 Yabba Road, Imbil is a place of local heritage significance as it demonstrates the development of retail services in Imbil as evidenced by, but not limited to, criterion a) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 116 Yabba Road, Imbil is important in demonstrating the evolution of the Imbil township. As the community grew the need for retailers and services increased and the building was established to meet this demand. The building is a typical example of an early timber and iron commercial premise with attached residence.

E. The place is important because of its aesthetic significance to the local area.

The commercial building at 116 Yabba Road, Imbil is a good example of an early 20th century shop with attached residence at the back.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L, <http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>.

Retrieved 27/22/2018

QHR entry. Surface Hill uniting Church, <https://apps.des.qld.gov.au/heritage-register/detail/?id=601529>

Imbil Butcher Shop (former)



Imbil Butcher Shop (former), 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	122 Yabba Road, Imbil
LOT/PLAN	52RP12424
AREA FOR PROTECTION	Imbil Butcher Shop footprint (including awnings)
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, corner location on allotment, awnings over footpath, parapet, original fabric, fixtures and fittings and associated moveable heritage. Evidence of electricity generator on site 1936 – 1947.
YEAR CONSTRUCTED / PERIOD	1918 – erected, 1931 - extension
THEMES	3.1 Developing secondary and tertiary industries: Feeding local people 3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started

with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

As the Imbil community grew the need for retailers and services increased and the Imbil Butcher Shop was established to meet this demand. Originally opened in 1918, the shop was extended in 1931 to keep up with retail demand. The Imbil Butcher Shop is also important as the location for the first supply of electricity for the township. An electrical generator at the Butcher Shop supplied power to Imbil from 1936 to 1947.

STATEMENT OF SIGNIFICANCE

The Imbil Butcher Shop (former) is a place of local heritage significance as it demonstrates the development of retail services in Imbil as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie Shire's history.

The Imbil Butcher Shop (former) is important in demonstrating the evolution of the Imbil township. As the community grew the need for retailers and services increased and the butcher shop was established to meet this demand. Originally opened in 1918, the shop was extended in 1931 to keep up with retail demand. The Imbil Butcher Shop (former) is also important as the location for the first supply of electricity for the township. An electrical generator at the butcher shop supplied power to Imbil from 1936 to 1947.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Imbil Butcher Shop (former) is a good example of an early 20th Century timber shop with gable roof, street awning and parapeted façade. It is substantially intact.

E. The place is important because of its aesthetic significance to the local area.

The Imbil Butcher Shop (former), with its corner location on the main road through Imbil, has aesthetic significance as a substantially intact example of an early 20th Century timber shop with street awning and parapeted façade. The building contributes to Imbil's streetscape.

MAP

SOURCES

Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.

Gympie Regional Council Local Heritage Register

QHR entry, Mary Valley Railway Cream Sheds, available at:

<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L,

<http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>.

[Retrieved 27/22/2018](#)

Imbil Memorial Hall (Mary Valley RSL Sub-branch)



Imbil Memorial Hall, 2019.

OTHER NAMES	RSL Mary Valley
ADDRESS / LOCATION	127 Yabba Road, Imbil
LOT/PLAN	49RP12424
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location on allotment, original fabric, fixtures and fittings, honour board
YEAR CONSTRUCTED / PERIOD	1926
THEMES	4.4 Working: Unpaid labour 8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Imbil is one of a chain of towns in the Mary Valley also including Amamoor, Dagun, and Kandanga.

Imbil Station was established in July 1851 when tenders were called to operate two 16,000-acre blocks at Bluff Plains and Bunya Creek. This was acquired by John David McTaggart who also operated other selections at Widgee. The leases were later consolidated by Paul and Clement Lawless, and the property became known as Imbil Station, which started with sheep but became a cattle run. The lease was taken over in 1875 by Matthew and James Mellor and William and John Elworthy, who were among the first licensed timber cutters in the area.

Imbil was the centre of two gold strikes, one in 1851 and the other in 1867, the same year Nash discovered gold in Gympie. The Imbil rushes were short-lived, but some people remained in the area to become farmers and timber

cutters. With Imbil Station acting as the centre of the area, a small provisional school was opened in July 1897 with 18 students.

A railway line for the Mary Valley was proposed in 1910 to enable the transport of timber, livestock, agricultural produce and dairy products, and a branch line of the North Coast line, connecting at Monkland (south of Gympie) and extending to Brooloo was approved. Work commenced in June 1911, with the line reaching Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

A large land sale took place at Imbil on St Patrick's Day (March 17) 1914 when 300 buyers converged on the station to bid for townships allotments. In 1916 a forest station and nursery was opened which became the centre of one of Queensland's earliest experimental timber plantations. Although still small, by 1920 Imbil had school (1916), bank, public hall and general store. Imbil's economic mainstays were dairying, fruit growing and timber, but in the 1960s growth was impacted by the scaling down of the timber industry. Along with other small towns in the Mary Valley, local stores declined as shopping in Gympie became more convenient by car. The railway line was closed in 1995 but reopened as a tourist line.

In the years after World War I, numerous RSL sub-branches were created to meet the needs of returned service personnel and their families. The Imbil RSL Hall was built in 1926 as a simple wooden hall and is an example of the type of building erected by local RSL sub-branches to secure accommodation for their organisation.

STATEMENT OF SIGNIFICANCE

Imbil Memorial Hall is a place of local heritage significance as it demonstrates the evolution of the social and cultural needs of the Imbil community as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Imbil Memorial Hall is important in demonstrating the development of Returned Services League (RSL) organisations throughout the district. In the years after World War I, numerous RSL sub-branches were created to meet the needs of communities. The Imbil RSL Hall is an example of the type of building erected by local RSL sub-branches to secure accommodation for their organisation.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Imbil Memorial Hall is an example of the kind of simple buildings erected by local RSL sub-branches to secure accommodation for their organisation.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>Following World War 1, numerous RSL sub-branches developed to meet the specialised social and cultural needs of returned service personnel. The Imbil Memorial Hall was erected in 1926 and has served the Imbil community as home to the Mary Valley RSL sub-branch since that time. The place is associated with events that had a profound effect on the local community and the Imbil War Memorial, unveiled by the Mary Valley RSL sub-branch President Clive Colburn in 1997, can be seen from the entrance to the RSL Hall.</p>

MAP

<p>SOURCES</p>	<p>Environmental Protection Agency (Queensland Government), 2000. Gympie Regional Council Local Heritage Register. Heritage Trails of the Great Southeast. Queensland Government, Brisbane.</p> <p>Gympie Regional Council Local Heritage Register</p>
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QHR entry, Mary Valley Railway Cream Sheds, available at:
<https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Queensland Government, Opening and closing dates of Queensland Schools, J-L,
<http://education.qld.gov.au/library/edhistory/celebrations/dates/d.html>.
Retrieved 27/22/2018

Goomeri War Memorial Clock



Goomeri War Memorial, 2019.

OTHER NAMES	Goomeri War Memorial
ADDRESS / LOCATION	Junction of Burnett and Wide Bay Highways, Goomeri
LOT/PLAN	Lot 155 on LY 1207
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Monuments and memorials
PLACE COMPONENTS	War memorial (three sections; base, body and clock) and associated plaques
YEAR CONSTRUCTED / PERIOD	1940
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600642 National Trust of Australian (Queensland): KVN 8/0
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924 Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

The Goomeri War Memorial Clock was unveiled on 15 November 1940 by RSL State President RD Huish. The concrete memorial honours the 9 local men who fell in the First World War and the 12 who fell in the Second World War. It was erected at a cost of £700 which was raised by the Goomeri Returned Services League Sub-Branch.

Australia, and Queensland in particular, had few civic monuments before the First World War. The memorials erected in its wake became our first national monuments, recording the devastating impact of the war on a young nation. Australia lost 60 000 from a population of about 4 million, representing one in five of those who served. No previous or subsequent war has made such an impact on the nation.

Even before the end of the war, memorials became a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as grave sites, substitute graves for the Australians whose bodies lay in battlefield cemeteries in Europe and the Middle East. British policy decreed that the Empire war dead were to be buried where they fell. The word 'cenotaph', commonly applied to war memorials at the time, literally means 'empty tomb'.

Australian war memorials are distinctive in that they commemorate not only the dead. Australians were proud that their first great national army, unlike other belligerent armies, was composed entirely of volunteers, men worthy of honour whether or not they paid the supreme sacrifice. Many memorials honour all who served from a locality, not just the dead, providing valuable evidence of community involvement in the war. Such evidence is not readily obtainable from military records, or from state or national listings, where names are categorised alphabetically or by military unit.

Australian war memorials are also valuable evidence of imperial and national loyalties, at the time, not seen as conflicting; the skills of local stonemasons, metalworkers and architects; and of popular taste. In Queensland, the soldier statue was the popular choice of memorial, whereas the obelisk predominated in the southern states, possibly a reflection of Queensland's larger working-class population and a lesser involvement of architects.

Many of the First World War monuments have been updated to record local involvement in later conflicts, and some have fallen victim to unsympathetic re-location and repair. Although many different types of war memorials were erected throughout Queensland, the clock type of memorial was comparatively rare. It is not known who designed the memorial, however the metal work was produced by Ernest Gunderson and was originally part of an earlier monument which also commemorated the First World War.

Ernest Gunderson established his metalworking company in Brisbane after migrating from Norway. The company operated until the mid-1930s and supplied honour boards and plates for memorials state-wide. His work was distinctly original, often incorporating both Australian and British motifs.

Source: Extract from the QHR entry for Goomeri War Memorial Clock, Place ID: 600642.

STATEMENT OF SIGNIFICANCE

The Goomeri War Memorial Clock is a place of local and State heritage significance as it demonstrates the Goomeri community response to World War I and World War II as evidenced by, but not limited to, criterion a), b), d), e) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War.</p> <p>The Goomeri War Memorial Clock also has special association with Brisbane metalworker Ernest Gunderson as an example of his workmanship.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The Goomeri War Memorial Clock is one of the few memorials in Queensland in the form of a clock tower and has uncommon decorative features.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period.</p> <p>Unveiled in 1940, the war memorial at Goomeri demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.</p>

<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Goomeri War Memorial Clock is of aesthetic significance as a dominant landmark in the main intersection of Goomeri, being the reason the town is known as 'the Clock Town.'</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Goomeri War Memorial Clock has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>Pugh's Almanac 1924. https://www.textqueensland.com.au/item/journal/4611213de38563d81096f7c22ab5fb38. Retrieved 11/01/2019</p> <p>QHR entry. Goomeri War Memorial https://apps.des.qld.gov.au/heritage-register/detail/?id=600642. Retrieved 11/01/2019</p> <p>Queensland Places. http://www.queenslandplaces.com.au/kilkivan-and-kilkivan-shire. Retrieved 11/01/2019</p>

Mount Clara Smelter



Mount Clara Smelter, 2019.

OTHER NAMES	Mount Clara Copper Mine Chimney and Smelter
ADDRESS / LOCATION	Located on Rossmore Road near Kilkivan township in the Brisbane Mining District. Situated at co-ordinates 26.10.48S – 152.16.19E. (AMG Map Sheet: Woolooga 1: 50,000: Grid: AMG 272041)
LOT/PLAN	Lot 218 on NPW963
AREA FOR PROTECTION	As per Queensland Heritage Register boundary
PLACE TYPE	Mining and mineral processing
PLACE COMPONENTS	Remains of the Mount Clara Smelter including walls, fire-box, chimney, collapsed smelter flue, slag heap, dump, subsurface archaeological material
YEAR CONSTRUCTED / PERIOD	1873
THEME	2.2 Exploiting, utilising and transforming the land: exploiting natural resources
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID:600640 National Trust of Queensland: KVN 4/0
SIGNIFICANCE LEVEL	State, Local

HISTORICAL CONTEXT

Mining probably commenced in the Mount Clara - Mount Coora area in 1872. The Mount Clara smelter was built in 1873 but only operated until 1875 when it was closed and the Mount Clara copper ore was subsequently carted to the Mount

Coora smelter for treatment, following the purchase of the Mount Clara holdings by the Mount Coora Copper Mining Company in 1874. This may have been due to the fact that Mount Clara mine was two miles from the smelter, and ore had to be carted a considerable distance anyway. Mount Coora later had an ore roasting furnace built as well.

The eventual closure of the mines was attributed by Rands (in 1886) to the high cost of fuel for the smelters.

The Mount Clara smelter was among the earliest built in Queensland, being built after Peak Downs, Mount Perry and Flanagans smelters, but a year before those at Mount Coora, Blackall Mine and the Adolphus William.

Source: Extract from the QHR entry for Mount Clara Smelter, Place ID: 600640.

STATEMENT OF SIGNIFICANCE

The Mount Clara Smelter is a place of local and State heritage significance as it demonstrates the development of the copper mining industry in the Gympie region as evidenced by, but not limited to, criterion a), b) and c) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Together with the small number of well-preserved 1870s smelters (Flanagans, Adolphus William) the Mount Clara Smelter is important in demonstrating the evolution of base metal mining in Queensland.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

Smelters of this age and good state of preservation are rare aspects of Queensland's history. The smelter chimney is perhaps the oldest surviving mining industry chimney in Queensland.

C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history

The Mount Clara Smelter site may also contain evidence that provides information contributing to the understanding of that period and of early mining in the Maryborough district.

MAP

SOURCES

QHR entry. Mount Clara Smelter. <https://apps.des.qld.gov.au/heritage-register/detail/?id=600640>. Retrieved 11/01/2019.

Boobyjan Homestead



Boobyjan Homestead. Image: Gympie Regional Council.

OTHER NAMES	None known
ADDRESS / LOCATION	55 Boobyjan Road, Boobyjan via Goomeri
LOT/PLAN	Lot 1 on RP 112765
AREA FOR PROTECTION	Lot on plan
PLACE TYP	Pastoralism
PLACE COMPONENTS	Original location of buildings on allotment and original fabric, fittings and fixtures of five principal buildings; Homestead, Cottage, Dining Room, Billiard Room, Kitchen (replaced). Outbuildings included a power house and sheds. Mature trees and plants surrounding the homestead, including a hoop pine.
YEAR CONSTRUCTED / PERIOD	1848-1870
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities 6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID:600639 National Trust of Queensland: KVN 5/0 Register of the National Estate, Place ID 8750 (non-statutory)
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Lawless' occupation of the Boobyjan run began in 1847, when two brothers Paul and Clement Lawless took up three leases in the Burnett River district. The Lawless brothers arrived in Australia from County Cork, Ireland in 1840. After initially establishing themselves on a farm in the Liverpool Plains, the brothers moved to the Moreton Bay district, where they took up the Nindooimba run in 1842. With the intention of finding land more suitable for sheep farming, Paul and Clement Lawless joined an expedition travelling via the Brisbane Valley to the Burnett District, where they discovered their future home, Boobyjan, named after a near-by large rock landmark.

A letter which Clement Lawless wrote to his sister-in-law, Alicia Lawless-Pyne, dated March 1849, provides many details about the early occupation of the Boobyjan run by the Lawless family. Lawless writes of the effects of the low wool prices and the consequent economic hardships which saw the importation and employment of many 'Celestials' on the

station. The wages books from the station attest to the large proportion of Chinese labourers at Booubyjan, who were, it seems, paid considerably less than their European counterparts. The problems with language were overcome because the Chinese did everything by signs most readily and were excellent at tending sheep.

This letter goes on to give details of the early ownership of the station; 'We have not got any Title as yet from the Governor to our Station, which is keeping us in hot water, but expect it during the year. A great deal of business has accumulated in the Land's office in consequence of a change in Squatting regulations; the whole of the country has to be surveyed before they can give Leases, which must occupy a long time'.

And by 1850, the New South Wales Government Gazette (June 19) published a list of successful tenders for runs in Crown Lands beyond the settled districts. Paul Lawless is listed with Windera and Clement Lawless with 'Boombagan'. According to early Lands Department Registers the Lawless brothers ran a station called Booubyjan and this comprised three runs, namely Booubyjan, Boonimba and Windera. These Registers indicate that Paul was the sole proprietor of Windera and Clement the sole proprietor of Booubyjan run and both brothers oversaw the Boonimba run.

An early Register indicates that a lease was issued for the Booubyjan (therein referred to as Boombagan) and Windera Runs in 1862 for a term of 14 years for an annual rent of £14.

Clement Lawless had returned to Ireland in about 1860 to marry and remained living in Kilcrone, Ireland until 1869 when he returned to Booubyjan for one year before, again, returning to his country of birth. In 1869, under Section 55 of the Pastoral Leases Act of 1869, the Lawless' brothers surrendered their leases at both Booubyjan and Windera and were issued with new leases for the two runs in July of the same year.

In about 1858 Paul Lawless had also returned to Britain where he married Ellen Nash in Bath, and the young couple set out for Australia in April 1859. Paul and Ellen had four children, and by 1865 it was necessary for the sake of Paul's health to return to Britain where he died shortly after. Ellen, who now held her husband's share in the Australian properties, and her young children spent some years travelling around Europe before returning to Booubyjan in late 1870. In 1873, Clement sold his interest in both the Booubyjan station property and another family property, Imbil in the Mary Valley which had been purchased in 1857, to Ellen Lawless, the widow of his brother Paul.

After Ellen's death in 1922, the property was bequeathed to her two sons, one of whom, William Burnett Lawless was actually residing at Booubyjan Homestead at the time of his mother's death. William and his wife, Beatrice Muriel Walker, did not have children and the property was passed on William's death in 1945 to William's nephews, Ivan Desmond Lawless and Burnett Rhys Lawless. Ivan and Burnett were the sons of John Paul Lawless, then in residence at Windera. Burnett continued on at Booubyjan Homestead for many years until his death in 1995, and Booubyjan is now run by Burnett and Enid's son, Michael, along with his wife and children.

The oldest building on the site is the Booubyjan Homestead (in part, 1848). The Dining Room (1860), which was previously used as a nursery received the Queensland Women's Historical Association first 'blue plaque' in the state in 1960 to celebrate its centenary. Photographs dating from the 1870s suggest that the other principal building, referred to as the Cottage, were built either during or before the early 1870s.

Early photographs of the head station at Booubyjan indicate that the complex has been subject to many changes, where buildings have been removed or added, and in some instances moved slightly. There is evidence, for example, that an elevated timber building to the south west of the Cottage was removed from the complex of buildings comprising the Homestead at Booubyjan. Photographs taken in 1928 by the travelling photographer of The Queenslander, show the remarkably unchanged state of the buildings from this time, particularly the interiors which retain many pieces of furniture and other items from earlier periods of inhabitancy, two motor garages and a small range of other businesses.

The 1950s saw the destruction of an early kitchen to the rear of the Dining Room, and its replacement with another kitchen built onto the rear of the Homestead.

In the 1970s a storm unroofed both the Cottage and the Homestead, and these were replaced, though not in the previous steeply pitched Dutch gabled roof form, but simply with hipped corrugated iron roofs.

Source: Extract from the QHR entry for Booubyjan Homestead, Place ID: 600639.

STATEMENT OF SIGNIFICANCE

Boobyjan Homestead is a place of local and State heritage significance as it demonstrates early pastoral activities in the Gympie region, and wider Burnett region, as evidenced by, but not limited to, criterion a), b), c), d), e) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>As one of the earliest pastoral stations in Queensland, Boobyjan Homestead demonstrates the pattern of land use and settlement in rural areas of the state from the late 1840s and, in particular the development of the Burnett region.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>Boobyjan provides rare surviving evidence of early timber building construction techniques, including drop slab and vertical slab construction, and shingled roofing.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history</p>	<p>Boobyjan Homestead has the potential to yield further information through archaeological research about timber building construction techniques of the mid nineteenth century and of the early pastoral station.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The homestead is important in demonstrating the principal characteristics of early Queensland homesteads, constructed as the head station of a large run. The various accretions, dating from the 1840s, demonstrate the growth of the Lawless family.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The buildings are picturesquely situated in an early garden at the crest of an incline and have aesthetic significance. Boobyjan Homestead has a number of significant furniture pieces, important to the understanding of the history of the homestead.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>Boobyjan Homestead has special associations with the Lawless family, who originally took up the land in 1847, and have remained on the property to this day. The family included early pioneers of the Burnett region.</p>
<p>MAP</p>	
<p>SOURCES</p>	<p>QHR entry. Boobyjan Homestead. https://apps.des.qld.gov.au/heritage-register/detail/?id=600639. Retrieved 11/01/2019</p>

Hall of Memory, Goomeri



Goomeri Hall of Memory, 2019.

OTHER NAMES	None known
ADDRESS / LOCATION	17 Boonara Street, Goomeri
LOT/PLAN	Lot 6-7 on RP22762
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, location of building on allotment, original fabric, fittings and fixtures, honour rolls, significant vegetation and extant moveable heritage
YEAR CONSTRUCTED / PERIOD	1926
THEMES	8.5 Creating social and cultural institutions: Sport and recreation 8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600641 National Trust of Australia (Queensland): KVN 9/0
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up and broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924 Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

The Hall of Memory at Goomeri was opened in 1926 to commemorate all those from the district who had served in World War I, but this dedication has since been extended to also honour all those who have served in subsequent wars.

The First World War [1914-1918], although fought in Europe, North Africa and the Middle East, had a profound impact on Australia. At the outbreak of war Australia, settled as a British colony and with strong ties to the 'motherland', immediately entered the war in support of Britain and her allies. Over 300,000 Australians out of a population of 4 million volunteered for service overseas, with approximately 60,000 of these making the supreme sacrifice. Virtually every Australian community, including that of Goomeri, lost young men in this war.

Following the war, most communities wished to erect a memorial for those who served, and particularly those who had not returned. At Goomeri, a memorial was erected in Digger Perrett Park, although the Goomeri Memorial Clock, which stands opposite the site, replaced this in 1940. The Goomeri sub branch of the RSL received its charter on 1 January 1926 and members of this branch were a driving force behind the establishment of the Hall of Memory. A public meeting was held in March 1926 and a Memorial Hall Building Committee comprising Messrs. Mayne, Stanton, Wimberley, Maudsley and Wise was appointed with authority to obtain land and a building for use as a community hall. At the time, this was not a common form of memorial, most tributes to Queensland volunteers and war dead being monuments. It was not until the wake of World War II that such practical memorials as buildings and community facilities were favoured, so that the Goomeri Hall of Memory is one of only a small number of such buildings remaining.

The building committee purchased an existing timber store building from Cuthbert Butt at Nanango and A Kopp and W Toop had erected it on the site by May 1926. A crow's ash floor was laid for dancing and the hall was painted. It was initially leased to a Mr A Rich, who moved his silent picture show there from Boonara. Mrs Rich had a sweet stall under the hall, which appears to have been enclosed soon after the relocation. Funds to clear the debt and cover the purchase of furniture, crockery and other essential items were raised by holding a series of events from 1927. These included a concert and ball, a sports day and procession and a popular girl competition, won by Myrtle Wieland who was also one of the cinema pianists. These events were announced to have cleared the debt of £844 at Easter 1929 with a surplus of just £1/3/6.

In 1931 a large supper room with a kitchen was added. This room was also used for meetings and small functions. In 1935 sections of wall were removed between the hall and the enclosed verandahs to increase available space. Mr A Duffy held a long lease on the hall to show films. He also acted as caretaker and installed electricity and equipment to show 'talkies'. In the 1940s he became one of the first operators in the country to install cinemascope.

During the Second World War, the basement area was used to store 600 tons of emergency supplies for the area in case of Japanese invasion. Following the war these were removed and the area was partitioned as clubrooms for the RSL. The Citizen's Military Forces also used the RSL space as a drill room and the grounds of the hall for parades.

World War II memorials to match those for WWI were ordered in 1950 from Smiths Rubber Stamp, Brass Plate and Stencil Manufacturing Coy in Brisbane for the sum of 7 guineas each. Murray Studios in Gympie supplied the photographs and the memorials were unveiled on Anzac Day 1951.

In the 1950s, the demand for film shows fell. Films were shown only once a week and were eventually discontinued in the late 1950s, although the hall continued to be used for other events. In 1971, the Kilkivan Shire Council accepted responsibility for the hall at the Trustee's request. Following this, the kitchens were modernised and a bar and cold room installed at the supper room end of the hall. The RSL kitchenette was modernised in 1991 and it is thought that the hall was re-roofed in 1995. The hall is still in regular use for a wide range of entertainments and social functions.

Source: Extract from the QHR entry for Goomeri Hall of Memory, Place ID: 600641.

STATEMENT OF SIGNIFICANCE

The Goomeri Hall of Memory is a place of local and State heritage significance as it demonstrates the Goomeri community response to World War I and subsequent wars as evidenced by, but not limited to, criterion a), b), d), e) and g) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Goomeri Hall of Memory is important in demonstrating the pattern and evolution of the region's history, as a memorial to the participation, and loss of, members of the Goomeri and district community in the First World War and later wars. Construction of the hall is also illustrative of the patriotic fervour

	associated with the First World War, and the community's identification with the British Empire at this period in Queensland's history.
B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage	As a memorial hall it forms part of a relatively rare type of First World War memorial in Queensland, being a building for both memorial and recreational use, rather than the more common monumental memorial.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.	The Goomeri Hall of Memory demonstrates the principal characteristics of a building designed for the use, both recreational and administrative, of returned soldiers and their families, with its honour rolls, meeting rooms, supper room, and dance hall. The large hall remains important in demonstrating the principal characteristics of its type, with a timber floor laid especially for dancing, a stage, supper room and large banks of windows to the street elevation.
E. The place is important because of its aesthetic significance to the local area.	The Hall of Memory has landmark qualities as a large and well-detailed building on a prominent elevated site and makes a major contribution to the character of the townscape of Goomeri.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Goomeri Hall of Memory has a spiritual and social association with the Returned Services League as both a war memorial and a meeting place. It also has a special association with the community of Goomeri and district because of its long use for many social functions, including balls, concerts and the showing of films.
MAP	
SOURCES	<p>"HALL OF MEMORY." (1926, July 31). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 6. Retrieved May 8, 2019, from http://nla.gov.au/nla.news-article153163568</p> <p>Pugh's Almanac 1924. https://www.textqueensland.com.au/item/journal/4611213de38563d81096f7c22ab5fb38. Retrieved 11/01/2019</p> <p>QHR entry. Goomeri Hall of Memory. https://apps.des.qld.gov.au/heritage-register/detail/?id=600641. Retrieved 11/01/2019</p> <p>Queensland Places. http://www.queenslandplaces.com.au/kilkivan-and-kilkivan-shire. Retrieved 11/01/2019</p>

Wodonga House (former)

Image not available

OTHER NAMES	Wodonga Homestead
ADDRESS / LOCATION	Gympie-Woolooga Road, Widgee, via Gympie
LOT/PLAN	Lot 26 on LX 1506
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Farming
PLACE COMPONENTS	Building, original fabric, fixtures and fittings.
YEAR CONSTRUCTED / PERIOD	1902
THEMES	2.4 Exploiting, utilising and transforming the land: Agricultural activities 6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600643 National Trust of Australia (Queensland): KVN 7/0
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The former Wodonga house was constructed on its original site in 1902. The land on which it was located was first settled in 1849 when a number of runs were taken up by W B Tooth and Company. These holdings eventually developed into a cattle property known as Widgee Station.

Government resumptions of Widgee Station began in 1869, and in 1877 James Meakin jnr successfully applied for a 640-acre portion, which was to become Wodonga Station. In 1878 an adjoining portion was selected and further land was acquired until 1912 when Wodonga covered 1194 acres, making it one of the largest properties in the district. By January 1882, part of the holding had been transferred to James Meakin snr. The Meakins were cheese makers and also supplied produce to the residents of Gympie.

Prior to 1880, the Meakin brothers constructed the first homestead on the site. In 1887, Wodonga was transferred to Catherine Ellen Hillcoat, wife of John William Hillcoat, manager of Hope Crushing Battery at nearby Black Snake Mineral Field. Hillcoat's son Harold and his wife settled on the property and raised their family of five boys and four girls. The Hillcoats continued the practice of cheese making and dairying and the family lived in the original homestead until 1902, when they constructed the current homestead. The first stage comprised four rooms with a shingle roof. Pine floorboards were brought from the Gympie sawmill in exchange for pine logs from Wodonga. Two rooms were later added and the roof was extended and clad in corrugated iron.

The new building was located adjacent to the existing on the northern side enabling the kitchen to be re-used and eventually connected to the new building. It contained five bedrooms and a sitting room, with the original homestead building retained for use as a schoolroom and accommodation for visitors and workmen. The buildings were surrounded by a picket fence.

Around 1908 the Hillcoats ceased dairying and concentrated on raising beef cattle, supplementing their income by selling possum and kangaroo skins. In 1911-1912 the family worked timber getting in the surrounding area, though the property then reverted to dairying under Percy Pointen who married one of the Hillcoat daughters. When Pointen died the property was sold to the Wodonga Pastoral Company and was used to raise beef cattle again. From 1962 the homestead was unoccupied and became derelict. In August 1978, the homestead building was sold to the Widgee Historical Society and relocated to the Widgee Hall and Recreation Association grounds. Repairs have been carried out

and it has been restumped and re roofed. It is currently used intermittently for community events. The original homestead and kitchen have not survived.

Source: Extract from QHR entry for Wodonga House (former), Place ID: 600643.

STATEMENT OF SIGNIFICANCE

Wodonga House (former), formerly at Wodonga, is a place of local and State heritage significance as it demonstrates the development of early agricultural activities in the Gympie region as evidenced by, but not limited to, criterion a), d) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Wodonga House (former), formerly at Wodonga, is typical of many small farm homestead buildings, built from local materials and demonstrating evidence of additions and adaptations to accommodate the changing needs of its occupants.

The building, as part of the former homestead and farm complex that was constructed by the Hillcoat family in 1902, has local significance for its association with this family who occupied the original site for many years.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

Wodonga House (former), formerly at Wodonga, is typical of many small homestead buildings, being built from local materials and showing evidence of being added to and adapted over the years to accommodate the changing needs of its occupants.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

Wodonga House (former), as part of the former homestead that was constructed by the Hillcoat family in 1902, has local significance for its association with this family who occupied the original site for many years.

MAP

SOURCES

Gympie and District Farming & Grazing. (1905, February 18). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 6. Retrieved May 8, 2019, from <http://nla.gov.au/nla.news-article188055534>

Notes and News. (1907, February 21). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved May 8, 2019, from <http://nla.gov.au/nla.news-article188308665>

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QHR entry. Wodonga House (former) . <https://apps.des.qld.gov.au/heritage-register/detail/?id=600643>. Retrieved 11/01/2019

Queensland Places. <http://www.queenslandplaces.com.au/kilkivan-and-kilkivan-shire>. Retrieved 11/01/2019

Barambah Homestead

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	48 Barambah Homestead Road, Barambah
LOT/PLAN	Lot 8 on RP 142301
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Pastoralism
PLACE COMPONENTS	Building, location of building on allotment, original fabric, fixtures, fittings and architectural detailing and extant moveable heritage. Gardens and significant mature plantings. Significant outbuildings and family cemetery.
YEAR CONSTRUCTED / PERIOD	1905-1906
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities 6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600644 National Trust of Australia (Queensland): KVN 6/0
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s.

Barambah station was established in 1843 by Ferriter and Uhr in the wake of Henry Stuart Russell's exploration of the Burnett district in 1842. The holding was later acquired by Mr George Clapperton before being acquired by Mr Isaac Moore, firstly as a partnership with Mr W. H. Baynes and following the death of Baynes, in partnership with his own sons. Isaac Moore died in 1903 and his sons Hugh and Isaac John took over the property.

A newspaper report in 1908 describes the main personnel living and working on Barambah station as comprised of: Manager Isaac John Moore and his wife who was known for her kindness and generosity; Mr and Mrs Clarry and their two children, with Mr Clarry as the carpenter and Mrs Clarry running an accommodation house on the station for travellers; Mr Robert Downing, head stockman and his wife and one child, with Mr Downing having arrived on Barambah in the 1860s with his parents – his father had worked as a shepherd for the original owner Mr Jones; Miss Lilly Hosier, cook and Miss Ada Walters, station nurse.

In 1924 Barambah station was described as a little village with numerous offices, bachelor's quarters, sheds, stables, stores, clearing, fencing and cultivation with an elegant homestead which resembled a city mansion. The bachelors quarters were noted as being over 50 years old at the time (constructed in the mid-1870s). A grape vine near the homestead was also noted and claimed to be 70 years old in 1924 (planted in the mid-1850s). A family cemetery was described as being located in the homestead garden and included graves from the early 1870s of the first station manager, Mr C. Mason, and infant sons of one of the original owners of the station, Mr Jones.

Today, the timber residence built in c. 1905-06 stands as testimony to the development of Barambah as one of the earliest principal pastoral holdings in the Burnett district. The physical improvement of the site reflects the growth of the Queensland rural economy during the early 20th century.

Extract from the QHR entry for Barambah Homestead, Place ID: 600644.

STATEMENT OF SIGNIFICANCE

Barambah Homestead is a place of local and State heritage significance as it demonstrates the early development of pastoral activities in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Barambah station was established in 1843 by Ferriter and Uhr in the wake of Henry Stuart Russell's exploration of the Burnett district in 1842. The Barambah site once comprised a complete homestead complex, with some structures reputedly built during the 1870s. Today, the timber residence built in c1905-06 stands as testimony to the development of Barambah as one of the earliest principal pastoral holdings in the Burnett district. The physical improvement of the site reflects the growth of the Queensland rural economy during the early 20th century.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.

Barambah Homestead is an excellent example of the Queen Anne style of timber and tin Queenslander's that were constructed as family homes from the 1890s to the 1910s. The building extensively demonstrates the characteristics of the Queen Anne style including numerous gables topped with finials, extensive verandahs with dowel balustrade, fretwork verandah post brackets and decorative architectural detailing.

Despite extensive renovations to the house, the main original divisions between the living areas and private spaces, such as bedrooms, and the internal core and encircling verandahs, remain intact, with the exception of the rear enclosed verandah areas. The significant associated buildings present in the homestead complex assist in demonstrating how this kind of pastoral property operated.

E. The place is important because of its aesthetic significance to the local area.

The residence exhibits a high standard of workmanship and architectural design, and its elevated position, amidst early garden remnants and overlooking a watercourse, enhances the aesthetic appeal of the site.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

Barambah has a special association with the Moore family, who owned the property for nearly 100 years and who developed it during that time as one of the pre-eminent cattle stations in the Burnett district.

MAP

SOURCES

Barambah Station. (1924, November 15). *The Brisbane Courier (Qld. : 1864 - 1933)*, p. 15. Retrieved January 25, 2019, from <http://nla.gov.au/nla.news-article22890938>

COUNTRY NOTES. (1908, December 8). *Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947)*, p. 4. Retrieved January 25, 2019, from <http://nla.gov.au/nla.news-article149865937>

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Boonara Homestead



Boonara Homestead, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	7191 Burnett Highway, Boonara
LOT/PLAN	Lot 2 on SP187267
AREA FOR PROTECTION	Lot on plan
PLACE TYP	Pastoralism
PLACE COMPONENTS	Building, location of building on allotment, original fabric, fixtures, fittings and architectural detailing and extant moveable heritage. Gardens and significant mature tree plantings.
YEAR CONSTRUCTED / PERIOD	1862
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities 6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local, potential State significance

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. Boonara Station, of an estimated 16,000 acres, was taken up by Edward Brace Hawkins in 1849 and shortly after transferred to the Jones family. At the time, the property consisted of a cottage, store and kitchen, stockyard, paddocks and a fenced garden. The name Boonara is reported as coming from the Aboriginal word *bunar*, meaning Bloodwood Tree and used by the Kabi Kabi people in the Wide Bay District.

In 1863, Mr G. H. Jones married and brought his new wife Rose, (nee Hickson) the following year to Boonara to take up residence in the homestead. This was a big event for the local people who prepared a large reception for the home coming of the Jones' complete with flags and banners, a procession of Boonara School children led by the headmaster,

triumphal welcome home arch decorated with evergreens, cheers from employees and later, a dance to complete the celebration.

At the time Boonara station was described in the Maryborough Chronical, Wide Bay and Burnett Advertiser as a village-like, large and flourishing sheep station with a large wool shed occupying the face of the hill to the left with a large cattle yard below. To the right of the hill a considerable number of buildings were noted including the residence on the side of the lagoon and its fine garden of flowers, grape vines, sweet potatoes and pumpkins. A family cemetery was also noted in the south-eastern area of the garden, bounded by a picket fence.

G. H. Jones sold his share of Boonara in 1891 and purchased Kilkivan station.

STATEMENT OF SIGNIFICANCE

Boonara Homestead is a place of local heritage significance as it demonstrates the early development of pastoral activities in the Gympie region as evidenced by, but not limited to, criterion a), d) and h) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Boonara Homestead, the home of George Hall Jones and his family, demonstrates the growth of Jones' family pastoral enterprises, the affluence of the Jones family, and the prosperity of the area in the early 20th century. As a well-respected member of the community, and having served as a representative for the Burnett district in the Queensland Parliament, the substantial home also demonstrates the standing of George Hall Jones in the local community.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Boonara Homestead demonstrates the principal characteristics of 1860s low-set homestead construction with hipped roof, wide verandah with separate roof supported on timber posts, brick chimney and rectangular plan. The house garden is typical of homesteads at the time.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

Boonara Homestead has a special association with George Hall Jones who was a prominent member of the community, having taken up the family business at Boonara in the mid-1850s when he was 18. In his adult life he served as a representative for the Burnett district in the Queensland Parliament from 1888 to 1891 and was also a Member of the Eidsvold and Kilkivan Divisional Board. He, with his wife Rose, was involved in many community organisations and both were highly regarded in the community. He died in 1899 and was buried in the Jones family cemetery on the hillside overlooking Kilkivan station.

MAP

SOURCES

Advertising (1850, February 22). *The Sydney Morning Herald (NSW : 1842 - 1954)*, p. 4. Retrieved January 25, 2019, from <http://nla.gov.au/nla.news-article12915895>

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Kilkivan Station Master's Residence (former)



Kilkivan Station Master's Residence (former), 2019.

OTHER NAMES	Former Station Master's house
ADDRESS / LOCATION	6 Cave Street, Kilkivan
LOT/PLAN	Lot 2 on MPH25118
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Building/s, original building design and location on allotment, original fabric, fixtures, fittings and architectural detailing (internal and external).
YEAR CONSTRUCTED / PERIOD	1886
THEMES	5.3 Moving goods, people and information: Using rail 6.4 Building settlements, towns, cities and dwelling: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Kilkivan began as a small town 45 km north-west of Gympie in a mixed mining, timber getting and farming district that had emerged from the Kilkivan pastoral run, settled by J.D. MacTaggart. In 1868 the Kilkivan Post office was opened, which was briefly known as Neureum between 1876 and 1881. A school was opened in 1876, and Union, Catholic and Anglican churches opened during 1880-88. In 1886 Kilkivan was connected to the Maryborough and Gympie railway system, and the construction of the railway station caused some of the town's activities to be moved nearer to it. In the same year, a 'substantial hardwood building' was being erected to serve as the station masters house for the newly appointed station master Mr Newman. Despite some of the town's activities now being closer to the railway station, when the line was extended to Goomeri in 1902, the old town site came back into favour.

In 1911 the Kilkivan pastoral station was resumed for closer-settlement, promoting further agricultural development, and three years later Kilkivan held its first agricultural show. The extension of the railway to Goomeri, however, inhibited Kilkivan's growth, and by 1921 Goomeri's population exceeded Kilkivan's, a situation that persists today. By 1924 Kilkivan was described as a railway station and mining town with a number of businesses including one stock agent, one butcher, three stores, a hairdresser, a bank (Union), a hotel (Federal) and one motor garage. After two decades of debate, Kilkivan built a school of arts in 1919. Kilkivan railhead was an important depot for timber from the shire, serving as far as Nanango. The last of several mills in the shire was closed in the 1980s. There are five timber reserves in the former shire, but forest management is run from Murgon.

STATEMENT OF SIGNIFICANCE

The Kilkivan Station Master's Residence (former) is a place of local heritage significance as it demonstrates the development of railway services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

With the opening of the Kilkivan Railway Station, Kilkivan became an important location and the gateway to the South Burnett district. The Kilkivan Station Master's Residence (former), constructed in 1886, is an important extant building demonstrating the evolution of rail transport in Kilkivan and throughout the region. With the other railway buildings and infrastructure at the time, the station master's house symbolised the future expectations of prosperity for the 1886 Kilkivan community.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Kilkivan Station Master's Residence (former) demonstrates the principal characteristics of a late 1880s timber and tin residence. It is low set on timber stumps with separate verandah roof, simple front stairs and balustrading. Minimal architectural detailing and simple flat window hoods over side windows. The building is characteristic of the simple style of residence erected by the Queensland Railway Commission to accommodate station masters and their families.

MAP

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Gwandoban



Gwandoban, 2019.

OTHER NAMES	David Lacey Jones' house, Kilkivan Country Bed & Breakfast
ADDRESS / LOCATION	8 Hill Street, Kilkivan
LOT/PLAN	Lot 1 on MPH3294
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Pastoralism
PLACE COMPONENTS	Building, location of building on allotment, original fabric, fixtures, fittings and architectural detailing. Detached carbide gas building at rear of house. House yard fence line location. Significant mature tree plantings including Bunya pine.
YEAR CONSTRUCTED / PERIOD	1911
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Kilkivan began as a small town 45 km north-west of Gympie in a mixed mining, timber getting and farming district that had emerged from the Kilkivan pastoral run, settled by J.D. MacTaggart. In 1868 the Kilkivan Post office was opened, which was briefly known as Neureum between 1876 and 1881. A school was opened in 1876, and Union, Catholic and Anglican churches were opened during 1880-88. In 1886 Kilkivan was connected to the Maryborough and Gympie railway system, and the construction of the railway station caused some of the town's activities to be moved nearer to it. However, when the line was extended to Goomeri in 1902, the old town site came back into favour.

In 1911 the Kilkivan pastoral station was resumed for closer-settlement, promoting further agricultural development, and three years later Kilkivan held its first agricultural show. The extension of the railway to Goomeri, however, inhibited

Kilkivan's growth, and by 1921 Goomeri's population exceeded Kilkivan's, a situation that persists today. By 1924 Kilkivan was described as a railway station and mining town with a number of businesses including one stock agent, one butcher, three stores, a hairdresser, a bank (Union), a hotel (Federal) and one motor garage. After two decades of debate, Kilkivan built a school of arts in 1919. Kilkivan railhead was an important depot for timber from the shire, serving as far as Nanango. The last of several mills in the shire was closed in the 1980s. There are five timber reserves in the former shire, but forest management is run from Murgon.

David Lacey Jones is the son of George Hall Jones (onetime representative for the Burnett District in the Queensland Parliament) and grandson of David Jones, (founder of David Jones & Co, Sydney) After working in Sydney and Brisbane as a broker he returned to Kilkivan, taking up residence there around 1912. He served as Shire Clerk on the Kilkivan Shire Council for 43 years and was heavily involved in numerous community organisations and highly regarded as an expert in shire and local government and a prominent member of the Kilkivan community. He died in 1945 and was buried in the Jones family cemetery on the hillside overlooking his father's Kilkivan station.

STATEMENT OF SIGNIFICANCE

Gwandoban is a place of local heritage significance as it demonstrates the early development of pastoral activities in the Gympie region as evidenced by, but not limited to, criterion a), d) and h) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Gwandoban, the home of David Lacey Jones and his family, demonstrates the generational growth of family pastoral enterprises and the affluence of the Jones family, and the prosperity of Kilkivan, in the early 20th century. As a well-respected member of the Kilkivan community, and Shire Clerk for the Kilkivan Shire Council, the substantial home also demonstrates the standing of David Lacey Jones in the Kilkivan community.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Built by David Lacey Jones, Gwandoban is an excellent example of the Queen Anne style of timber and tin Queenslander's that were constructed as family homes from the 1890s to the 1910s. The building extensively demonstrates the characteristics of the Queen Anne style including a steep pitched roof, decorated gables with open battens, bay windows, extensive verandahs with decorative verandah brackets and architectural detailing. Internal detailing includes pressed metal ceilings, archway with decorative columns, fanlights above doors, French doors, leadlight features and examples of both sash and casement windows.</p>
<p>H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history</p>	<p>Gwandoban has a special association with Mr David Lacey Jones who served as Shire Clerk on the Kilkivan Shire Council for 43 years. D. L. Jones was a prominent member of the Kilkivan community, having taken up residence there around 1912 following business training in Sydney and Brisbane. He was involved in numerous community organisations and highly regarded as an expert in shire and local government. He died in 1945 and was buried in the Jones family cemetery on the hillside overlooking Kilkivan station.</p>

MAP

<p>SOURCES</p>	<p><i>Amazing history for Kilkivan homestead</i>, The Gympie Times, 13 April 2018, by Arthur Gorrie. https://www.gympietimes.com.au/news/amazing-history-for-kilkivan-homestead/3386361/ Retrieved 22/01/19.</p> <p>"DEATH CLOSES RECORD OF SERVICE" <i>Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947)</i> 4 September 1945: 2. Web. http://nla.gov.au/nla.news-article151771733. Retrieved 22/01/19</p> <p>Fox, Matthew J (1923). <i>The history of Queensland: its people and industries : an historical and commercial review descriptive and biographical facts, figures and illustrations : an epitome of progress.</i> Brisbane: States Publishing Company. https://espace.library.uq.edu.au/view/UQ:216975. Retrieved 22/01/19</p>
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Federal Hotel (former)



Federal Hotel (former), 2019.

OTHER NAMES	Kilkivan Hotel Motel
ADDRESS / LOCATION	19 Bligh Street, Kilkivan
LOT/PLAN	Lot 1 on MPH 3348
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, location on allotment, awnings over footpath, original building design, original fabric, fixtures and fittings (internal and external)
YEAR CONSTRUCTED / PERIOD	1922-1923, original hotel established 1901
THEMES	3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Kilkivan began as a small town 45 km north-west of Gympie in a mixed mining, timber getting and farming district that had emerged from the Kilkivan pastoral run, settled by J.D. MacTaggart. In 1868 the Kilkivan Post office was opened, which was briefly known as Neureum between 1876 and 1881. A school was opened in 1876, and Union, Catholic and Anglican churches were opened during 1880-88. In 1886 Kilkivan was connected to the Maryborough and Gympie railway system, and the construction of the railway station caused some of the town's activities to be moved nearer to it. However, when the line was extended to Goomeri in 1902, the old town site came back into favour.

In 1911 the Kilkivan pastoral station was resumed for closer-settlement, promoting further agricultural development, and three years later Kilkivan held its first agricultural show. The extension of the railway to Goomeri, however, inhibited Kilkivan's growth, and by 1921 Goomeri's population exceeded Kilkivan's, a situation that persists today. By 1924 Kilkivan was described as a railway station and mining town with a number of businesses including one stock agent, one butcher,

three stores, a hairdresser, a bank (Union), two hotels and one motor garage. After two decades of debate, Kilkivan built a school of arts in 1919. Kilkivan railhead was an important depot for timber from the shire, serving as far as Nanango. The last of several mills in the shire was closed in the 1980s. There are five timber reserves in the former shire, but forest management is run from Murgon.

Prior to the opening of the railway in 1886, Kilkivan had two hotels, the Rise and Shine (the oldest) and the Royal. Following the railway's arrival two new hotels were established, the Railway Hotel in 1886, run by Mr Davey, and the Kilkivan in 1887, run by Michael Cogan. By the end of the century the number of hotels had been reduced to two: Michael Cogan's Kilkivan Hotel and the Railway Hotel, now in the hands of W. McKewen. A third hotel, Jonah Courtman's Federal Hotel, was added in 1901, but by the early 1920s only two hotels, the Kilkivan and Federal were trading.

In 1900 Michael Cogan undertook additions to the Kilkivan Hotel, but he died of pneumonia in 1902, leaving behind a wife and four children, and the license was transferred to his wife, Mary F. Cogan, in 1903. By this time the hotel included a vine-shrouded verandah. Mary Cogan remained the licensee until 1904 when she transferred the licence to Robert Kernohan, who in turn transferred to William Williams in 1907. Further changes of ownership occurred throughout the 20th century.

In 1922, when the hotel was under the control of J Dunn, it was totally destroyed by a fire which broke out in the storeroom. The hotel, designed by architect Mr Hawkes of Maryborough, was rebuilt by 1923 by contractor Mr Tate of Biggenden.

STATEMENT OF SIGNIFICANCE

The Federal Hotel (former) is a place of local heritage significance as it demonstrates the development of hotel services in Kilkivan as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows;

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Federal Hotel (former), rebuilt in 1923, is important in demonstrating the evolution of the Kilkivan township. As the community grew the need for services and places for recreation increased. The Federal Hotel continues to operate as a hotel under the name Kilkivan Hotel Motel.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places.</p>	<p>The Federal Hotel (former) displays defining features of early 20th century timber hotels such as no setback from street front on a corner allotment, accommodation and verandah on top storey creating an awning over the footpath at ground level, battening on gables, window hoods, sash windows and French doors with fanlights leading from top storey accommodation onto the verandah. The hotel is substantially intact.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Federal Hotel (former) has been a place for the Kilkivan community to gather and socialise since 1923, and prior to that, in the original Federal Hotel building from 1901. It is a place that contributes to the identity of the township and is valued by the community.</p>

MAP

<p>SOURCES</p>	<p>Post office list. https://www.premierpostal.com/cgi-bin/wsProd.sh/Viewpocd.w? Retrieved 11/01/2019.</p> <p>Pugh's Almanac 1899 https://www.textqueensland.com.au/item/journal/a652d789ff0dcbbfd9ec6aed75b9cff/ Retrieved 11/01/2019</p> <p>Pugh's Almanac 1905. https://www.textqueensland.com.au/item/journal/3f49a73ebe76804601b662cb73bf7dbb. Retrieved 11/01/2019</p>
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Woolooga Rail Bridge



Woolooga Rail Bridge, 2020.

OTHER NAMES	None known
ADDRESS / LOCATION	Theebine – Kilkivan Line, Wide Bay Creek, Kilkivan
LOT/PLAN	Not applicable
AREA FOR PROTECTION	As per Queensland Heritage Register boundary
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Bridge structure including abutments, original fabric, fittings and fixings
YEAR CONSTRUCTED / PERIOD	1884-1933
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600645

HISTORICAL CONTEXT

The Woolooga Rail Bridge was built in 1884 and crosses Wide Bay Creek on the Maryborough to Kilkivan branch line.

The Kilkivan branch was built while the Maryborough Railway was not connected to any other system. A short section to Dickabram on the bank of the Mary River was opened on 1 January 1886. The section to Kilkivan opened on 6 December 1886 after the completion of a major combined rail-road bridge over the Mary River.

The Kilkivan branch, built in the hope of stimulating gold and copper mining, was ultimately extended to serve the South Burnett. Besides a major bridge over the Mary River, the Kilkivan branch crossed Wide Bay Creek three times. Tenders were called for just 4 miles, and had to be called twice as the short length made the project unattractive to contractors. The work for the whole section to Kilkivan was let to McDermott, Owen & Co in August 1884.

In order to strengthen the bridge to permit C17 locomotives to operate, instead of just PB15 and B15 classes, the 100 feet spans were divided in the 1933-35 period by inserting timber piers at the centre of each span.

Source: Extract from the QHR entry for Woolooga Rail Bridge, Place ID: 600645.

STATEMENT OF SIGNIFICANCE

The Woolooga Rail Bridge is a place of local and State heritage significance as it demonstrates the early development of railway services in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows;

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Woolooga Rail Bridge, built in 1884 as part of the Kilkivan branch line extension, demonstrates both the economic importance of the railway to the Gympie region and the expansion of Queensland's railway network. The Woolooga Rail Bridge was seen as an important development of the railway network in the region, particularly for the expansion of gold and copper mining in the Kilkivan area.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Woolooga Rail Bridge demonstrates the principal characteristics of a Queensland Railway Commission lattice girder rail bridge. Constructed in 1884, the bridge was strengthened in 1933-35 with the addition of timber piers between the original concrete piers.

MAP

SOURCES

QHR entry. Woolooga Rail Bridge. <https://apps.des.qld.gov.au/heritage-register/detail/?id=600645>. Retrieved 12/01.2019.

Annex 4. List of additional places of heritage significance (alphabetical order)

Places also entered in the QHR have been marked with an asterisk (*).

Place name	Address	Town
Amamoor Creek Rail Bridge	Amamoor Creek	Amamoor
Andrew Fisher's Cottage	215 Brisbane Road	Monkland
Andrew Fisher Memorial Park	Corner Tozer Park Road and Cogan Street	Gympie
Bunya Creek Township Site	Mary Valley Road	Kandanga
Calton Hill Park	24 Young Street	Gympie
Commercial: 8 Moore Street, Goomeri	8 Moore Street	Goomeri
Commercial: 17 Moore Street, Goomeri	17 Moore Street	Goomeri
Commercial: 18 Moore Street, Goomeri	18 Moore Street	Goomeri
Commercial: 19 Moore Street, Goomeri	19 Moore Street	Goomeri
Commercial: 20 Moore Street, Goomeri	20 Moore Street	Goomeri
Crawford and Co. Building (former)	216 Mary Street	Gympie
Dickabram Bridge	Miva Road (across the Mary River, Miva (south) to Theebine (north))	Miva
Double Island Point Lightstation	Double Island Point	Double Island Point
Elgin Vale Sawmill	Manumbar Road	Elgin Vale
Emily Jane Reilly Grave	Inskip Point	Inskip Point
George Burtenshaw Feature Protection Area Bellbird Habitat	Imbil Brooloo Road	Imbil
Goomeri Courthouse (former), Police Station and Residence	Corner Moore Street and Hodge Street	Goomeri
Goomeri Emporium	Corner Moore Street and Jones Street	Goomeri
Goomeri Post Office (former)	8 Boonara Street	Goomeri
Goomeri Railway Station (former)	Moore Street	Goomeri
Goomeri State School	5 Munro Street	Goomeri
Government Mining Surveyors Office (former) and Significant Plantings, WoodWorks Museum and Interpretive Centre	8 Fraser Road	Gympie
Grand Hotel, Goomeri	10 Boonara Street	Goomeri
Gympie and Widgee War Memorial Gates	Mary Street	Gympie
Gympie Electricity Supply Building (former)	Nash Street	Gympie
Gympie Hospital	Corner Alfred Street and King Streets	Gympie
Imbil Railway Bridge	Yabba Creek	Imbil
Kilkivan CWA	6 Park Street	Kilkivan
Kilkivan Forestry Office (former)	2 Cave Street	Kilkivan
Kilkivan Masonic Lodge	10 James Street	Kilkivan
Mary Valley Railway Cream Sheds	Kandanga; Amamoor; Melawondi Stations; Mary Valley Branch Railway	Mary Valley
Miva CWA	1186 Miva Road	Miva
Mount Coora Copper Mining and Smelter Site. Incorporating "Copper Town" archaeological site.	Black Snake Road	Mount Coora, Black Snake
Neerdie Antimony Mine (former)	85 Antimony Road	Neerdie
Pettigrew's Cooloola Timber Tramway Complex	Cooloola Recreation Area Great Sandy National Park	Cooloola
Queensland National Bank, Goomeri (former)	9 Moore Street	Goomeri
Residence: 26 Red Hill Road, Gympie	26 Red Hill Road	Gympie
Residence: 33 Mudlo Road, Kilkivan	33 Mudlo Road	Kilkivan
St David's Anglican Church and the Boonara Homestead Cemetery	7179 Burnett Highway	Boonara
St Francis Xavier Catholic Church	17 Edwards Road	Woolooga
St Kevin Catholic Church	1 Church Street	Kilkivan
St Matthew's Anglican Church (former)	12 Bligh Street	Kilkivan
St Patrick's Church	Church Street	Gympie
Smithfield Chambers	235 Mary Street	Gympie

Place name	Address	Town
Spring Valley Cattle Dip	Corner Bruce Highway and Horton Road	Chatsworth
Statue to the Gold Diggers	215 Bruce Highway	Gympie
Union Church of Kilkivan	James Street	Kilkivan
V & H Buildings, Goomeri	21 Moore Street	Goomeri
Woolooga CWA (former)	8 Fraser Street	Woolooga
Woolooga Masonic Lodge	30 Booker Street	Woolooga
Woolooga Memorial Park and Gates	Thomas Street	Woolooga
Woolooga State School	Edwards Road	Woolooga

Annex 5. Additional places of heritage significance place citations

Amamoor Creek Rail Bridge



Amamoor Creek Rail Bridge, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Amamoor Creek, Amamoor
LOT/PLAN	Amamoor Creek
AREA FOR PROTECTION	Entire bridge, original fabric, approaches for 10 m either side of bridge
PLACE TYPE	Transport – rail: Bridge - Railway
PLACE COMPONENTS	Original fabric and fixtures, location across river, original alignment of approaches
YEAR CONSTRUCTED / PERIOD	1914
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Mary Valley Railway Line between Monkland Station and Brooloo in the upper Mary Valley, was constructed between 1911 and April 1915, to facilitate closer settlement of the Mary River Valley. The Amamoor Creek Railway Bridge remains as evidence of the economic importance of the Mary Valley to Queensland agriculture during the 20th century. This railway bridge was completed in 1915 and is one of a range of railway bridge designs used by the Queensland Government in the construction of the Mary Valley Railway Line.

European settlement in the Mary Valley commenced when squatters took up pastoral leases there in the 1850s. Closer settlement in the Mary Valley started after half of the Imbil Station land was resumed for settlement under the Crown Lands Act 1868 and made available for selection. The gradual opening of the large pastoral holdings of Amamoor, Imbil and Traveston in the Upper Mary River Valley for closer settlement from the late 1870s was a catalyst for the development of small cropping and dairying activities in the region. The changing patterns of land use and settlement in the Mary Valley occurred, while nearby Gympie evolved from its beginnings as a makeshift settlement and alluvial field

of late 1867, into an important regional town and major deep reef gold producer by the 1880s. The township of Gympie provided a ready market for the growing number of agricultural producers in the surrounding district. In the Mary Valley, maize and potatoes were the dominant early crops, although experimental plantings of tobacco, rice, sugar cane, peas and pineapples were also undertaken.

At the beginning of the 20th century the Queensland government promoted the construction of branch railways in rural areas to assist growth in population and agricultural production. In the 1880s, a Mary Valley route had been among the proposals for the line from Brisbane to Gympie, but was rejected. Local agitation for a Mary Valley branch railway (with varying proposals for the route's alignment) increased during the 1900s. The Railway Commissioner investigated and surveyed a proposed line for the Mary Valley in 1910, with the accompanying report contending 'considerable traffic in agricultural produce, timber, livestock and dairy products' would eventuate. Subsequently, a route deviating from the North Coast Rail Line at Monkland (south of Gympie) and extending to Brooloo was approved, a decision aided by the availability of timber for freight and construction, and Gympie City Council's offer to fund 1/3 of construction costs. Work commenced in June 1911 and by 1913, 550 men were working on the project. The Mary Valley Railway Line included four major (concrete and steel) bridges and one tunnel at Melawondi. The line reached Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagon (1917).

STATEMENT OF SIGNIFICANCE

The Amamoor Creek Rail Bridge is a place of local heritage significance as it demonstrates the evolution of rail transport in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Amamoor Creek Rail Bridge, opened in 1915, is a major engineering work on the Mary Valley Branch Railway Line. It is important in demonstrating the Queensland Government's policy of establishing branch railway lines to promote closer settlement. Establishment of this branch railway accelerated the settlement of the Mary Valley for agricultural purposes and contributed to the production that made the Wide Bay Burnett district a major agricultural region of Queensland during the first half of the 20th century.

The bridge is highly intact and provides physical evidence of early 20th century railway bridge design and construction in Queensland.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Amamoor Creek Rail Bridge demonstrates the design principals of high-level rail bridges, constructed on concrete piers by the Queensland Government in the early 20th century.

E. The place is important because of its aesthetic significance to the local area.

In its setting in the small community of Amamoor, the Amamoor Creek Rail Bridge is picturesque, making a dramatic visual statement and evoking a strong aesthetic response with the raised approaches to the bridge crossing the main road through Amamoor and leading onto the bridge itself. The bridge can be readily seen from the main street of Amamoor.

MAP

SOURCE

QHR entry, 602791. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602791>

Andrew Fisher's Cottage



Image: QHR entry, 600537, courtesy of the Department of Environment and Science (DES).

OTHER NAMES	None known
ADDRESS / LOCATION	215 Brisbane Road, Monkland
LOT/PLAN	42 on SP159642
AREA FOR PROTECTION	Cottage and 5 m radius
PLACE TYPE	Residential: Cottage
PLACE COMPONENTS	Building, original fabric, fixtures and fittings
YEAR CONSTRUCTED / PERIOD	1870
THEMES	4.1 Working: Organising workers and workplaces 6.4 Building settlements, towns, cities and dwellings: Dwellings 7.2 Maintaining order: Government and public administration
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600537
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

Andrew Fisher's Cottage was erected c.1870 and is a simple timber structure, representative of many other miner's house in the district. Originally located in Maori Lane at Red Hill, Gympie, it was relocated to its current location in 1972.

The house was owned by the family of Andrew Fisher's wife, Margaret Irvine, and Andrew and Margaret Fisher are thought to have resided in the house for a short period after their marriage in 1901. Fisher met Margaret whilst residing at her family home in Crown Street, Gympie.

Andrew Fisher was the first Queensland to become Prime Minister of Australia. Having worked in mines in his birthplace of Ayrshire, Scotland since the age of ten, he arrived in Queensland in 1885. He was previously involved in miner's unions in Scotland, where he was blacklisted for his association with the 1881 miners strikes. He continued his association with unions and the Labour movement in Queensland, becoming secretary and then president of the Gympie

Branch of the Amalgamated Miner's Association. His foray into politics on a federal level began with his election to the Queensland Legislative Assembly in 1893, followed by his appointment as Prime Minister after Deakin's resignation in 1908. He was re-elected in 1910 and it was during this term that he passed many influential bills and established the Commonwealth Bank.

By the time Fisher arrived in Gympie in the late 1880s, it was a well-established town. Gold had been discovered in the area by James Nash in 1867, providing the impetus for a rush of prospectors to the area. By 1869, Gympie had a population of many thousands and had been established so rapidly that by the time the official surveyors arrived in 1868, a substantial amount of the town had already been laid out.

Source: Extract from QHR entry, 600537.

STATEMENT OF SIGNIFICANCE

Andrew Fisher's Cottage is a place of local heritage significance as it has a strong association with Andrew Fisher and his political career as evidenced by, but not limited to, criterion a) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Andrew Fisher was a Gympie miner whose involvement in the mining unions led to a political career culminating in him becoming the first Queenslander to serve as Prime Minister of Australia. Andrew Fisher's Cottage was owned by Fisher's wife's family, the Irvines. The Fisher's reportedly stayed in the house for a short period after their marriage.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

Andrew Fisher was a Gympie miner whose involvement in the mining unions led to a political career culminating in him becoming the first Queenslander to serve as Prime Minister of Australia. Andrew Fisher's Cottage was owned by Fisher's wife's family, the Irvines. The Fishers reportedly stayed in the house for a short period after their marriage.

The cottage was moved to the site of the Gympie and District Historical Society Mining Museum in 1972 and has special association with that group. The Historical Society have carried out extensive renovations on the cottage and value it as a significant part of their historical village.

MAP

SOURCE

QHR entry, 600537. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=600537>

Andrew Fisher Memorial Park



Andrew Fisher Memorial Park, 2020

OTHER NAMES	Gympie General Cemetery, Pioneer Cemetery, Tozer Park Cemetery
ADDRESS / LOCATION	Corner Tozer Park Road and Cogan Street, Gympie
LOT/PLAN	143 on MCH3101
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Burial ground
PLACE COMPONENTS	Memorial park gate, location of gate in allotment, associated headstone
YEAR CONSTRUCTED / PERIOD	1869
THEMES	1.4 Peopling places: Family and marking the phases of life 6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Andrew Fisher Memorial Park is the site of Gympie's second cemetery which was opened in 1869. The first cemetery was in King Street, Gympie (*Gympie Times and Mary River Mining Gazette*, 1887). The cemetery on the site of the Andrew Fisher Memorial Park operated for almost 20 years before closing in 1885. In 1986, the Gympie National Trust relocated 63 headstones from the second cemetery to the new current Gympie cemetery site (*The Newsletter*, 2012). The only headstone remaining in the park is that of Annie Everette, who died in 1880.

The cemetery site eventually became a memorial park to Andrew Fisher. Andrew Fisher was the first Queenslander to become Prime Minister of Australia. Having worked in mines in his birthplace of Ayrshire, Scotland since the age of ten, he arrived in Queensland in 1885. He was previously involved in miner's unions in Scotland where he was blacklisted for his association with the 1881 miners strikes. He continued his association with unions and the Labour movement in

Queensland, becoming secretary and then president of the Gympie Branch of the Amalgamated Miner's Association. His foray into politics on a federal level began with his election to the Queensland Legislative Assembly in 1893, followed by his appointment as Prime Minister after Deakin's resignation in 1908. He was re-elected in 1910 and it was during this term that he passed many influential bills and established the Commonwealth Bank (QHR entry, 600537).

STATEMENT OF SIGNIFICANCE

Andrew Fisher Memorial Park is a place of local heritage significance as it demonstrates the development of cemeteries and burial practices in the Gympie region, as well as the community's recognition of the contribution of Andrew Fisher to the region as evidenced by, but not limited to, criterion a) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Andrew Fisher was a Gympie miner whose involvement in the mining unions led to a political career culminating in him becoming the first Queensland to serve as Prime Minister of Australia. The Andrew Fisher Memorial Park is a reminder of the local influence and contribution to the local community that Fisher made while in Gympie.

While no longer used as a cemetery, the Park, as an archaeological site, demonstrates the early provision of cemetery services by the local government and early burial practices of the local community.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

Andrew Fisher Memorial Park has a strong association with the descendants of those buried in the cemetery from 1869 to 1885.

MAP

SOURCE

QHR entry, 600537. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=600537>

The Gympie and District Historical Society Inc., 2012 *The Newsletter*, Gympie Andrew Fisher Memorial Park, No. 49 April 2012. Retrieved 23 March 2002, from <http://www.museum.gympiegoldmuseum.com.au/files/other/NewsletterMuseum-APRIL-2012-wpd.pdf>

TO THE EDITOR "GYMPIE TIMES." (1887, April 26). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved March 23, 2020, from <http://nla.gov.au/nla.news-article168904615>

Bunya Creek Township Site



Bunya Creek Township Site, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Mary Valley Road, Kandanga
LOT/PLAN	224 on LX2644 and 188 on LX1216
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Exploration/survey/early settlement: Settlement
PLACE COMPONENTS	Archaeological site
YEAR CONSTRUCTED / PERIOD	1880s
THEMES	6.1 Building settlements, towns, cities and dwellings: Establishing settlements
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Bunya Creek was a large pastoral lease originally selected by John David Mactaggart in 1851. While closer settlement broke up the large pastoral leases, it was the arrival of the railway through the Mary Valley in 1914-1915 that stimulated expansion throughout the region. At the time, Bunya Creek served as a small commercial centre for nearby Kandanga and included a general store, butcher, blacksmith and saddler.

Source: Extract from Wild Heart Bountiful Land, 2007.

STATEMENT OF SIGNIFICANCE

The Bunya Creek Township Site is a place of local heritage significance as it demonstrates the early development of the area prior to the coming of the railway as evidenced by, but not limited to, criterion a) and c) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Bunya Creek Township Site demonstrates the early development of the area and the location of the commercial centre initially established to service the small settlement of Kandanga. When the railway was constructed in 1914-1915, it bypassed Bunya Creek, instead going through Kandanga, and this was the impetus for the Bunya Creek Township site to relocate its services to Kandanga.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of the Gympie region's history</p>	<p>The Bunya Creek Township Site, as an archaeological site, has the potential to reveal important information about the early establishment of commercial centres prior to the advent of the railway line.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>Johnson, M. and Saunders, K., 2007 <i>Wild Heart Bountiful Land: An Historical Overview of the Mary River Valley</i>. Retrieved 23 March 2020, from https://www.gympie.qld.gov.au/documents/40008872/40011644/WildheartBountifulLand.pdf</p>	

Calton Hill Park



Calton Hill Park, 2020

OTHER NAMES	Miner's Memorial Heritage Zig Zag Park
ADDRESS / LOCATION	24 Young Street, Gympie
LOT/PLAN	4 on SP269486
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Parks/gardens/trees: Public park/reserve
PLACE COMPONENTS	Stone walls, original zig zag path alignment, extant evidence of early construction
YEAR CONSTRUCTED / PERIOD	1920s
THEMES	6.1 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Originally conceived as a project for unemployed miners in late 1920s, Calton Hill Park has a distinctive zig zag pathway running through a steep parkland and gardens. The pathway was originally built for ease of access on the steep ascent and descent between Calton Terrace and Young Street, and is one of only two in the country that features sandstone terrace walls. A memorial to miners who lost their lives in the Gympie goldfields was unveiled in 2008, and further restoration of the park was completed in 2009, as an initiative of the National Trust. The memorial itself can be found at the Calton Terrace entrance to the park. The only previous rejuvenation works that had been undertaken prior to this were in the 1970s.

Source: Gympie Region Heritage Trails, 2020.

STATEMENT OF SIGNIFICANCE

Calton Hill Park is a place of local heritage significance as it demonstrates the provision of employment to disadvantage workers, as well as the provision of urban amenities by the local government during a time of economic depression as evidenced by, but not limited to, criterion a) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Calton Hill Park, also known as the Miner's Memorial Heritage Zig Zag Park, demonstrates the efforts of the local government to provide employment opportunities to unemployed miners in the 1930s. The Park also demonstrates the provision of public amenities and beautification projects undertaken at a time of economic depression in Gympie.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

Calton Hill Park has a strong association with the miners who worked on the project and their descendants. As a memorial park, the place also has a special association for the families of the 148 miners who died in accidents on the Gympie goldfields between 1868 and 1952.

MAP

SOURCE

Gympie Region Heritage Trails, 2020. Available online at <https://www.gympie.qld.gov.au/heritage-trails>

Commercial: 8 Moore Street, Goomeri



Commercial: 8 Moore Street, Goomeri, 2020

OTHER NAMES	Jim Anderson's Hay, Chaff and Produce shop, Forestry Office
ADDRESS / LOCATION	8 Moore Street, Goomeri
LOT/PLAN	10 on SP219360
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1930s
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources 3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

The commercial building at 8 Moore Street, Goomeri was originally owned by Jim Anderson, whose business supplied hay, chaff and general produce to the area. A forestry office also operated out of the building.

STATEMENT OF SIGNIFICANCE

The commercial building at 8 Moore Street, Goomeri is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and b) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 8 Moore Street, Goomeri is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch Railway Line to serve the local farming communities. Originally used as a produce shop, and later as a forestry office, the building has provided retail and administration services in Goomeri since it was constructed.

B. the place demonstrates rare, uncommon or endangered aspects of the Gympie region's cultural heritage

The commercial building at 8 Moore Street, Goomeri, a two storey building with 1930s art-deco style detailing on the front façade. It is an uncommon building type in Goomeri.

MAP

SOURCE

Advertising (1935, August 24). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 12. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article149959889>

Advertising (1954, April 28). Maryborough Chronicle (Qld. : 1947 - 1954), p. 6. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article152619565>

Commercial: 17 Moore Street, Goomeri



Commercial: 17 Moore Street, Goomeri, 2020

OTHER NAMES	Sealy Perrett Butcher's shop
ADDRESS / LOCATION	17 Moore Street, Goomeri
LOT/PLAN	4 on RP105050
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1926
THEMES	3.1 Developing secondary and tertiary industries: Feeding local people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

Mr S. A. Perrett established his butchery in a timber building in the early stages of the development of the commercial centre of Goomeri. Mr Perrett's butchery was described in the *Maryborough Chronicle, Wide Bay and Burnett Advertiser* in 1930 as follows; *In keeping with the other progressive business firms in town, some two years ago Mr Perrett decided to erect new premises, and today the business is carried on in commodious up-to-date concrete premises. Here all the*

latest appliances are installed for the easy handling of carcasses. Only meat of the best quality is handled, and this, coupled with a very efficient service, has built up one of the most prosperous businesses in the town.

STATEMENT OF SIGNIFICANCE

The commercial building at 17 Moore Street, Goomeri is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 17 Moore Street, Goomeri is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch Railway Line to serve the local farming communities. Originally used as a butcher's shop, the building has provided retail services in Goomeri since it was constructed.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The commercial building at 17 Moore Street, Goomeri, a single storey concrete building with 1930s art-deco style parapet and detailing, is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.

MAP

SOURCE:

GOOMERI. (1926, September 22). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 4. Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article153169506>

MR. S. A. PERRETT. (1930, April 30). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 14. Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article152105758>

Commercial: 18 Moore Street, Goomeri



Commercial: 18 Moore Street, Goomeri, 2020

OTHER NAMES	Ted Dickinson's Saddlery shop
ADDRESS / LOCATION	18 Moore Street, Goomeri
LOT/PLAN	59 on RP22762
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	Pre-1930s
THEMES	3.1 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

Mr Edward (Ted) Dickinson established himself as a saddler and harness maker in the commercial premises at 18 Moore Street, Goomeri in the early stages of the development of the commercial centre of Goomeri.

STATEMENT OF SIGNIFICANCE

The commercial building at 18 Moore Street, Goomeri is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 18 Moore Street, Goomeri is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch Railway Line to serve the local farming communities. Originally used as a saddlery and harness shop, the building has provided retail services in Goomeri since it was constructed.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The commercial building at 18 Moore Street, Goomeri, a single storey building with gable roof and 1930s style parapet, is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.

MAP

SOURCE

Advertising (1930, April 30). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 7. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article152105653>

Commercial: 19 Moore Street, Goomeri



Commercial: 19 Moore Street, Goomeri, 2020

OTHER NAMES	Hellen 1953 (on parapet)
ADDRESS / LOCATION	19 Moore Street, Goomeri
LOT/PLAN	2 on RP104863
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	Pre-1930s
THEMES	3.1 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

STATEMENT OF SIGNIFICANCE

The commercial building at 19 Moore Street, Goomeri is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The commercial building at 19 Moore Street, Goomeri is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch Railway Line to serve the local farming communities. Along with the other commercial buildings in Moore Street, Goomeri, it contributes to the commercial centre 1930s streetscape.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The commercial building at 19 Moore Street, Goomeri, a single storey building with gable roof and added parapet, is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.</p>
<p>MAP</p>	
<p>SOURCE</p>	

Commercial: 20 Moore Street, Goomeri



Commercial: 20 Moore Street, Goomeri, 2020

OTHER NAMES	Dentist's Surgery
ADDRESS / LOCATION	20 Moore Street, Goomeri
LOT/PLAN	4 on RP49674
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	Pre-1930s
THEMES	10.1 Providing health & welfare services: Health services
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses. A number of dentists are reported to have operated from this building from the 1920s to the 1960s.

STATEMENT OF SIGNIFICANCE

The commercial building at 20 Moore Street, Goomeri is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The commercial building at 20 Moore Street, Goomeri is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch Railway Line to serve the local farming communities. Along with the other commercial buildings in Moore Street, Goomeri, it contributes to the commercial centre 1930s streetscape.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The commercial building at 20 Moore Street, Goomeri, a single storey building with gable roof and added parapet, is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.

MAP

SOURCES

Plaque, 20 Moore Street, Goomeri.

Crawford and Co. Building (former)



Crawford and Co. Building (former), 2020

OTHER NAMES	Sym and Jackson Building; Caston and Davidson Building; Goldsworthy Building
ADDRESS / LOCATION	216 Mary Street, Gympie
LOT/PLAN	11 on SP118462
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail, wholesale, services: Shopping centre
PLACE COMPONENTS	Building, original fabric, fittings, fixtures and architectural details
YEAR CONSTRUCTED / PERIOD	1881-85
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing, and service industries
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602780
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The former Crawford and Co. Building located at 216 Mary Street, Gympie is a two storey, masonry building with basement that was erected in two stages during the 1880s. The second storey was designed by Hugo Durietz in 1885 for James Crawford, who in partnership with Ernest Rohda, conducted his mining, commission agent and share broking

business from this building until 1889. Thereafter, the building continued to be occupied by mining secretaries until c.1924 when the mining industry in Gympie was in serious decline.

Gympie was settled after the discovery of gold in the Mary River district in October 1867. The new goldfield established Queensland as a significant gold producer, contributing much needed finances to the young colony. Thousands of people arrived at the Gympie goldfield in the months after the discovery and a fledgling settlement emerged. Within a year the alluvial gold had been exhausted and shallow reef mining commenced. Deep reef mining commenced in 1875, requiring extensive capital investment achieved through the formation of companies. During 1881, mines began yielding large amounts of gold, marking a new era of wealth and prosperity for Gympie as an intensive phase of underground reef mining began, facilitated by the injection of capital into mining companies for machinery and employees.

As Gympie evolved from a hastily established mining settlement, the early makeshift structures of the 1860s gradually gave way to more permanent and substantial public and private buildings from the mid-1870s. The success of deep reef mining from 1875 was reflected in the redevelopment of upper Mary Street during the 1880s and 1890s, with substantial commercial buildings such as banks and company secretary and brokers' offices. Several fires - in 1877, 1881 and 1891 - razed the earlier timber buildings and accelerated this transformation.

A fire in August 1881 destroyed all of the buildings between Patterson's brick store and the Bank of New South Wales (242 Mary Street) on the south-western side of Mary Street, Gympie. This included the timber building that had stood on the site of the present-day Crawford and Co. Building and which may have been occupied by Samuel Caston, sharebroker, mining secretary and commission agent. Sometime between August 1881 and 1885, a one-storey masonry building was erected.

In October 1885, the property was purchased for £650 by James Crawford, mining secretary, who commissioned architect Hugo Durietz to make additions to the building. The resultant two storey facade is in a Victorian classical style. On 2 March 1889, *The Queenslander's* Travelling Correspondent described the building of Messrs James Crawford and Co. as 'most conspicuous, not merely on account of its height, but principally owing to its very elegant and attractive proportions'. To him it was:

'the most attractive building on the field. Two stories [sic] high with stone front, and tastily ornamented.... the keystones of the main door and window are ornamented with splendidly executed casts of two of Scotland's most popular bards, Burns and Scott; between the lower and upper windows there is a beautifully-worked scroll, the tracery of which interlaces representations of Scotch thistles; and the whole is surmounted by a parapet of bold and attractive designs. On each side of the parapet the British lion, rampant-while rising from the top are models of the emu and kangaroo with shields showing Australia's coat-of arms'.

This exterior decoration of the Crawford and Co. Building represented several cultural influences - the British Empire (lions), Scotland (thistle), the nascent movement towards federation of the Australian colonies which was gaining momentum during the 1880s (kangaroo and emu), and the literary tastes of the owner (Burns and Scott).

The same *Queenslander* correspondent also described the interior of the building as well planned with ample room for Messrs J Crawford and Co's large broking business.

Extensive deep reef mining in Gympie during the 1880s and 1890s made Gympie Queensland's second and then third biggest gold producer (after Mt Morgan gold production overtook it in 1887). During this period, gold production contributed between 21.61 and 35.53 per cent of Queensland's export income.

However, the development of deep reef mining required enormous capital. The gold mining industry was the major capital-using sector of the colonial economy. This necessitated company formation to raise capital through sale of shares. The increase in production led to an upsurge in company formation on a massive scale. This growth in gold-mining shares led to the formation of the Gympie Stock Exchange, which specialised completely in trading mining shares.

The presence of sharebrokers engaged in share trading at the Gympie Stock Exchange and of mining secretaries involved in the administration of mines were the natural consequence. Mining secretaries, like company secretaries, ensured that the mining company they represented complied with relevant legislation and regulation, and they kept board members informed of their legal responsibilities. Mining secretaries were the company's named representative on legal documents, and it was their responsibility to ensure that the company and its directors operated within the law. It was also their responsibility to register and communicate with shareholders, to ensure that dividends were paid and company records maintained, such as lists of directors and shareholders, and annual accounts. Sharebrokers were

necessary for every transaction on the Gympie Stock Exchange as transactions must be made between two members of the exchange.

James Crawford, mining secretary and sharebroker, arrived in Gympie in 1879 and quickly won the confidence and respect of investors. He was elected to the Gympie Municipal Council in 1887 and held a number of other public positions such as membership of the Gympie Hospital Committee.

However, in August 1889, James Crawford was arrested on a charge of forgery brought by William Davies, who was the director of several mining companies, and to whom Crawford was related by marriage. A Welshman, William Davies was one of the most successful investors on the Gympie goldfield. He arrived in Gympie in the early 1870s and invested in the Lady Mary line of reef, which proved successful. Thereafter he was involved in almost every mine of importance, with his chief interests being in 1 North Glanmire, 4 North Phoenix, Great Eastern and North Smithfield mines. He served on many directorates, was a member of the Widgee Divisional Board, was one of the first directors of the Gympie Gas Company and was also one of the founders of the Royal Bank of Queensland. After James Crawford fled to South Africa in 1889 to escape his trial, the building at 216 Mary Street passed to William Davies, to whom Crawford had mortgaged it in 1887. Thereafter, the building was rented to other mining secretaries and stockbrokers viz Caston and Davidson (c.1890-1914) and then Sym and Jackson (c.1914-1919).

Substantial changes in the Queensland mining sector occurred between 1900 and 1913. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60 per cent decrease in production between 1903 and 1913, as Gympie (and the other two major Queensland goldfields Charters Towers and Mt Morgan), declined simultaneously. The Gympie goldfield passed through its most profitable period from 1901 to 1906 and in 1903 it recorded an output of 146,000 fine ounces (surpassing Mt Morgan that year). After 1906, the decline that had set in at Gympie in 1904 accelerated.

This downturn in gold production forced the closure of the Gympie Stock Exchange c.1922. Sharebrokers and mining secretaries declined in number as gold mining companies ceased operations. Thomas H Sym whose name, with that of his partner, Jackson, appeared on the parapet of the building, was a mining secretary and sharebroker who died during 1925. Thereafter, the building was occupied by optometrists, commencing with William John Hodson who purchased the building in 1924, then Joseph Tilley, followed by Arthur Carvosso (from 1933) and then Peter Goldsworthy who purchased the property in 1973. It continues in this usage.

Additions to the rear were constructed in the 1930s and the upper storey was converted from offices to living space. Also, during the 1930s a partition wall between the two rear offices of the 1880s building was removed and some partition walls installed. These partitions were then removed in the mid-1970s. In the late 1970s, the upper storey reverted to office space with the removal of its kitchen and it has since been used for storage. In 1985, posts were added under the floor as the joists that spanned the full width of the building had sagged. During 1986-87, rotten floorboards on the ground level were replaced and loose plasterwork was repaired or replaced. Other repairs have included: reinstatement of the partition wall between the two offices; replacement of a window in the original rear wall with a reproduction; replacement of step treads in the cedar staircase; replacement of damaged and missing plaster cornice with replica cornice and replacement of the iron roof with zincalume. The building's address to Reef Street, which gave the only means of accessing the rear of the building, has been retained.

Source: Extract from QHR entry for Crawford and Co. Building, Place ID: 602780.

STATEMENT OF SIGNIFICANCE

The Crawford and Co. Building (former) is a place of State and local heritage significance as it demonstrates the early growth of Gympie in the 1880s as evidenced by, but not limited to, criterion a), b), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The former Crawford and Co. Building erected during the 1880s is important in demonstrating the evolution of Gympie gold mining, a major contributor to the wealth of Queensland for nearly 60 years from 1867. As Gympie gold production continued and evolved from alluvial to shallow reef mining to deep reef mining from 1875, this change was reflected in the erection of more permanent and elaborate buildings in the town centre. Erected during the third

	<p>stage of Gympie mining, the former Crawford and Co. Building is indicative of the wealth and permanence of the town.</p> <p>Its siting near Commissioners Hill in the vicinity of important government and gold-related buildings also illustrates the growth and evolution of Gympie's development. It forms part of the upper Mary Street gold era precinct.</p> <p>For almost four of the six decades during which Gympie gold helped sustain the Queensland economy, the former Crawford and Co. Building provided office accommodation for mining secretaries and sharebrokers, who played a critical role in the gold industry after capital-intensive deep reef mining became the predominant method of extracting gold deposits.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The former Crawford and Co. Building possesses a façade design that, in its individual elements and their composition, is uncommon and has always been uncommon. The use of skyline decoration - emu and kangaroo statues bearing shields, picks and shovels; an ornamental central pediment featuring lion's heads, acanthus leaves and egg; and dart mouldings upon a balustraded parapet - plus dissimilar and abundant enrichment to each storey, including moulded faces on the keystones of the entrance and ground floor window arches, is an idiosyncratic stylist combination.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The former Crawford and Co. Building is a good example of Victorian-era commercial offices. The original 1880s structure comprises a foyer, handsome cedar staircase to the first floor rooms, a ground floor office and a basement. The interior contains fine finishes such as plaster walls, decorative plaster cornices, pine ceilings, and handsome original red cedar joinery including windows, fanlights, architraves, skirtings and substantial doors.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The building has aesthetic significance for its architectural qualities expressed in the interior craftsmanship and detailing of the joinery and finishes, and for its streetscape value through its form, scale and design which complement other surviving 19th century buildings in the street. The unique façade of the former Crawford and Co. Building evokes astonishment and surprise. It comprises uncommon features and combinations of these features to create unusual compositional qualities.</p> <p>Located on the south-western side of Mary Street, the former Crawford and Co. Building forms part of the pleasing upper Mary Street streetscape dating from the Gympie gold-mining era.</p>
<p>MAP</p>	
<p>SOURCE</p>	
<p>QHR entry, 602780. Retrieved 25 February 2020 from https://apps.des.qld.gov.au/heritage-register/detail/?id=602780</p>	

Dickabram Bridge



Dickabram Bridge, 2020

OTHER NAMES	Mary River Bridge (Miva)
ADDRESS / LOCATION	Miva Road, Miva (across the Mary River, Miva (south) to Theebine, (north))
LOT/PLAN	N/A
AREA FOR PROTECTION	Entire bridge, original fabric, approaches for 10 m either side of bridge
PLACE TYPE	Transport – Rail: Bridge - Railway
PLACE COMPONENTS	Original fabric and fixtures, location across river, original layout of vehicle/rail lanes, original alignment of approaches
YEAR CONSTRUCTED / PERIOD	1920
THEMES	5.2 Moving goods, people and information: Using draught animals 5.3 Moving goods, people and information: Using rail 5.5 Moving goods, people and information: Using motor vehicles
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 600836
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Dickabram Bridge over the Mary River was the major bridge on the Kingaroy Branch line. The contract for construction of the line to Kilkivan was awarded to McDermott Owen & Co. in August 1884. Work was delayed in 1885, awaiting casting of the cylindrical piers for the central spans. The bridge was tested in November 1886, with a two-engine train. The line opened for traffic between Dickabram and Kilkivan on 6 December 1886.

The original road bridge across the Mary River at Miva had opened on 30 October 1878. This bridge was damaged by floods in July 1879 and swept away by floods in February 1880. A replacement road bridge was swept away by floods in October 1882.

It was provided in December 1882, that the proposed rail bridge be built to carry road traffic as well. Because of the delay in opening access roads it was March 1889 before it opened to road traffic.

The bridge has remained in use without substantial modification. Work since its completion includes undertrussing a 36 foot span in 1911, strengthening the 26 and 36 foot spans for C17 locomotives in 1935, a concrete base for pier 9 in 1968, and scour protection in 1976. Work strengthening the line from PB15 to C17 standard was completed between 1933 and 1935. Diesel-electric locomotives were first permitted in 1977. The decking has been modified by adding a kerb in the 1970s/80s to separate road and rail traffic to save the need for a gatekeeper to control road traffic.

Source: Extract from the QHR entry for Dickabram Bridge, Place ID: 600836.

STATEMENT OF SIGNIFICANCE

Dickabram Bridge is a place of State and local heritage significance as it demonstrates the evolution of rail transport in the Gympie region and Queensland as evidenced by, but not limited to, criterion a), b), f) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	The bridge is a late 19th century and essentially unmodified high-level road-rail bridge with half-through double by x 2 lattice girder approach spans and hogback through double x 2 lattice girder main spans. It was constructed on the site of several low-level bridges that had been destroyed by floods.
B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage	It is one of the few extant road-rail bridges in Queensland.
F. the place is important in demonstrating a high degree of creative or technical achievement at a particular period	It is the oldest extant of its type in Queensland, with the longest hogback span of its type in Queensland.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	Its design was associated with the Chief Engineer, Henry C. Stanley.

MAP

SOURCE

QHR entry, 600836. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=600836>

Double Island Point Lightstation



Image: QHR entry, 601722, courtesy of the Department of Environment and Science (DES).

OTHER NAMES	None known
ADDRESS / LOCATION	Double Island Point, Double Island Point
LOT/PLAN	527 on NPW661
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport – water: Light station
PLACE COMPONENTS	Lighthouse, original fabric, fittings and fixtures, location on the allotment, extant internal moveable heritage items, associated elements within allotment
YEAR CONSTRUCTED / PERIOD	1883 - 1930
THEMES	3.3 Developing secondary and tertiary industries: Developing engineering and construction industries
	5.4 Moving goods, people and information: Using shipping
	7.2 Maintaining order: Government and public administration
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 601722
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

Up until 10 December 1859, the colony of New South Wales extended as far north as Cape York Peninsula. In 1859, the new colony of Queensland acquired over 5,000 kilometres of coastline which had few safety features in place, and became responsible for all navigation lights and harbours along this coastline. At the time the only lighthouse which existed had been built at Cape Moreton [600257] by the New South Wales Government in 1857.

By 1862, the Queensland government had appointed a Portmaster, Commander George Poynter Heath and had passed the Marine Board Act 1862. In the two years following, due to a lack of funds to spend on marine safety, activity concentrated on dealing with pilots and harbour lights. The issue of coastal lights was not taken up until 25 May 1864, when Members of the Legislative Assembly moved that a Select Committee be appointed to enquire into and report upon the state of the harbours and rivers in the colony. The Committee consisted of Messrs Macalister, Douglas, Sandeman, Cribb, Challinor and Bell and convened for the first time on 27 May 1864. The Committee widened the terms of reference to include the question of the necessity of additional lighthouses on the coast of Australia, within the colony of Queensland.

A Select Committee was also appointed by the Legislative Council with the more specific field of reference to enquire into and report upon the requirements of this Colony, under its increasing trade and commerce, as to the provision of additional lighthouses for its coasts and harbors.

The reports of both Select Committees were in agreement regarding the necessity of a light at Sandy Cape. Other points where it was considered that lighthouses were required were at Cape Capricorn on Curtis Island, Point Danger or Cape Byron and Bustard Head [601260]. Lady Elliot Island [601580] and Double Island Point were also among the sites which the Committee indicated as possible suitable sites, however, it was not until the 1880s that the construction of a lighthouse on Double Island Point was seriously considered.

One of the earliest references to Double Island Point by Europeans was in 18 May 1770, when Captain James Cook, on his voyage of discovery in the Endeavour, named the island 'Double Island Point'.

In Heath's 1882 report to Parliament, he states...at Double Island Point a light is required for vessels entering Wide Bay. In January 1883, Heath visited Double Island Point and recommended that the site initially suggested would not have a sufficiently wide outlook. He recommended a light at the top of the headland with the installation of a Third Order Lens. This advice resulted in plans and specifications being prepared, by the Colonial Architect's Office, for a lighthouse and cottages at Double Island Point. Tenders were called, at the end of June 1883, for both Double Island Point and Pine Islet lighthouses.

The contract for the construction of the lighthouses was awarded to WP Clark at a cost of £6,900. The figure included costs for constructing the lighthouse at Pine Islet [601268]. The Double Island Point light was first exhibited on 11 September 1884. A report to the Marine Department's Treasure dated 30th June, 1895, states the initial cost of constructing the Double Island Point Lighthouse was £5,199, with annual maintenance costs of £484. With the completion of the Double Island Point and Pine Islet lighthouses, Clark had been responsible for five of the nine towers built in Queensland since separation in 1859.

The establishment of the Lightstation of Double Island Point is the first, and apart from grazing and recreational fishing, the only use of the site following European settlement of Australia. This use has been uninterrupted from 1884 until the present.

The tower is the only component of the Lightstation constructed in 1884 still extant. The light was originally fitted with a Third Order Lens and an oil wick burner. In 1923, the illuminant was altered to a kerosene burner. Ten years later the light was converted to electric operation. The light was automated in 1991, reducing the work of the lightkeeper to that of caretaker, and facilitated the subsequent de-staffing of the Lightstation.

Source: Extract from QHR entry for Double Island Point Lightstation, Place ID: 601722.

STATEMENT OF SIGNIFICANCE

The Double Island Point Lightstation is a place of State and local heritage significance as it demonstrates the development and evolution of maritime navigational aids along the coast of Queensland as evidenced by, but not limited to, criterion a), c), d), e), f) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Constructed in 1884, the 18th lighthouse built by the Queensland government, Double Island Point Lightstation occupies an integral part in understanding the establishment of maritime navigational aids along the Queensland coast and reflects the growth and development of Queensland after its separation from New South Wales.

	<p>Double Island Point Lightstation is associated with Commander George Poynter Heath, the first Portmaster of Queensland (1862-1890), a significant figure in the development of the Queensland lighthouse service. During Heath's time twelve major lighthouses were built along the Queensland coast.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history</p>	<p>The place has potential to yield information that will contribute to an understanding of Queensland's history.</p> <p>The area also has archaeological potential to reveal further information about the infrastructure associated with the Lightstation and associated structures.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The lighthouse is substantially intact, and survives as a good example of a type of lighthouse construction, a round timber-framed tower clad with galvanised iron sheets, unique to Queensland and incorporating Queensland resources. The use of a timber framed building clad in iron was continued throughout the Colonial Period, following the construction of the timber-framed lighthouse on Lady Elliott Island in 1873.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>Double Island Point Lightstation is significant as a well-known landmark, visible from sea and air approaches. Although a comparatively small structure, the lighthouse has aesthetic value, with the white tower, capped by a bright red dome, isolated against the green foliage of the headland. It makes a dramatic visual statement in the natural landscape.</p>
<p>F. the place is important in demonstrating a high degree of creative or technical achievement at a particular period</p>	<p>The lighthouse is substantially intact, and survives as a good example of a type of lighthouse construction, a round timber-framed tower clad with galvanised iron sheets, unique to Queensland and incorporating Queensland resources. The use of a timber framed building clad in iron was continued throughout the Colonial Period, following the construction of the timber-framed lighthouse on Lady Elliott Island in 1873.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The place has a strong association with the life of the lightkeepers, their families and maintenance and stores people, who contributed to the continuum of a system dedicated to the single aim of maintaining the navigational aid.</p>
<p>MAP</p>	
<p>SOURCE</p>	
<p>QHR entry, 601722. Retrieved 25 February 2020 from https://apps.des.qld.gov.au/heritage-register/detail/?id=601722</p>	

Elgin Vale Sawmill



Elgin Vale Sawmill, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Manumbar Road, Elgin Vale
LOT/PLAN	10 on FY1559
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Forestry and timber industry: Sawmill
PLACE COMPONENTS	Sawmill, original fabric, fittings and fixtures, location on allotment, associated buildings on allotment
YEAR CONSTRUCTED / PERIOD	1944
	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602762
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Elgin Vale sawmill, an open-air timber structure containing a steam operated mill, was built in 1944 by Wilson Hart Limited of Maryborough, replacing an earlier sawmill established in 1927.

Queensland's pastoral frontier and its associated disruption of traditional Aboriginal lifestyles spread throughout the Wide Bay-Burnett district during the 1840s. In 1847, John Mortimer selected Manumbar, a 64,000 acre (26,000 hectares) holding between Nanango and present day Goomeri, which included the site of the Elgin Vale Sawmill.

When land was resumed from the Gallangowan run of Manumbar in 1878, 400 acres were set aside for a Camping and Water Reserve (R.81) at the confluence of the Gallangowan and Moonda-Waamba Creeks. It was on Mortimer's recommendation that this area was gazetted, as it was the only permanent source of water in the locality. The following

year Messrs J & A Porter took up much of the surrounding land, constructing a homestead 'Elgin Vale' in close proximity to the reserve.

By the 1870s, timber-getters were working in the South Burnett, servicing the small local markets of Nanango and Killkivan and hauling logs to Queensland's 'timberopolis', Maryborough. The construction of the branch railway to Killkivan from Theebine in 1886 enabled logs and sawn timber to be sent to Maryborough and Brisbane more efficiently, creating conditions for a viable and larger scale timber industry in the South Burnett. Timber revenue provided the chief justification for the extension of the Killkivan branch line and after extending through to Goomeri (1902), Murgon (1904) and Kingaroy (1904), the timber industry was a major contributor to the initial growth of these settlements. In townships and in close proximity to forested areas, numerous steam operated sawmills were established to process timber.

The first sawmill located on Camping and Water Reserve 81, (also known as Scrubby Paddock), was established by Ross and Company in 1908. This operation is thought to have moved to Goomeri in 1914.

While the softwood vine forests of the South Burnett contained a variety of millable trees, it was the abundance of hoop pine (*Araucaria cunninghamii*), in towering stands on the ridges and ranges, that provided much of the district's timber. Easily worked, with a fine, uniform grain, the pale cream to light yellow-brown wood of the hoop pine was widely used in the construction of timber buildings throughout Queensland, as well as for decorative and other purposes. The hilly terrain immediately south of Camping and Water Reserve 81 was dense with hoop pine and in 1914 an area of 7,660 acres was gazetted as State Forest R.154. Just outside of Killkivan, about 77 km north of the Elgin Vale site, Mudlo National Park currently protects one of the area's few remaining stands of native hoop pine vine forest, which illustrates its attraction for the timber industry.

In 1926, TH (Harry) Spencer began negotiations to establish a new mill at Elgin Vale, with the intent of shifting his sawmill at Sefton (north of Killkivan) to the reserve. Spencer had previous involvement in timber industry of the Wide Bay-Burnett and came to play a prominent role in civic and business interests in the (former) Killkivan Shire.

In March 1926, the year Queensland began to formally regulate the amount of timber that could be cut in State Forests and Timber Reserves, Spencer negotiated with the Queensland Provisional Forestry Board to procure 10 million super feet of hoop pine timber from State Forest Reserve 154, adjacent to Reserve 81. In conjunction with this agreement, Spencer received permission from the Lands Department and Killkivan Shire Council to establish a large sawmill at an estimated cost of £12,000, with a special lease of five years. In September 1926, Spencer's lease was extended to seven years, while the area of land under lease was enlarged to encompass the whole of the reserve.

The need to extend the area of land under lease was determined by the need to provide accommodation for employees. The development of small self-contained 'timber towns' in relatively remote locations occurred throughout the Wide-Bay Burnett. Other examples existed at Wengenville, Manumbar and Eel Creek. At Elgin Vale, two houses for the manager and tally clerk, a number of smaller family cottages, a boarding house, and barracks for single men were constructed. A small school was also built on the reserve, which remained in operation until 1977 (later adapted to a QCWA meeting room and re-gazetted to form a separate reserve). When a new set of barracks were later built (c.1930s), the earlier building was converted into a community hall, which became an important social space for the settlement. In 1961, two houses, seven cottages, a set of barrack's and community hall (in addition to the sawmill and detached office) were recorded on-site.

During 1926-27, Spencer moved all of the machinery and building materials from the mill from Sefton to Elgin Vale, with commercial processing of timber underway by late 1927. After expending considerable effort to establish the milling operations and provision for workers, Spencer owned the mill for a very short period. At the end of 1927, Wilson Hart Company Limited, a long established timber company of Maryborough (1866), had taken over operations. After relinquishing ownership, Spencer operated the mill on behalf of Wilson Hart, maintaining the logging contract to provide timber and to haul milled timber to Goomeri railway station into the 1940s. During his operations at Elgin Vale, Spencer was responsible for introducing modern forms of transport in the district to obtain and transport timber, in the form of Linn caterpillar tractors (the first in Queensland) and motorised trucks.

During operations between 1927 and 1930, the mill's output included 150,000 butter boxes for the Maryborough Co-operative Dairy Association, linking what were then two of the region's most important industries. The effect of the Depression caused periods of closure at the mill during the 1930s, a common occurrence at this time at sawmills across the state. The 1934 burning of Wilson Hart's sawmill at Maryborough saw the relocation of a large number of staff to

Elgin Vale. This was a particularly active period at the mill, with three shifts worked over a 24 hour day and the timber town's small population temporarily swelling to accommodate the extra workers.

During World War II, the heavy demand for timbers, for defence and other 'essential uses' made Queensland's timber industry a protected trade. In this period, the Elgin Vale mill was sending sawn timber to Wilson Hart's Maryborough mill for the production of ammunition boxes. A fire in May 1944 completely destroyed the 1927 Elgin Vale Sawmill, with only the sawn timber in the yard saved. By October of that year, Wilson Hart had constructed a new mill, probably in the same position as the previous structure.

The position and internal layout of the Elgin Vale Sawmill followed the basic design principles for steam powered softwood sawmills of the era, to maximise efficient movement of logs through the mill. The sloping foreground on the southern side of the mill, inset with a series of large logs ramp-assisted the movement of large logs onto the rolling (Canadian) bench, where they were split by the breaking down saw. From here the flitches (long lengths of timber), were transported across wooden skids to the 'number one bench', to be cut into boards. If required, boards and off-cuts were then resized at the 'number two bench'. Both the 'one' and 'two' saws had docking benches for further cutting of required lengths. Waste-timber, used for the boiler's furnace and for fruit cases was sent down a chute close to the number two bench.

Narrower logs were also processed through the frame saw. Vertical saws contained within the frame cut a number of boards simultaneously, with the feed grips of the frame adjusting automatically to the taper of the log. A planing machine for further processing was originally located in the north-eastern corner of the mill, but was later removed. Once cut to the desired specification, the sawn timber was transported on trolleys aligned to rail lines into the holding yard at the eastern end of the mill to season.

The mill was positioned close to the banks of Moonda-Waamba Creek to procure water for the boiler. Situated below the main floor, in the north-west corner were the boiler, engine and drive equipment. The engine, manufactured by T Robinson and Son of England, is thought to have been originally used at a sawmill in Drayton in the early 1900s before being moved to Elgin Vale. Water (which required chemical treatment because of 'hardness') was pumped up to a water tank from Moonda-Waamba Creek and heated by the boiler's furnace, fed on the mill's by-products of sawdust and off-cuts. The steam generated from the boiler powered the engine. A drive belt set over the engine's flywheel was attached to the main drive shaft, and pulleys attached to the shaft drove the various saws on the main floor. Also, below the main floor was a workspace for maintenance and sharpening saws, situated near the main engine. Another area was set aside to cut waste timber into fruit cases, which would then be parcelled up and sent away for assembly, with two men generally working at this task.

By the end of the 1940s, the State Forests and Timber Reserves of the South Burnett provided just over 20 percent of Queensland's pine. There were around forty sawmills in the district and during 1947-48, nearly 50,000 tons of timber was loaded at South Burnett railway stations. At this time, the Elgin Vale sawmill was thought to be one of the state's largest.

Although electricity became available at Elgin Vale in 1965, the steam driven operations of the mill were maintained, with electricity only used for lighting. Between 1968 and 1979, the mill's daily operations varied from 5,000 to 23,000 superfeet a day, dependent on various factors such as availability of timber, weather and machinery problems. In 1971, Elgin Vale's licence allowed for the production of 642,000 superfeet of timber a year.

While Elgin Vale may not have been the most modern mill in its latter decades, it continued to be a viable operation into the 1970s. The quality of the hoop pine sawn at Elgin Vale ensured a constant demand and a ready market for its product. Because of the relative remoteness of Elgin Vale from its parent company in Maryborough, the mill was largely self-contained, with the staff largely responsible for maintaining and conducting necessary repairs to the steam operations and other components of the mill.

In 1978, Wilson Hart was brought out by the Carrick's Group. Following the acquisition, Carrick's disposed of a significant portion of Wilson Hart's assets and the Elgin Vale mill was placed in the Wood Product's division, separate from other former Wilson Hart operations.

By 1986, the Elgin Vale sawmill had exhausted its allocation of timber in the district. Elgin Vale's use of superseded steam-driven technology, in an era when sawmills throughout the Wide Bay-Burnett region were becoming increasingly larger and modernised, coupled with a downturn in the building industry, increased its vulnerability to demise. During its final year, the mill resorted to purchasing timber from elsewhere to supplement its operations. At this time, an average

of 20 cubic metres was processed daily, with 11 men employed on-site. The Elgin Vale sawmill ceased operating as a commercial venture on 16 March 1987, with manager Bob Mercer running the last log through the mill.

Following the closure of the sawmill, the Kilkivan and Nanango Shire Councils purchased the mill and remaining buildings, with the intent of maintaining the site as a museum. The original boiler was replaced with one formerly located at Kingaroy Hospital. A large storeroom, 2 six-roomed dwellings, 3 five-roomed dwellings and other miscellaneous items were all sold for removal from the site. The manager's and tally clerk's houses were retained, renovated and a caretaker was established on-site.

In 1993, Nanango Shire Council ended their involvement with the Elgin Vale sawmill. Kilkivan Shire Council retained responsibility for the mill, publishing a book on its history in 1997. Following council amalgamations in 2008, ownership of the mill was transferred to Gympie Regional Council. As recently as 2006 the steam driven operations of the Elgin Vale sawmill were operated for visitors, offering an insight into a now rare, but once common practice throughout the Wide Bay-Burnett/Queensland region.

Source: Extract from QHR entry for Elgin Vale Sawmill, Place ID: 602762.

STATEMENT OF SIGNIFICANCE

The Elgin Vale Sawmill is a place of State and local heritage significance as it demonstrates the development of the timber industry and the decline of steam driven sawmill operations in Queensland as evidenced by, but not limited to, criterion a), b), c), d) and e) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Elgin Vale sawmill is important in demonstrating the development and subsequent decline of steam driven sawmilling operations in the Wide-Bay Burnett region, an important region associated with Queensland's timber industry. Built in 1944 to replace an earlier mill established in 1927, it was thought to have been one of the state's largest sawmills by the late 1940s.</p> <p>The Elgin Vale sawmill, in its retention of original fabric and layout, is exceptional for its ability to demonstrate the process of using steam technology to mill the natural resource of hoop pine, historically one of Queensland's principal building materials.</p> <p>The Elgin Vale sawmill is important in demonstrating the pattern of establishing softwood sawmills in close proximity to naturally occurring stands of hoop pine, while the remains of the township, constructed from 1927, demonstrate the associated provision of accommodation for workers and their families in relatively remote timber milling locations in Queensland.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The Elgin Vale Sawmill is a rare example in Queensland of a steam driven softwood sawmill in operating condition, demonstrated in its substantial level of intactness and high degree of integrity. Steam driven sawmills were once common throughout Queensland with around 40 operating in the Wide Bay-Burnett district alone in the 1940s. There are no known sawmills in Queensland comparable to the Elgin Vale sawmill in terms of retention of original layout, fabric and operating ability.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history</p>	<p>The remains of the Elgin Vale township, established in 1927 to accommodate workers and their families associated with the sawmill, have the potential to contribute to our understanding of the organisation and domestic life of timber settlements that existed in twentieth century Queensland.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The substantially intact Elgin Vale Sawmill is an exceptional example of a steam driven softwood sawmill, and is important in demonstrating the principal characteristics of its type. Located adjacent to a creek for water and in close proximity to well-timbered areas, the mill is positioned below sloping ground to assist the movement of logs. Internally, the layout and the sequence designed to maximise the efficient movement and cutting of logs within the sawmill</p>

	<p>remain: the long open-sided tin and timber shed, log ramp, breakdown saw, number one and two saw, frame saw, docking benches, waste chute, rails and trolleys. Below the main floor are the boiler, engine and attached drive equipment that provide the power for the operations on the main floor.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>The Elgin Vale Sawmill site is important because of its aesthetic significance. The place possesses evocative qualities, generated by the strong visual impact of a tough industrial aesthetic of weathered timber and corrugated galvanised iron, juxtaposed with its quiet rural setting. The remains of the township evoke a sense of isolation and decline of a self-contained way of life that has largely vanished in Queensland.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>QHR entry, 602762. Retrieved 25 February 2020 from https://apps.des.qld.gov.au/heritage-register/detail/?id=602762</p>	

Emily Jane Reilly Grave

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	Inskip Point, Inskip
LOT/PLAN	28 on SP103952
AREA FOR PROTECTION	Grave site and 5m boundary
PLACE TYPE	Burial ground
PLACE COMPONENTS	Grave site, remnant original grave fencing
YEAR CONSTRUCTED / PERIOD	1891
THEMES	1.4 Peopling places: Family and marking the phases of life
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Emily Jane Reilly, born in Maryborough in 1875, was the daughter of Samuel and Emily Reilly. The family arrived at Inskip in 1875 when Samuel joined the Queensland Lighthouse Service (Marine Department of the Queensland Treasury) as the Pilot & Receiving Officer at Inskip Point. Samuel was later promoted to Boatman Pilot 'for the Port of Maryborough for vessels whose draught does not exceed 12 feet' and remained in the service until 1902 (Walding, 2009).

On the 15 June 1891, Emily Jane Reilly was accidentally shot and killed by her younger brother William. It was a tragic event for the small Inskip community. A Magisterial Enquiry into the circumstances of Emily's death was held the following day at Inskip Point, before G. L. Lukin, Esq., P.M., with evidence given by Emily's brother, William Walter Reilly and father, Samuel James Reilly and their neighbour Mrs Margaret Dewar. The depositions were reported in the local paper on the 18 June 1891 as follows:

William Walter Reilly, on oath, deposed : Am the son of Samuel James Reilly, and brother of deceased; on the 15th instant my father left the house leaving my sister and myself alone; my sister was cleaning pictures in the kitchen; there was a revolver hanging in the parlour; took it down off the nail; I was standing on a chair; my sister was in the next room (the kitchen) standing at the table; did not think the pistol was loaded; looked at the chambers and saw the cartridges were all dented in; as I stood on the chair I turned round towards my sister and said to her, "It ain't loaded" at the same time pointing towards her; I had previously snapped the hammer down, but it was not pointed at my sister; when I pointed it at her I pulled the trigger and it went off; she immediately said "Oh Will, you've shot me," and threw her arms out; she ran out to the gate and fell down; Mrs Dewar then came up but my sister did not speak; I was about five yards from her when the pistol went off; I saw where the bullet struck her afterwards; It was right under the breast.

Samuel James Reilly, on oath, deposed: Am a coxswain pilot stationed at Inskip Point; the deceased Emily Jane was my daughter; she was 17 years of age; on the 15th instant left home at Inskip Point a little after 2 pm, leaving in the house the deceased and her brother William Walter, aged 13 years; before leaving I took down some pictures off the wall of the front room for the deceased to clean; there was a revolver hanging on one of the nails that I took a picture from, which had one chamber loaded with ball cartridge; loaded it myself the evening before with a pin-fire cartridge; about 4 pm I was called, and returned to the house; saw the deceased lying at the gate in the front of the house; when I went up to her she was still breathing, but did not speak, and died in about a minute after my arrival; examined her after death, and saw a wound under the left breast and a slight mark of blood; the body of deceased lies in the house; it was not usual to keep the revolver loaded; loaded it the previous evening for the purpose of shooting a dog, but had not discharged it; had warned the deceased not to allow the revolver to be touched.

Margaret Dewar, on oath, deposed: Am the wife of Julin Dewar, a boatman at Inskip Point; live next door to the father of the deceased, a distance of about 20 yards; about 8 pm on the 15th June heard a shot at Reilly's house; I looked out at the front to see what they were shooting at; then went to the back, and heard the lad Sam Reilly screaming; he was frightened, and said "shot"; ran up to Reilly's gate, and there saw the deceased lying down; lifted her head up and spoke to her, but she was unconscious; some other neighbors (sic) came up, and I ran away for deceased's father; did not return immediately to the deceased; if deceased died in a minute after her father arrived, she must have died in about five minutes after I heard the shot (Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1891).

Emily Jane Reilly was buried at Inskip Point overlooking Pelican Bay. In 2012, works to conserve the grave site were undertaken by the Queensland Parks and Wildlife Service (QPWS) under the direction of Ranger Grant Phelan and Dr Richard Walding (Emily Jane Reilly's great nephew). Conservation advice was provided by the Department of Environment and Heritage Protection (now the Department of Environment and Science). Vegetation from around the grave site was cleared and a new timber fence was installed around the grave. Remnants of the original grave fence were retained within the boundary of the new fencing. A plaque, on a hardwood pillar, was added to the site and reads as follows:

Rest in Peace

Emily Jane Reilly

Born 1st June 1875

Died tragically at Inskip Point June 1891.

In loving remembrance of our dear daughter by her sorrowing parents.

'Pure, pure she was, as morning's earliest dew, bright as its gem, but, ah! as transient too'.

(Walding, 2009)

STATEMENT OF SIGNIFICANCE

The Emily Jane Reilly Grave is a place of local heritage significance as it is the earliest known formal grave at Inskip Point and commemorates a tragic event for the small Inskip community at the time as evidenced by, but not limited to, criterion a), c) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Emily Jane Reilly Grave is important in demonstrating the Reilly family and community response to the accidental tragic and unexpected death of Emily Jane Reilly. It is the earliest known formal family grave at Inskip Point.

C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history

The Emily Jane Reilly Grave has archaeological potential to yield information that will contribute to an understanding of late 19th century European burial practices in the Gympie region.

H. The place has a special association with the life or work of a particular person, group or organisation of importance in the Gympie region's history

The Emily Jane Reilly Grave has a special association with the Reilly family who lived and worked at Inskip Point and made a significant local service contribution to the Queensland Lighthouse Service .

MAP

SOURCE

1891 'MAGISTERIAL ENQUIRY.', Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), 18 June, p. 3. , viewed 08 Sep 2020, <http://nla.gov.au/nla.news-article146867357>

Walding, R., 2009. Inskip Point Light & Signal Station. [online] Indicatorloops.com. Available at: <<http://indicatorloops.com/inskip.htm>> [Accessed 8 September 2020].

Goomeri Courthouse (former), Police Station and Residence



Goomeri Courthouse (former), Police Station and Residence, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Corner Moore Street and Hodge Street, Goomeri
LOT/PLAN	153 on FY655
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Law & order/immigration/customs/quarantine
PLACE COMPONENTS	Current Police Station building and residence, original fabric, fittings and fixtures, extant moveable heritage associated with the Police Station and former Courthouse operations
YEAR CONSTRUCTED / PERIOD	1930
THEMES	7.1 Maintaining order: Policing and maintaining law and order
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1930s (QHR entry 600641).

In 1929, a new police station and residence and courthouse were approved for Goomeri (*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1929). A police station had been in operation in Goomeri since 1918 in Laird Street, but due to the rapid growth of the town, a courthouse was deemed a necessity. The new courthouse and combined police

station and residence were constructed by the Public Works Department using local timbers and officially opened in April 1930 (*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1929).

STATEMENT OF SIGNIFICANCE

The Goomeri Courthouse (former), Police Station and Residence is a place of local heritage significance as it demonstrates the evolution of the policing and law and order administration in Goomeri as evidenced by, but not limited to, criterion a) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Goomeri Courthouse (former), Police Station and Residence is important in demonstrating the evolution of law and order services in the Goomeri township. The rapid growth of the town in the 1930s necessitated an expansion of policing and court services to meet the needs of the growing population.

H. The place has a special association with the life or work of a particular person, group or organisation of importance in the Gympie region's history

The Goomeri Courthouse (former), Police Station and Residence has a special association with the Queensland Police Force who have used the premises to provide law and order services to the Goomeri community since its construction in 1930.

MAP

SOURCE

GOOMERI COURT HOUSE. (1929, May 20). *Maryborough Chronicle, Wide Bay and Burnett Advertiser* (Qld. : 1860 - 1947), p. 4. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article151645870>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

THE POLICE STATION. (1930, April 30). *Maryborough Chronicle, Wide Bay and Burnett Advertiser* (Qld. : 1860 - 1947), p. 13. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article152105742>

Goomeri Emporium



Goomeri Emporium, 2020

OTHER NAMES	Goomeri Emporium
ADDRESS / LOCATION	Corner Moore Street and Jones Street, Goomeri
LOT/PLAN	4 on RP104863
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	c. 1927
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	<p>European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.</p> <p>William and Mary McIvor's established their general store here, c.1927, and it operated in the family for 52 years.</p>
STATEMENT OF SIGNIFICANCE	

The Goomeri Emporium is a place of local heritage significance as it demonstrates the commercial growth of Goomeri in the late 1920s and early 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Goomeri Emporium is important in demonstrating the establishment and growth of small towns like Goomeri that grew up along the Mary Valley Branch railway line to serve the local farming communities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Goomeri Emporium, a single storey building with 1930s art-deco style parapet and detailing, and corner location is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.

MAP

SOURCE

GOOMERI. (1928, February 16). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 7. Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article150997312>

Goomeri Post Office (former)



Goomeri Post Office (former), 2020

OTHER NAMES	None known
ADDRESS / LOCATION	8 Boonara Street, Goomeri
LOT/PLAN	13 on SP310013
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Communications
PLACE COMPONENTS	Post Office building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1924
THEMES	5.8 Moving goods, people and information: Postal services
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the mid-1920s and 1930s. (QHR entry 600641).

In 1924, the Works Department accepted the tender of Mr H. C. Jensen in the amount of £2,560/18, to construct the new post office and quarters in Goomeri (*The Bundaberg Mail*, 1924). The post office was completed by October 1924 and the first postmaster in the new building was Mr H. W. Bristow (*The Brisbane Courier*, 1924).

STATEMENT OF SIGNIFICANCE

The Goomeri Post Office (former) is a place of local heritage significance as it demonstrates the evolution of the postal services and communication in Goomeri as evidenced by, but not limited to, criterion a) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Goomeri Post Office (former) is important in demonstrating the development and growth of postal service requirements in Goomeri. The rapid growth of the town in the 1930s necessitated an expansion of postal services to meet the needs of the growing population.

H. The place has a special association with the life or work of a particular person, group or organisation of importance in the Gympie region's history

The Goomeri Post Office (former) has a special association with Australia Post and its workers who used the premises to provide postal services to the Goomeri community.

MAP

SOURCE

GOOMERI. (1924, October 24). The Brisbane Courier (Qld. : 1864 - 1933), p. 10. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article22864097>

GOOMERI POST OFFICE. (1924, June 21). The Bundaberg Mail (Qld. : 1917 - 1925), p. 4. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article217001537>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

Goomeri Railway Station (former)



Goomeri Railway Station (former), 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Moore Street, Goomeri
LOT/PLAN	21 on SP122065
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport - rail
PLACE COMPONENTS	Goomeri Railway Station building, original fabric, fittings and fixtures, extant platform
YEAR CONSTRUCTED / PERIOD	1902
THEMES	5.3 Moving goods, people and information: Using rail
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms (QHR entry 600641). In 1902, the railway reached Goomeri and the new Goomeri Railway Station building was opened (*The Brisbane Courier*, 1902). At the time it was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1930s (QHR entry 600641).

STATEMENT OF SIGNIFICANCE

The Goomeri Railway Station (former) is a place of local heritage significance as it demonstrates the evolution of rail transport in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Goomeri Railway Station (former), constructed in 1902, demonstrates both the importance of Goomeri as a regional centre and the expansion of Queensland's railway network.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Gympie Railway Station (former) demonstrates the principal characteristics of a small regional early 20th century railway station. The timber station building, platform and setting are generally intact and illustrate the evolution of Queensland Railways development and function of rural railway stations.</p>

MAP

SOURCE

NEW RAILWAY LINES. (1902, December 9). The Brisbane Courier (Qld. : 1864 - 1933), p. 4. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article19203958>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

Goomeri State School



Goomeri State School, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	5 Munro Street, Goomeri
LOT/PLAN	111 on FY620
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Goomeri State School original building/s, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1913
THEMES	9.1 Educating local people: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built.

Mr Joe Murphy, the proprietor of the then recently erected Boonara Hotel, offered the hall connected with the hotel to the residents as a temporary building for a school while they waited for the Department of Public Instruction to construct a school building (Goomeri State School, 2020). The tender for the construction of the Goomeri State School in the amount of £245 was awarded to Wenzel and Palmer in August 1912 (*The Brisbane Courier*, 1912). The new school was opened in January 1913 by Mr J. J. Murphy (Chairman of the School Committee) in front of about 200 attendees

(*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1913). The town of Goomeri continued to develop with a showground and churches as a rural district centre in the late 1920s and 1930s (QHR entry 600641).

STATEMENT OF SIGNIFICANCE

Goomeri State School is a place of local heritage significance as it demonstrates the evolution of education in the Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Goomeri State School, established in 1913, is important in demonstrating the early growth of the Goomeri area. The school demonstrates the provision of rural education by the Public Works Department during the early 20th century.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Goomeri State School is important in demonstrating the key design and planning characteristics of rural timber schools built during the early 20th century.

G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

The Goomeri State School has been a place of primary school education since 1913 and has a strong association and social significance for past and present teachers, students and the local community.

MAP

SOURCE

GOOMERI. (1913, January 31). *Maryborough Chronicle, Wide Bay and Burnett Advertiser* (Qld. : 1860 - 1947), p. 8. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article150807569>

Goomeri State School, 2020. Available online at <https://goomeriss.eq.edu.au/Ourschool/History/Pages/History.aspx>

Public Works. (1912, August 23). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article19850542>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

Government Mining Surveyor's Office (former) and Significant Plantings, Woodworks Museum and Interpretive Centre



Government Mining Surveyor's Office (former), 2020



Woodworks Museum and Interpretive Centre, 2020

OTHER NAMES	Forestry Depot Store, The Forestry Depot
ADDRESS / LOCATION	8 Fraser Road, Gympie
LOT/PLAN	3 on SP217382
AREA FOR PROTECTION	Mature tree plantings, Government Mining Surveyors Office building, original fabric, fittings and fixtures
PLACE TYPE	Parks/gardens/trees
PLACE COMPONENTS	Mature tree plantings plus boundary to drip-line of tree, Government Mining Surveyor's Office building
YEAR CONSTRUCTED / PERIOD	Tree plantings: TBA Government Mining Surveyors Office building: 1885 Museum: 1984
THEMES	2.2 Exploiting, utilising and transforming the land: Exploring, surveying and mapping the land 8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Woodworks Museum

The Woodworks Museum was officially opened on 23 March 1984 as a joint venture between the then Department of Forestry and the Queensland Museum. The Woodworks Museum was designed to provide a place for the conservation of artefacts and traditions associated with the forestry industry including; forest development and conservation, production and distribution of timber and timber products. The Woodworks Museum was established on the site of James Fraser's 1873 selection.

In 2009, the Woodworks Museum was granted to the Gympie Regional Council by the Queensland government. It was leased in 2011 by the Private Forestry Service Queensland Inc.

Government Mining Surveyor's Office

In September 1885, the tender of W. F. Stretton in the amount of £159 17s was accepted for the construction of the Mining Surveyor's Office in Gympie (*The Telegraph*, 1885). The office was originally located behind the Lands Office in Channon Street, Gympie. The building was moved to the King Street Police Reserve and used by the Gympie Police until 1949. It was given to the Forestry Department and used as a depot office and store.

Mature tree plantings

Five camphor laurel (*Cinnamomum camphora*) trees, plus other mature trees scattered throughout the grounds, were planted on the site by the Fraser family children.

Source: Extracts from the Woodworks Museum and Interpretive Centre Information Booklet. Additional information cited.

STATEMENT OF SIGNIFICANCE

The Government Mining Surveyor's Office (former), the Woodworks Museum and Significant Plantings at the Woodworks Museum and Interpretive Centre are of local heritage significance as they demonstrate the early evolution of Gympie's mining industry and later forestry activities. The mature plantings in the Museum grounds have a strong association with the Fraser family who originally owned the Museum site. This is evidenced by, but not limited to, criterion a) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Government Mining Surveyor's Office (former), erected in 1885, demonstrates the development of the mining industry in Gympie and the need for permanent places of formal government administration within the town. Later, the building was used as a Forestry Depot, demonstrating the activities of the forestry industry in Gympie in the mid-20th century.

H. the place has a special association with the life or work of a particular person, group or organisation of importance in the Noosa Council region's history

The mature tree plantings throughout the Museum grounds have a special association with the Fraser family who originally owned and lived on the Museum site.

MAP

SOURCE

Architectural drawing of the Mining Surveyor's Office, Gympie. Retrieved March 26, 2020 from <http://www.archivessearch.qld.gov.au/Image/DigitalImageDetails.aspx?ImageId=20861>

INSTITUTE OF FORESTERS. (1936, February 3). Queensland Times (Ipswich, Qld. : 1909 - 1954), p. 6 (DAILY.). Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article118364512>

Official Notifications. (1885, September 12). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 5. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article174698621>

Grand Hotel, Goomeri



Grand Hotel, Goomeri, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	10 Boonara Street, Goomeri
LOT/PLAN	13 on SP310013
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings and fixtures and architectural details
YEAR CONSTRUCTED / PERIOD	1943
THEMES	3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries 3.11 Developing secondary and tertiary industries: Lodging people
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the late 1920s and 1930s. (QHR entry 600641).

The hotel, built for Mr B. Goan, was completed in September 1926 and opened for business. It was described in the newspaper at the time as being two storeys, replete with every modern convenience and a great acquisition to the travelling public (*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1926). In 1939, the hotel burned down with

a loss of 8 lives (Warwick Daily News, 1939). The adjacent post office building was also destroyed. The current Grand Hotel was constructed in the art-deco style in 1943.

STATEMENT OF SIGNIFICANCE

The Grand Hotel is a place of local heritage significance as it demonstrates the growth of Goomeri in the early 1940s as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Grand Hotel is important in demonstrating the growth of Goomeri in the late 1930s and early 1940s and the provision of recreational services for the community and travellers.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Grand Hotel, a prominent two storey building with 1930s art-deco style design and detailing, is important in demonstrating the commercial building progress that occurred in Goomeri in the late 1930s and early 1940s.

E. The place is important because of its aesthetic significance to the local area.

The Grand Hotel is a prominent art-deco building on the main road into Goomeri. It is an important landmark feature in the Goomeri streetscape.

MAP

SOURCE

Fatal Fire At Goomeri (1939, December 24). Sunday Mail (Brisbane, Qld. : 1926 - 1954), p. 1. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article98018580>

GOOMERI. (1926, September 22). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 4. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article153169506>

Goomeri Hotel Fire (1939, December 28). Warwick Daily News (Qld. : 1919 -1954), p. 5. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article191300533>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

Gympie and Widgee War Memorial Gates



Gympie and Widgee War Memorial Gates, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Mary Street, Gympie
LOT/PLAN	2 on RP2539
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Memorials/Monuments
PLACE COMPONENTS	Entire gate structure, plaques
YEAR CONSTRUCTED / PERIOD	1920
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Queensland Heritage Register (QHR), Place ID: 600535
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Gympie War Memorial were unveiled in 1920 by the Prince of Wales. The gates were designed by George Rae, of Brisbane. Monumental masonry firm A. L. Petrie and Son of Toowong undertook the stonework, whilst an unknown local blacksmith produced the ironwork. The memorial honours the 167 local men who fell in the World War I and the two who fell in the Boer War.

The township of Gympie was established after the discovery of gold by James Nash in 1867. This was the beginning of the first large goldrush in Queensland, and the town developed to support and supply the prospectors who came to the area.

In 1919, the Queensland Institute of Architects held a design competition for a memorial on behalf of the Gympie and Widgee District Soldiers' Memorial Fund. George Rae, then a young draftsman in the Brisbane office of Lange Powell, won the competition. He also won the competition for the design of the memorial at Toowong, Brisbane.

George Rae was born in Glasgow, Scotland and arrived in Brisbane in 1914. Between 1919 and 1922, he was articled to architect L. L. Powell. He left to travel to Sydney and worked as a draftsman in various offices until 1924. Whilst in Sydney, he studied at Sydney Technical College and also with Professor Leslie Wilkinson. Returning to Brisbane in 1924, he again worked with L. L. Powell, firstly as chief draftsman and then as an associate. He became a registered architect in Queensland in 1929.

The masons, A. L. Petrie and Son were the largest monumental masonry firm in Queensland at this time and were responsible for many World War I memorials throughout the state.

The Henderson family donated their Union sawmill site for the Memorial Park and additional land was acquired at a later date.

The cost for the gates was £800 and although the memorial was for the whole of the Widgee Shire, the funds were raised primarily by public subscription and the Gympie City Council.

Australia, and Queensland in particular, had few civic monuments before World War I. The memorials erected in its wake became our first national monuments, recording the devastating impact of the war on a young nation. Australia lost 60,000 from a population of about 4 million, representing one in five of those who served. No previous or subsequent war has made such an impact on the nation.

Even before the end of the war, memorials became a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as grave sites, substitute graves for the Australians whose bodies lay in battlefield cemeteries in Europe and the Middle East. British policy decreed that the Empire war dead were to be buried where they fell. The word 'cenotaph', commonly applied to war memorials at the time, literally means 'empty tomb'.

Australian war memorials are distinctive in that they commemorate not only the dead. Australians were proud that their first great national army, unlike other belligerent armies, was composed entirely of volunteers, men worthy of honour, whether or not they paid the supreme sacrifice. Many memorials honour all who served from a locality, not just the dead, providing valuable evidence of community involvement in the war. Such evidence is not readily obtainable from military records, or from state or national listings, where names are categorised alphabetically or by military unit.

Australian war memorials are also valuable evidence of imperial and national loyalties, at the time, not seen as conflicting; the skills of local stonemasons, metalworkers and architects; and of popular taste. In Queensland, the soldier statue was the popular choice of memorial, whereas the obelisk predominated in the southern states, possibly a reflection of Queensland's larger working-class population and a lesser involvement of architects.

Many of the World War I monuments have been updated to record local involvement in later conflicts, and some have fallen victim to unsympathetic re-location and repair.

Source: Extract from the QHR entry for Gympie and Widgee War Memorial Gates, Place ID: 600535.

STATEMENT OF SIGNIFICANCE

The Gympie and Widgee War Memorial Gates is a place of State and local heritage significance as it demonstrates the local community response to global conflict as evidenced by, but not limited to, criterion a), b), c), e), g) and h) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the World War I.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The Gympie and Widgee War Memorial Gates is rare, as it commemorates those who fell in World War I and the Boer War.</p>
<p>C. The place has potential to yield important information that will</p>	<p>The Gympie and Widgee War Memorial Gates manifest a unique documentary record and are demonstrative of popular taste in the inter-war period. Unveiled in 1920, the Memorial at Gympie demonstrates the principal characteristics of a</p>

contribute to an understanding of Gympie region's history	commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.
E. The place is important because of its aesthetic significance to the local area.	As part of the Memorial Park, the Memorial Gates contribute to the aesthetic qualities of the townscape. They are also of aesthetic significance for their high degree of workmanship and design.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Gympie and Widgee War Memorial Gates have a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Gympie and Widgee War Memorial Gates also have special association with Brisbane architect George Rae as an early example of his work, and with Brisbane masonry firm, A. L. Petrie and Son.
MAP	
SOURCE	
QHR entry, 600535. Retrieved 25 February 2020 from https://apps.des.qld.gov.au/heritage-register/detail/?id=600535	

Gympie Hospital



Gympie Hospital, 2020

OTHER NAMES	Nashville Miners Hospital, Gympie Miners Hospital, Gympie General Hospital
ADDRESS / LOCATION	Corner Alfred Street and King Street, Gympie
LOT/PLAN	1 on G147124
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Health and care services
PLACE COMPONENTS	Building/s (various dates up to 1986), original fabric, fittings and fixtures and architectural details
YEAR CONSTRUCTED / PERIOD	1869
THEMES	10.1 Providing health & welfare services: Health services
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The first Gympie hospital opened as the Nashville Miners Hospital on Channon Street in 1868. It was fully funded by public subscription. By 1869, local newspapers are referring to the hospital as the Gympie Miners Hospital or the Gympie Hospital (*Gympie Times and Mary River Mining Gazette*, 1869) and the hospital operations were moved to the King Street site in the same year. The foundation stone for a hospital building, a two storey brick construction, was laid in 1888, with the hospital again largely funded by public subscription with a grant of £500 from the Colonial Secretary (*Gympie Times and Mary River Mining Gazette*, 1888). This building was later demolished. The hospital expanded as the community grew with major additions of new wards, an operating theatre, nurses quarters and maternity facilities added to the site in 1923, 1927, 1938 and 1951 (*The Daily Mail*, 1923, 1927; *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1938; *Maryborough Chronicle*, 1951). A new brick hospital building was constructed in 1986 and further upgrades occurred in the early 2000s. Gympie Hospital was one of the largest training hospitals in Australia (*Sunshine Coast Hospital and Health Service*, 2018).

STATEMENT OF SIGNIFICANCE

Gympie Hospital is a place of local heritage significance as it demonstrates the development of the public health service in the Gympie region as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Gympie Hospital demonstrates the development of the provision of public health services in Gympie over time. From 1869, the hospital has served the community from its current site and expanded to meet the growing needs of the community.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Gympie Hospital demonstrates the principal characteristics of Public Works Department hospital buildings, constructed over a period of time on the site. Each building represents the style and tastes of the period in which it was constructed.

E. The place is important because of its aesthetic significance to the local area.

The Gympie Hospital is a complex of buildings of various eras and design in a prominent position on a hilltop in Gympie. It is a landmark complex and contributes to the streetscape of health service buildings in the area.

MAP

SOURCE

GYMPIE HOSPITAL (1923, June 7). The Daily Mail (Brisbane, Qld. : 1903 - 1926), p. 13. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article218232531>

GYMPIE HOSPITAL. (1927, October 15). The Brisbane Courier (Qld. : 1864 - 1933), p. 21. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article21183986>

Gympie's New Hospital (1951, October 30). Maryborough Chronicle (Qld. : 1947 - 1954), p. 2. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article149092660>

HOSPITAL BUILDINGS (1938, December 20). (Qld. : 1860 - 1947), p. 8. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article152165792>

PUBLIC MEETING. (1868, October 29). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article168605449>

Sunshine Coast Hospital and Health Service, 2018. Past and present Gympie Hospital staff celebrate 150 years of service. Available online at https://www.health.qld.gov.au/_data/assets/pdf_file/0022/702085/180321-gympie-hospital-150-morning-tea.pdf

Imbil Railway Bridge



Imbil Railway Bridge, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Yabba Creek, Imbil
LOT/PLAN	131 on CP827298 (part), 124 on PS1126668 (part), and across Yabba Creek
AREA FOR PROTECTION	Entire bridge, original fabric, approaches for 10 m either side of bridge
PLACE TYPE	Transport – rail: Bridge - Railway
PLACE COMPONENTS	Original fabric and fixtures, location across river, original alignment of approaches
YEAR CONSTRUCTED / PERIOD	1915
THEMES	2.4 Exploiting, utilising and transforming the land Agricultural activities
	5. Moving goods, people and information: Using rail
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602791
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Imbil Railway Bridge over Yabba Creek is located near the town of Imbil on the Mary Valley branch line at 22 miles 4 chains (35.42 kms) from Monkland Station on the North Coast Railway Line. The Mary Valley Railway Line between Monkland Station and Brooloo in the upper Mary Valley was constructed between 1911 and April 1915 to facilitate closer settlement of the Mary River valley. The Imbil Railway Bridge remains as evidence of the economic importance of the Mary Valley to Queensland agriculture during the 20th century. This half-through Pratt truss (or Pony truss) bridge, completed in January 1915, is one of only six bridges of this kind known to be remaining in Queensland.

European settlement in the Mary Valley commenced when squatters took up pastoral leases there in the 1850s. Closer settlement in the Mary Valley started after half of Imbil station land was resumed for settlement under the Crown Lands Act 1868 and made available for selection. The gradual opening of the large pastoral holdings of Amamoor, Imbil and Traveston in the Upper Mary River Valley for closer settlement from the late 1870s was a catalyst for the development of small cropping and dairying activities in the region. The changing patterns of land use and settlement in the Mary Valley occurred while nearby Gympie evolved from its beginnings as a makeshift settlement and alluvial field of late 1867 into an important regional town and major deep reef gold producer by the 1880s. The township provided a ready market for the growing number of agricultural producers in the surrounding district. In the Mary Valley, maize and potatoes were the dominant early crops, although experimental plantings of tobacco, rice, sugar cane, peas and pineapples were also undertaken.

At the beginning of the 20th century the Queensland government promoted the construction of branch railways in rural areas to assist growth in population and agricultural production. In the 1880s, a Mary Valley route had been among the proposals for the line from Brisbane to Gympie, but was rejected. Local agitation for a Mary Valley branch railway (with varying proposals for the route's alignment) increased during the 1900s. The Railway Commissioner investigated and surveyed a proposed line for the Mary Valley in 1910, with the accompanying report contending 'considerable traffic in agricultural produce, timber, livestock and dairy products' would eventuate. Subsequently, a route deviating from the North Coast Railway Line at Monkland (south of Gympie) and extending to Brooloo was approved, a decision aided by the availability of timber for freight and construction, and Gympie City Council's offer to fund 1/3 of construction costs. Work commenced in June 1911 and by 1913, 550 men were working on the project. The Mary Valley Railway Line included four major (concrete and steel) bridges and one tunnel at Melawondi. The line reached Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1915) and Dagon (1917).

The Imbil Railway Bridge illustrates the evolution in the principal characteristics of steel railway bridges around the turn of the century, especially the change to the through and half-through Pratt trusses from 1908, which increased the structural strength of rail bridges. Early rail bridges in Queensland were half-through or deck-type lattice girders with through hogback central spans until 1893, after which the Whipple truss (double intersection through Pratt truss) was used for strength, until the introduction of the through Pratt truss in 1897. For the next two decades many of Queensland's rail bridges were of the through Pratt design, including the half-through Pratt for lighter loads (introduced 1909), which features top and bottom chords connected by vertical and diagonal members but no portal or lateral bracing between the two parallel trusses on either side of the rail deck. The Warren truss was introduced later.

During the interwar period the rapid increase in production in the Mary Valley made a significant contribution to the Gympie region's status as one of Queensland's most productive dairy areas. In response to cream supply outgrowing production capacity, the Wide Bay Co-Operative built what was claimed as Australia's largest butter factory in 1925, and was receiving cream from 2,000 suppliers by 1935. By 1927, the Gympie district was responsible for 10% of Queensland's milk production, the majority of which was used for butter making. In 1929, the Wide Bay district (of which Gympie was a part) was the second highest milk producer after the Moreton district, and by 1939, the 12 butter factories in the Wide Bay Burnett region (not including Cooroy), produced almost 1/3 of Queensland's butter. In the same year, 4,500 cream cans were forwarded from Kandanga alone.

In 1952, the Gympie district produced 15% of Queensland's butter, and 1953 was the Wide Bay Co-Operative's record year for payment to its suppliers. However, a downturn began in the 1950s, which reflected changes occurring across the industry in Queensland. Butter consumption per capita in Australia dropped from 12.2 kg to 8.3 kg between 1957 and 1972, and a major butter market was lost in the early 1970s, after Britain joined the European Economic Community. Changing to milk production rather than cream, required larger herds and new equipment, and resulted in many small-scale farmers leaving the industry or switching to beef cattle. Stricter regulations for the running of dairies, lower prices, foreign imports and competition from margarine producers all took their toll. Between 1973 and 1976 28% of the Wide Bay Co-op's farmers left the industry. As milk production increased, farm storage in vats and road transportation by tankers became the norm. The last butter was churned in Gympie in May 1978, ending nearly 80 years of production at the site.

While fruit continued to be transported on the Mary Valley railway following the demise of cream production, the line became increasingly unprofitable during the 1970s. By the late 1980s, the future of the line was increasingly precarious. In 1988, station masters/mistresses were removed from Imbil, Amamoor and Dagon and a number of railway buildings such as goods sheds, waiting sheds and residences were sold for removal.

The reduction of infrastructure and services on the railway made it increasingly apparent that the line was too close. Strong protests by the district's pineapple growers helped to delay any final decision on the line's future. However, the last goods train ran to Kandanga in 1995 and thereafter pineapple growers took their produce to Traveston Station on the Brisbane-Gympie North line. Despite this, the line was not formally closed and in 1996, the Mary Valley Heritage Railway Board negotiated to conduct tourist train services on the line. The Mary Valley Heritage Railway commenced operations on the former Mary Valley branch on 23 May 1998. The 'Valley Rattler' steam train tours and rail motor rides have since become a major tourist attraction for the region. A large group of volunteers and trainees contribute to the operation and maintenance of the line, rolling stock and buildings between the (former) Gympie Railway Station and Imbil.

The Imbil Railway Bridge remains as evidence of the economic importance of the Mary Valley to the Queensland dairy industry during the 20th century. The Imbil Railway Bridge is a rare intact example of a half-through Pratt truss railway bridge, a style of bridge used by Queensland's Railway Department in the first three decades of the 20th century. The half-through Pratt truss structure, which differs subtly from the more widely used through Pratt truss bridge, in that its girders are not high enough to allow cross bracing at the top between the trusses on each side of the bridge. Half-through Pratt truss bridges were designed to carry a smaller load than through Pratt truss bridges. Other intact bridges of this type that are extant are: Harlin Rail Bridge, Harlin (1912) [QHR 602636]; Sleeper Log Creek (1915); Saltwater Creek (1915); Crystal Creek (1916) and Murray Creek (1923).

Source: Extract from QHR entry for Imbil Railway Bridge, Place ID: 602791.

STATEMENT OF SIGNIFICANCE

The Imbil Railway Bridge is a place of State and local heritage significance as it demonstrates the evolution of rail transport in the Gympie region and Queensland as evidenced by, but not limited to, criterion a), b), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Imbil Railway bridge, opened in 1915 as a major engineering work on the Mary Valley Branch Railway Line, is important in demonstrating the Queensland Government's policy of establishing branch railway lines to promote closer settlement. Establishment of this branch railway accelerated the settlement of the Mary Valley for agricultural purposes and contributed to the production that made the Wide Bay Burnett district a major agricultural region of Queensland during the first half of the 20th century.

The bridge is highly intact and provides physical evidence of early 20th century railway bridge design and construction in Queensland. The Imbil Railway Bridge illustrates the evolution in the principal characteristics of steel railway bridges around the turn of the century, especially the change to the through and half-through Pratt trusses from 1908, which increased the structural strength of rail bridges.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

The Imbil Railway Bridge is a form of railway bridge that has always been uncommon. It is one of 11 half-through Pratt truss bridges that were built by the Queensland Department of Railways and Public Works during the first three decades of the 20th century. Of these, only six remain. The structure is intact and retains a high level of integrity. Other intact railway bridges of this type that are extant are: Harlin Rail Bridge, Harlin (1912) [QHR 602636]; Sleeper Log Creek (1915); Saltwater Creek (1915); Crystal Creek (1916) and Murray Creek, North Coast Railway Line (1923).

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The Imbil Railway Bridge is a good example of a half-through Pratt truss railway bridge designed by the Department of Railways and Public Works. This bridge type differed subtly from the through Pratt truss in that its girders are not high enough to allow cross bracing at the top of the truss, which is a feature of through Pratt truss bridges.

The bridge comprises nine concrete piers, two abutments, five steel eight-panel trusses, rolled steel joists, decking, timber sleepers and steel rails.

E. The place is important because of its aesthetic significance to the local area.

In its setting the Imbil Railway Bridge is picturesque, making a dramatic visual statement and evoking a strong aesthetic response through the juxtaposition of its man-made materials-tall concrete piers and steel trusses-against its natural backdrop of mountains and grassy fields, trees and river. Views that place the bridge in this setting are accessible from road, rail and water.

MAP

SOURCE

QHR entry, 602791. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602791>

Kilkivan CWA



Kilkivan CWA, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	6 Park Street, Kilkivan
LOT/PLAN	3 on MPH14330
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1890
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Kilkivan Country Women's Association (CWA) was established by Mrs Oakes in April 1926 (*Toowoomba Chronicle and Darling Downs Gazette*, 1926). In 1951, the Kilkivan CWA released a cookery book to aid in their efforts to raise money for a rest room (*Queensland Country Life*, 1951) however it was not until 1958 that the group acquired the building, which was moved to the Park Street site. The building is the old Kilkivan Shire Council chambers building.

STATEMENT OF SIGNIFICANCE

The Kilkivan Country Women's Association (CWA) building is a place of local heritage significance as it demonstrates the development of social and cultural services in Kilkivan as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	The Kilkivan CWA is historically important in demonstrating the development of Woolooga in the mid-20th century and the establishment and growth of the CWA within the town.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Kilkivan CWA demonstrates the typical design principles, including the blue and white colour scheme, of small, timber regional CWA Halls throughout the Gympie region.
G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Kilkivan CWA has a special association with the women who are, or have been, members of the Kilkivan CWA and who have made significant contributions to the local community over time.

MAP

SOURCE

Cookery Book To Aid C.W.A. Rest Room Fund (1951, June 21). Queensland Country Life (Qld. : 1900 - 1954), p. 9. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article97126855>

THE Q.C.W.A. (1926, April 29). Toowoomba Chronicle and Darling Downs Gazette (Qld. : 1922 - 1933), p. 8. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article253869962>

Kilkivan Forestry Office (former)



Kilkivan Forestry Office (former), 2020

OTHER NAMES	Old Forestry Office, Forest Office, Forests Office
ADDRESS / LOCATION	2 Cave Street, Kilkivan
LOT/PLAN	15 on CP890293
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Forestry and timber industry
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	TBA
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Not applicable
HISTORICAL CONTEXT	
<p>The first Forestry Office, also known as the Forest Office, was one room in a building near the Kilkivan Hotel. It is mentioned in newspaper reports as early as 1924 (<i>The Brisbane Courier</i> 1924). As the forest industry in the region expanded, a dedicated Forestry Office was built in Kilkivan. The Forestry Office was acquired by Kilkivan Shire Council in 1993.</p>	
SIGNIFICANCE LEVEL	Local
STATEMENT OF SIGNIFICANCE	
<p>The Kilkivan Forestry Office (former) is a place of local heritage significance as it demonstrates the development of the timber industry in Kilkivan as evidenced by, but not limited to, criterion a) and b) of the Heritage Places Study as follows:</p>	
A. The place is important in demonstrating the evolution or	The Kilkivan Forestry Office (former) demonstrates the development and importance of the forestry industry in the Kilkivan area.

<p>pattern of the Gympie region's history.</p>	
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The Kilkivan Forestry Office (former) is now an uncommon example of a forestry administration building in the region.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>1924 'KILKIVAN.', The Brisbane Courier (Qld. : 1864 - 1933), 21 November, p. 11. , viewed 11 Sep 2020, http://nla.gov.au/nla.news-article22881322</p>	

Kilkivan Masonic Lodge Hall



Kilkivan Masonic Lodge Hall, 2020

OTHER NAMES	Kilkivan No. 133, Kilkivan Masonic Lodge 2863 E.C.
ADDRESS / LOCATION	10 James Street, Kilkivan
LOT/PLAN	1 on MPH15336
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1902
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Kilkivan Masonic Lodge held their Consecration on 22 March 1886 (Freemasons Queensland 2020). It is unclear as to the development of the Lodge after this date however, by 1903, newspaper reports indicate that the Kilkivan Masonic Lodge 2863 E.C., had undertaken the third annual installation of officers (*Gympie Times and Mary River Mining Gazette* 1903). In order to facilitate the building of a dedicated Masonic Hall, debentures to the amount of five pounds each from 20 members were requested. The hall was built on its present site and the first meeting held there in January 1902. The Kilkivan Masonic Lodge is now known as No. 133. The hall has had several extensions over the years.

STATEMENT OF SIGNIFICANCE

The Kilkivan Masonic Lodge Hall is a place of local heritage significance as it demonstrates the development of social and cultural institutions in Kilkivan as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	The Kilkivan Masonic Lodge Hall is historically important in demonstrating the development of Kilkivan in the mid-20th century and the establishment and growth of Freemasonry within the town.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Kilkivan Masonic Lodge Hall demonstrates the typical design principles of small, timber regional Masonic Halls throughout the Gympie region.
G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	The Kilkivan Masonic Lodge Hall has a special social association with the past and present members of the Kilkivan Lodge who have made, and continue to make, significant contributions to the local community.

MAP

SOURCE

1903 'Kilkivan.', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 17 March, p. 3. , viewed 11 Sep 2020, <http://nla.gov.au/nla.news-article177742332>

Freemasons Queensland, Facebook post, March 15, 2020:

<https://www.facebook.com/freemasonsqueensland/posts/on-this-day-we-celebrate-kilkivan-lodges-consecration-kilkivan-lodge-133-had-the/2762783950425254/>

Mary Valley Railway Cream Sheds



Amamoor Cream Shed, 2020



Melawondi Cream Shed, 2020



Kandanga Cream Shed, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Amamoor; Kandanga; Melawondi; Mary Valley Branch Railway, Mary Valley
LOT/PLAN	Amamoor: 63 on RP827293 Kandanga: 95 on SP104992 Melawondi: 103 on SP112667
AREA FOR PROTECTION	Cream sheds plus 5 m radius around each shed
PLACE TYPE	Transport – Rail: Other – Transport - Rail
PLACE COMPONENTS	Cream sheds, original fabric, fittings and fixtures, original location on former railway site, original orientation on former railway site
YEAR CONSTRUCTED / PERIOD	1920 – 1950
THEMES	2. Exploiting, utilising and transforming the land: Agricultural activities 5. Moving goods, people and information: Using rail
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602792
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

The Mary Valley branch railway cream sheds, located at Amamoor, Kandanga and Melawondi, were built between the 1920s and 1940s by Queensland Railways, in response to the strong growth of dairying in one of Queensland's most important dairy producing regions and the reliance on rail to transport dairy produce during this period.

The gradual opening of large pastoral holdings of Amamoor, Imbil and Traveston (established 1850s) in the Upper Mary River Valley for closer settlement from the late 1870s was a catalyst for the development of small cropping and dairying activities in the region. The changing patterns of land use and settlement in the Mary Valley occurred while nearby Gympie evolved from its beginnings as a makeshift settlement and alluvial field in late 1867 into an important regional town and major deep reef gold producer by the 1880s. The town provided a ready market for the growing number of agricultural producers in the surrounding district. In the Mary Valley, maize and potatoes were the dominant early crops, although experimental plantings of tobacco, rice, sugar cane, peas and pineapples were also undertaken.

From the late 1800s, a number of critical factors aided the expansion of the dairy industry into one of Queensland's principal primary industries by the interwar period. These included: the introduction of mechanical cream separators in the 1880s;

Babcock testing to accurately measure cream content in milk; The Meat and Dairy Encouragement Act 1893 which made provision for government loans to construct butter and cheese factories; and the Department of Agriculture and Stock's use of a 'Travelling Dairy' to demonstrate techniques and equipment to potential dairy farmers throughout Queensland. The introduction of pastures such as paspalum and Rhodes grass and the increased cultivation of fodder also occurred, to improve milk yields and to provide adequate feed during the less productive months of winter.

Hugo Du Rietz, a Swedish born architect, made an important contribution to the development of the dairy industry in the Gympie district by his introduction of the first mechanical cream separator into Queensland in 1882. The Queensland government's travelling dairy visited Lagoon Pocket, in the Mary Valley, in September 1890. By 1894, there were 120 dairies in the Gympie Land Agent's district, although most production was milk for town supply. In the Mary Valley, Frank Chippindall was transporting butter produced by local settlers into Gympie around 1885-1886, as was Peter Meyers in 1893.

By the early 1900s, co-operatives were becoming the dominant form of ownership of cheese and butter factories, a pattern that defined the Queensland dairy industry for much of the 20th century. In 1897, Gympie's first dairy co-operative for butter production, the Gympie Central Dairying Company was established. By 1897 the Silverwood Dairying Company had taken over the factory and in 1906 the Wide Bay Co-Operative purchased the operations. In the year ending 30 June 1907 there were 322 suppliers to the Wide Bay Company, who were paid a total of £20,973 for their cream. Metal cans containing the cream produced by dairy farms surrounding Gympie was carted into the Wide Bay Co-operative's factory by contractors. In the Mary Valley, some cream was also sent from the Traveston railway station on the North Coast Railway Line to butter factories further south.

At the beginning of the twentieth century the Queensland government was promoting the construction of branch railways in rural areas to assist growth in population and agricultural production. In the 1880s, a Mary Valley route had been among the proposals for the line from Brisbane to Gympie, but was rejected. Local agitation for a Mary Valley branch railway (with varying proposals for the route's alignment) increased during the 1900s. The Railway Commissioner investigated and surveyed a proposed line for the Mary Valley in 1910, with the accompanying report contending 'considerable traffic in agricultural produce, timber, livestock and dairy products' would eventuate. Subsequently, a route deviating from the North Coast line at Monkland (south of Gympie) and extending to Brooloo was approved, a decision aided by the availability of timber for freight and construction, and Gympie City Council's offer to fund one third of construction costs. Work commenced in June 1911 and by 1913, 550 men were working on the project. The line reached Kandanga in February 1914 and the terminus of Brooloo in April 1915, the month the whole line was officially opened for passenger and goods traffic. Along the line, subdivisions of a number of larger holdings into farm and town allotments near rail stops increased the availability agricultural land for settlers and led to the establishment of small townships at Kandanga (1912), Brooloo, Imbil and Amamoor (1914) and Dagun (1917).

While timber freight was initially the main income generator for the Mary Valley Railway, cream was transported on the line from its very beginnings. Transportation by rail was a far more efficient way of delivering cream to butter factories, with contractors and individual farmers able to deliver their cream direct to the nearest railhead. Following delivery and washing of the cans at the factory, they were returned by rail, with each can inscribed with the name of its owner for identification.

In its first four weeks of operations following the opening of its station in 1914, two tons of cream was sent from Kandanga. After the disruption of World War I, dairying and agricultural activity increased rapidly, with a corresponding increase in the transportation of produce on the railway. In 1921, there were 93 dairies located between Dagun and Brooloo, milking 2,900 cows (an average herd size of 31) and producing 586,016 pounds of cream. In October of that year, a combined total of around 350 cans were sent from Kandanga and Imbil railway stations each week. In January 1922, 118,000 pounds of cream, equal to around 27 tons of butter, was sent to the Wide Bay Co-operative Factory at Gympie from suppliers between Brooloo and Amamoor.

The expansion of dairy production during the early twentieth century led to the construction of cream sheds by Queensland Railways at stations and sidings throughout the state. Cream sheds were built to a standard design; measuring 10 ft x 10 ft (3.05 x 3.05 m), clad and lined with horizontal hardwood boards separated by open spaces, with the interior boards offset to cover the outside spaces. The spacing of the boards improved air circulation, resulting in a cooler storage space, reducing the risk of the cream spoiling before reaching the butter factory. Double doors opened out to platforms on either side of the shed for placement and retrieval of cream cans. Sheds were set on low stumps and were sheltered by a gabled roof.

By 1921, the heavy handling needed to load cream cans and their exposure to heat at Kandanga station was noted. The Railway Commissioner's inspection of the Mary Valley Railway in late 1924, noted the ongoing increase in 'cream traffic' along the line and the arduous work involved for guards who were lifting the cans from platforms on rail level. The Commissioner agreed to cream sheds being provided at Amamoor and Dagun stations and Lagoon Pocket siding. The construction of the cream shed at

Amamoor as well as a shed at Imbil was approved in February 1925 at a cost of £80 and £96 respectively. The following month the cream shed at the Lagoon Pocket siding was approved at a cost of £83. A shed at Dawn siding was built sometime after this date and a shed at Melawondi was built in 1946.

The provision of cream sheds along the length of the line demonstrated the extent and expansion of dairying in the Mary Valley. Cream supply was generally at its highest during the wetter summer months and this was when cream sheds were most heavily utilised. The lower output that occurred during winter is reflected in the returns for the week ending August 24, 1931, when 207 cream cans were forwarded to Gympie and 11 cans were sent to Pomona from Kandanga, Imbil, Amamoor and Dagon. The Mary River was subject to serious flooding during the wet season and the railway crossing near the Dawn often became impassable. The importance of cream freight was evident on these occasions, with a special train organised to pick up cans from the cream sheds until it reached the river crossing, from where the Wide Bay Co-op boat would ferry the supplies over the river.

The interwar period saw the dairy industry expand greatly in Queensland. Between 1927 and 1937, the total number of dairy cattle rose by 50 per cent. Dairying was geographically Queensland's most widespread agricultural industry in the 1930s and the state's second most profitable export industry from 1936 to 1941, accounting for 20 per cent of primary production. By the late 1930s, around one in eight Queenslanders were living on dairy farms.

The rapid increase in production in the Mary Valley during the interwar period made a significant contribution to the Gympie region's status as one of Queensland's top dairy producing areas. In response to increased cream supply outgrowing production capacity, the Wide Bay Co-Operative built what was claimed as Australia's largest butter factory in 1925, and was receiving cream from 2,000 suppliers by 1935. By 1927, the Gympie district was responsible for 10 per cent of Queensland's milk production, the majority of which was used for butter making. In 1937, the Petty Sessions District of Gympie was Queensland's largest milk and butter producer, with the greatest number of dairy cattle in milk. By 1939, the 12 butter factories in the Wide Bay-Burnett region (not including Cooroy), produced almost a third of Queensland's butter. In the same year, 4,500 cream cans were forwarded from Kandanga alone.

In 1952, the Gympie district produced 15 per cent of Queensland's butter, and 1953 was the Wide Bay Co-Operative's record year for payment to its suppliers. However, a downturn began in the 1950s, which reflected changes occurring across the industry in Queensland. Butter consumption per capita in Australia dropped from 12.2 kg to 8.3 kg between 1957 and 1972, and a major butter market was lost when Britain joined the European Economic Community in the early 1970s. The transition towards the production of milk rather than cream, requiring larger herds and new equipment, saw many smaller scale farmers leaving the industry or switching to beef cattle. Tougher regulations for the running of dairies, lower prices, foreign imports and competition from margarine producers all took their toll. Between 1973 and 1976, 28 per cent of the Wide Bay Co-op's farmers left the industry. As milk production increased, farm storage in vats and road transportation by tankers became the norm. The last delivery of dairy produce to Wide Bay Co-op's Gympie factory in a can (from Miva, west of Gympie) occurred in 1973 and the last butter was churned in May 1978, ending nearly 80 years of production at the site.

The decline of cream production and the realignment of transport arrangements for dairy producers saw the removal of some cream sheds on the Mary Valley railway, while those that remained were used for storage. The cream shed at Lagoon Pocket was removed in 1965 and at Dawn in 1968. In 1963, Dagon's cream shed was incorporated into the north corner of the goods sheds (erected 1938). At least one other example of a combined goods and cream shed is known to have been built in Queensland - at the Summit (near Stanthorpe).

While fruit freight (predominantly pineapples) continued to be transported on the Mary Valley railway following the demise of cream production, the line became increasingly unprofitable during the 1970s. By the late 1980s, the future of the line was increasingly precarious. In 1988, station masters/mistresses were removed from Imbil, Amamoor and Dagon and a number of railway buildings such as goods sheds, waiting sheds and residences were sold for removal. Queensland Railways opted to retain the cream sheds at Kandanga, Amamoor, Melawondi Dagon and Imbil (later removed) for storage purposes.

The reduction of infrastructure and services on the railway made it increasingly apparent that the line was to close. Strong protests by the district's pineapple growers helped to delay any final decision on the line's future. The last goods train ran to Kandanga in 1995 and thereafter pineapple growers took their produce to Traveston station on the Brisbane-Gympie North line. The line however, was not formally closed and in 1996 the Mary Valley Heritage Railway Board negotiated to conduct tourist train services on the line. The Mary Valley Heritage Railway commenced operations on the former Mary Valley branch on 23 May 1998. The 'Valley Rattler' steam train tours and rail motor rides have since become a major tourist attraction for the region. A large group of volunteers and trainees contribute to the operation and maintenance of the line, rolling stock and buildings between the (former) Gympie Railway Station and Imbil. The cream sheds at Melawondi, Kandanga and Amamoor remain as evidence of the growth and economic importance of the dairy industry to the Mary Valley during the twentieth century.

Source: Extract from QHR entry for the Mary Valley railway cream sheds, Place ID: 602792.

STATEMENT OF SIGNIFICANCE

The Mary Valley railway cream sheds are places of State and local heritage significance as it demonstrates the development of railway infrastructure in the Gympie region and Queensland as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Mary Valley railway cream sheds are important in demonstrating the growth of the dairy industry in the Wide Bay-Burnett, one of Queensland's most important dairy producing regions during the twentieth century. The construction of the branch railway (1911-1915) and the associated increase in closer settlement in the Mary Valley was a catalyst for the expansion of dairying in the district. The provision of cream sheds along the length of the line during the 1920s to 1940s demonstrates the extent of this expansion. More widely, the cream sheds illustrate the historical importance and role of railways in transporting dairy produce in Queensland.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The highly intact Amamoor, Kandanga and Melawondi cream sheds demonstrate the principal characteristics of railway cream sheds built alongside Queensland railway lines to facilitate the transport of dairy produce during the twentieth century. Located adjacent to the railway line in station yards and built to a standard design, the small square sheds are clad and lined with horizontal hardwood boards separated by open spaces on both the interior and exterior, with those on the interior offset to cover the spaces on the exterior. The boards are spaced to improve air circulation, resulting in a cooler internal storage area. The sheds stand on low stumps, are sheltered by gabled roofs and have double doors that open out to platforms on either side of the shed for placement and retrieval of cream cans.

MAP

SOURCE

QHR entry, 602792. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602792>

Miva CWA



Miva CWA, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	1186 Miva Road, Miva
LOT/PLAN	4 on RP83022
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	Miva CWA established: 1928 CWA building: 1952 - 1953
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Miva CWA were established c.1928. In 1949, the members of the CWA began negotiating for a piece of land in Miva on which to build a rest room (*Maryborough Chronicle*, 1949). The following year, Mr H. Nuhung offered the CWA land on Miva Road (*Maryborough Chronicle*, 1950) and by 1952, the group had raised enough money to purchase the offered land (*Maryborough Chronicle*, 1952). The rest room was subsequently built and the Miva CWA held their first meeting for 1953 in the new rest room (*Maryborough Chronicle*, 1953).

STATEMENT OF SIGNIFICANCE

The Miva Country Women’s Association (CWA) building is a place of local heritage significance as it demonstrates the development of social and cultural services in Miva as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.	The Miva CWA is historically important in demonstrating the development of Miva in the mid-20th century and the establishment and growth of the CWA within the town.
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	The Miva CWA demonstrates the typical design principles of small, timber regional CWA Halls throughout the Gympie region.
G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	The Miva CWA has a special association with the women who are, or have been, members of the Miva CWA and who have made significant contributions to the local community over time.

MAP

SOURCE

Miva C.W.A. Branch (1953, February 17). Maryborough Chronicle (Qld. : 1947 - 1954), p. 4. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article150234716>

MIVA CWA TO BUY LAND (1952, August 15). Maryborough Chronicle (Qld. : 1947 - 1954), p. 4. Retrieved March 28, 2020, from <http://nla.gov.au/nla.news-article150196866>

PROGRESS BY MIVA CWA BRANCH (1950, October 12). Maryborough Chronicle (Qld. : 1947 - 1954), p. 4. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article147942706>

Mount Coora Copper Mine and Smelter Site (former)



Mount Coora Copper Mine and Smelter Site (former), the red outline denotes the heritage boundary.

OTHER NAMES	None known
ADDRESS / LOCATION	Black Snake Road, Mount Coora
LOT/PLAN	18 on W3764 and 20 on W3764
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Archaeological
PLACE COMPONENTS	Archaeological site including ruins and subsurface cultural deposits
YEAR CONSTRUCTED / PERIOD	1872
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Copper mining at Mount Coora was underway as early as 1869 but suspended soon after due to reports that no real payable copper deposits at the site. By 1871 however, interest in the site was revived and the copper mine was re-opened. The Mount Coora Copper Mining Company operated the mine at the time. A newspaper report described the operation; *'A short time ago we (Maryborough Chronicle) announced that a movement had been initiated to work the Mount Coora copper lodes. We have now the pleasure to state that Mr Stevens, the managing director of the mine, has arrived in Maryborough to commence immediately active operations. Mr. Stevens informs us that there are five distinct lodes on the property; three of these have been tested, and consist of payable ore; the other two are promising, but are not yet tried. Mr Stevens has already dispatched to the mine an experienced mining overseer, smelter, and a number of miners, and has engaged also a dozen of the Germans recently arrived, consisting of carpenters bricklayers, and laborers. Furnaces are to be erected at once, for which there is excellent fire brick on the spot. The ore is very plentiful, and though*

of comparatively low percentage, so easily got that he expresses the utmost confidence the mine will prove largely remunerative...The trade, if the mines about to be worked at Mount Coora and Mount Clara turn out as successful as they promise to do, must be a very extensive one, for it is not these mines alone, but a dozen others will be called into active existence as soon as the district is proved a successful field for mining enterprise' (The Queenslander, 1872).

By 1873, the workings at Mount Coora were described as being confined to Arthur's lode with a shaft down 90 ft and an old furnace on site. A new furnace and calciner were noted as soon to be ready for work (Matthews, 1997). The following year in 1874, the Mount Clara Copper Mining Company was sold to the Mount Coora Copper Mining Company and ore from the Mount Clara operation was being transported to the Mount Coora smelter (Matthews, 1997). By this time, the Mount Coora copper mine had also installed pumping and winding machinery, a 25 horse power engine close to the main shaft, four furnaces and two new stores (*Gympie Times and Mary River Mining Gazette*, 1874) and seven smelters had been constructed (Matthews, 1997). A large mining camp, with resident medical officer, was also established at the mining site (Logan et. al., 1998).

The copper mining operations were however short lived at Mount Coora with the mine and smelter closed by 1875 due to low yields and insufficient returns to cover the cost of production (Matthews, 1997).

In 2003, the remains of the Mount Coora Smelter were described by Michael Pearson in the *Journal of Australasian Mining History* as consisting of a 'standing brick chimney, approximately 13.5m tall and 1.84m square at the base, with a flue entry arch 1.3m above the ground on the north face, another arch 3.2m up the west face, and a third 8m up the east face. Iron bars run up each corner of the stack, stapled to the brick joints. A small amount of brick rubble stretches out from the northern side of the chimney stack towards the west for seven metres, suggesting the location for the now totally demolished smelter...brick rubble is scattered in several locations over the level bench on which the smelter sits. The main slag tip is at the edge of the bench, about 40m north of the smelter site...Twenty-metres west of north from the chimney is a large mound of rubble, which contains fire-bricks and iron rail reinforcing bars. This mound, which extends over about 12m, is likely to be the roasting furnace...South of the chimney is a bench on the slope above the smelter site, which may be an ore dressing and storage site. The main mine area has three open cuts, at least four shafts and other signs of working. The re-mining in the 1940s, a drilling program in 1968 and a leaching project in 1972 has further disturbed and confused the remains'.

STATEMENT OF SIGNIFICANCE

The Mount Coora Copper Mine and Smelter Site (former) is a place of local heritage significance as it demonstrates the development of the copper mining industry in the Gympie region as evidenced by, but not limited to, criterion a), and c) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>Together with the small number of well-preserved 1870s smelters (Flanagans, Adolphus William) the Mount Coora Copper Mine and Smelter Site (former) remnants are important in demonstrating the evolution of base metal mining in the Gympie region.</p>
<p>C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history</p>	<p>As an archaeological site, the Mount Coora Copper Mine and Smelter Site (former) may contain important information which will contributing to the understanding of early copper mining practices in the Gympie region.</p>

MAP

SOURCE

1872 'MOUNT COORA.', *The Queenslander* (Brisbane, Qld. : 1866 - 1939), 23 March, p. 10. , viewed 27 Aug 2020, <http://nla.gov.au/nla.news-article27270281>

1874 'THE MOUNT COORA MINE.', *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), 8 August, p. 3. , viewed 27 Aug 2020, <http://nla.gov.au/nla.news-article168907640>

Logan, Dulcie & Dale, John & Kilkivan (Qld. : Shire). Council 1988, *Where two rivers run : a history of Kilkivan Shire*, Kilkivan Shire Council, Kilkivan, Qld.

Matthews, Tony. 1997, *Landscapes of change : a history of the South Burnett* / Tony Matthews Published by participating members of the South Burnett Local Government Association - the Cherbourg Community Council, and the Shire Councils of Kilkivan, Murgon, Wondai and Kingaroy [Wondai, QLD].

Pearson, Michael. 2003, 'The Early Copper Mining Industry in Central Queensland, 1863-1879 - History and Place', *Journal of Australasian Mining History*, Vol. 1, No.1, September 2003, pp. 133-134.

Neerdie Antimony Mine (former)

Image not available

OTHER NAMES	None known
ADDRESS / LOCATION	85 Antimony Road, Neerdie
LOT/PLAN	1311 on M37108
AREA FOR PROTECTION	Neerdie Antimony Mine remnants and 10 m boundary
PLACE TYPE	Mining and mineral processing
PLACE COMPONENTS	Neerdie Antimony Mine remnants and associated archaeological deposits
YEAR CONSTRUCTED / PERIOD	c.1873
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Neerdie Antimony Mine was established in c.1873 by the Neerdie Antimony Mining Company to extract antimony, a brittle crystalline metal used as an alloy in the manufacture of numerous products. The Neerdie Antimony Mine was one of the most profitable antimony mines from which, in the 1880s, some of the best quality antimony ore in Australia was extracted (*Sunday Mail*, 1933). Mining operations ceased at the Neerdie Antimony Mine in 1892, when it was believed to have been depleted.

In 1933, prospectors the McMahon Brothers reopened the Neerdie Antimony Mine and found that the mine was not exhausted. At the time, no other antimony mines were being worked in Queensland and the then Department of Mines provided financial assistance to the McMahon Brothers following the success of a trial parcel of ore (*Sunday Mail*, 1933).

STATEMENT OF SIGNIFICANCE

The Neerdie Antimony Mine (former) is a place of local heritage significance as it demonstrates the development and evolution of antimony mining in the Gympie region as evidenced by, but not limited to, criterion a) and c) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Neerdie Antimony Mine (former) is significant in the development and evolution of mining, in particular antimony mining, in the Gympie region. The mine produced some of the best antimony in Australia in the early years of its operation.

C. The place has potential to yield important information that will contribute to an understanding of the Gympie region's history

The Neerdie Antimony Mine (former), as an archaeological site, is significant as an example of antimony mining operation remnants in the Gympie area.

MAP

SOURCE

Current News. (1873, December 13). The Queenslander (Brisbane, Qld. : 1866 - 1939), p. 2. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article27278823>

RARE MINERALS (1933, July 9). Sunday Mail (Brisbane, Qld. : 1926 - 1954), p. 15. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article97709532>

Pettigrew's Cooloola Timber Tramway Complex



Image: QHR entry, 602819, courtesy of the Department of Environment and Science (DES).

OTHER NAMES	Pettigrew's Tramway; Pettigrew's Railway; SEQ-5N 22; Cooloola Railway; Pettigrew's Tramway
ADDRESS / LOCATION	Cooloola Recreation Area Great Sandy National Park, Cooloola
LOT/PLAN	Cooloola Recreation Area Great Sandy National Park, Cooloola
AREA FOR PROTECTION	Timber Tramway Complex
PLACE TYPE	Forestry and timber industry: Timber extraction – tramway Forestry and timber industry: Timber extraction - rafting ground Transport - road: Embankment/cutting
PLACE COMPONENTS	Pettigrew's Tramway Complex
YEAR CONSTRUCTED / PERIOD	Unknown
THEMES	2.1 Exploiting, utilising and transforming the land: Exploring, surveying and mapping the land 2.2 Exploiting, utilising and transforming the land: Exploiting natural resources 2.8 Exploiting, utilising and transforming the land: Protecting and conserving the environment 3.5 Developing secondary and tertiary industries: Struggling with remoteness, hardship and failure 5.2 Moving goods, people and information: Using draught animals 5.3 Moving goods, people and information: Using rail 6.1 Building settlements, towns, cities and dwellings Establishing settlements and towns
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602819
SIGNIFICANCE	State, local
HISTORICAL CONTEXT	

Pettigrew's Cooloola timber operation began in the 1860s with the extraction of timber from Woolann (the area around Lake Poona). Bullock teams were used to drag Kauri pine logs to the mouth of Seary's Creek. The sandy nature of the terrain and lack of feed for horses and bullocks made traditional forms of timber transport unfeasible and Pettigrew had to find a solution to access the rich timber of inland Cooloola. The answer was the construction of a tramway: Cooloola Tramway opening in October 1873 as Queensland's first major private railway.

Of all Queensland's natural resources 'timber was the most visible and abundant to the first Europeans'. Early European accounts of Queensland frequently refer to the extensive stands of timber which lined the coast and riverbanks. In southeast Queensland the dominant timber species were softwoods such as Hoop (*Araucaria cunninghamii*) and Kauri pine (*Araucaria robusta*). When Moreton Bay was opened up to free settlement in 1842, the colony did not have a sawmill and logged timber was either pit sawn and used locally, or sent south for milling and/or export.

The timber industry played a vital role in the economic development of Queensland and William Pettigrew was instrumental in this process. He was born in Ayrshire, Scotland, in 1825 and came to Moreton Bay in 1849 as one of Dr Lang's immigrants on board the 'Fortitude'. Pettigrew was engaged as a surveyor and land agent by Lang. When Lang's immigration scheme collapsed, Pettigrew worked with Assistant Government Surveyor, James Warner. In this role he gained 'first-hand knowledge of the local timber resources and the need for a sawmill to facilitate the expansion following the transformation of Brisbane from convict settlement to free society'.

Pettigrew established Queensland's first steam sawmill on land adjacent to the Brisbane River, at the western corner of William and Margaret Streets, in 1853. According to Kerr, Pettigrew's sawmill was arguably Queensland's first major industrial enterprise. With the establishment of this sawmill, Brisbane became the key local market for timber. William Sim, an experienced timber worker from Nairn, near Inverness in the Scottish Highlands, began working at the Brisbane Saw Mills in August 1854. With Sim in charge, the quality of product improved and production increased.

The first sawmill to be opened in Maryborough was Gladwell and Greathead's Union Sawmill in 1861, which established the city as a timber-getting town. Pettigrew was anxious to retain his monopoly in Queensland and began to explore the Maryborough area, looking for new sources of timber and a site for a sawmill to supply the northern ports of Gladstone, Rockhampton and Bowen. In August 1862, Pettigrew explored the Mary River with Tom Petrie and in October decided on the site for his sawmill - 10 miles (16.09 km) downriver from Maryborough. On Pettigrew's return to Brisbane, he established a partnership agreement with Sim, who paid £200 for a quarter share in the new firm of Pettigrew and Sim. The new sawmill was called Dundathu and began operating in August 1863.

The Maryborough timber industry industrialised and grew rapidly during the 1860s. In 1876, more timber (mainly sawn pine) was produced in Maryborough than had been exported from Queensland in the preceding 10 years. A number of firms were established including Wilson, Hart and Bartholomew; and James Fairlie. Despite early competition from Gladwell and Greathead's Union Sawmill, Dundathu Sawmill quickly proved profitable, shipping timber to Sydney, Gladstone, Rockhampton and Bowen.

Pettigrew continued to seek out timber resources which could be milled at Dundathu. In September 1863, he set off in the paddle steamer Gneering to search for stands of timber that were reported to exist in the Noosa area. On his return Pettigrew concluded that the timber was disappointing and inaccessible. However, others did not agree and by the end of 1863, timber-getters were operating in the lower Noosa area. Pettigrew turned his attention to the north, and in late June 1865 Pettigrew landed at the head of Tin Can Bay to examine the area further.

His discovery of Kauri pine in the Woolann area of north Cooloola provided the main source of timber for the Dundathu Sawmill. By 1865, Pettigrew's men were using bullock teams to drag Kauri pine logs from Woolann (the area around Lake Poona). Early timber-getters are recorded as using a corduroy crossing of tea-tree branches and saplings to cross the tidal flats in the northern Cooloola area. Pettigrew's men dragged the logs to the mouth of Seary's Creek, tied them into large rafts and towed them through the Tin Can Bay Inlet, Great Sandy Strait and up the Mary River. Tugs were then used to haul the rafts of timber to Dundathu.

The sandy nature of the terrain and lack of feed for horses and bullocks made the use of draught animals for transport very difficult. Pettigrew needed to develop a more expedient alternative. In July 1865, Pettigrew noted in his diary that 5½ or 6 miles (8.85 km or 9.66 km) of railway, the majority of which would cross flat, 'barren' sandy country, would enable the timber to be taken out of inland Cooloola to Tin Can Bay. Pettigrew had previously written to Arthur Macalister-the Minister for Lands and Works-about a railway between his operations on the Maroochy and Mooloolah rivers, and was told that the government would not fund railways, and therefore they must be private. In 1863, Pettigrew had begun to

experiment with horse-drawn wagons on timber tramlines in the yard of Dundathu and installed wooden-railed lines and turntables to transport the timber around the large sawmill.

By 1864, Pettigrew had become concerned that the 'unbridled competition' permitted by the Timber Regulations was causing quarrels among timber-getters and encouraged over-cutting and waste. Pettigrew wrote to Macalister in April 1864, 'setting out arguments for protecting timber-getters who made improvements such as roads for the extraction of timber, but could not then prevent others from using them'. In response, Macalister introduced special timber licences in 1864, which gave their holders exclusive rights to cut and remove timber from specified areas where ordinary timber licences did not apply. The Crown Lands Alienation Act 1868 opened up the Noosa area for selection. By April 1869, Pettigrew was concerned that the new selection laws might override his Special Timber Licences and allow selectors to take over his Kauri pine forests in northern Cooloola. As a result, he sent Surveyor Byrne to survey his land at Woolann, which became Portions 1 and 2, Parish of Cooloola. On 3 May 1869, Pettigrew applied for the selections in the name of his partner William Sim. By this time, Pettigrew had lost the best timber at Noosa, the Kin Creek timber, to merchants and sawmillers McGhie, Luya and Co.

The forests of Cooloola were physically difficult to exploit and remote from the settlements at Brisbane, Maryborough and Gympie, however, the extent and quality of the resource first attracted independent cutters and later sawmillers to the area. Sawmillers operating in the area included Wilson, Hart and Co. of Maryborough; Hyne and Son of Maryborough; Ramsay and Co. of Mungar, Ferguson and Co. of Gympie; and Dath, Henderon and Co. of Tewantin. However, the 2 firms that dominated the trade in Cooloola were Pettigrew and Sim at Tin Can Inlet in the north, and McGhie, Luya and Co. on the Noosa River in the south. After the Gympie gold rush of 1867, demand for timber increased exponentially and the timber industries of Maryborough and Cooloola boomed.

In October 1872, Pettigrew and Sim arrived at Cooloola and began surveying a route for a tramway. By this time their men were extracting timber from Thannaes Scrub (located to the south of Woolann), and taking it out through Cooloola Creek. Pettigrew located a suitable terminus on Cooloola Creek and commenced surveying a tramway towards Thannaes Scrub. Its construction was underway by January 1873. Pettigrew planned the technical details of the line and ordered materials, and Sim supervised the laying of the track. Sim contributed some of the funds for the tramway by purchasing a further quarter-share in Pettigrew and Sim for £3,750 in September 1871.

The locomotive for the tramway was built especially for the line by John Walker and Co. of Maryborough. According to Pettigrew, it was 'the first locomotive built in Queensland'. The locomotive was named 'Mary Ann' after the daughters of Sim and Pettigrew: Mary Ann Sim, born 21 February 1856, and Mary Ann Pettigrew, born 25 December 1865. The design of the engine was described as:

... a compact little affair, of peculiar make, the cylinder, boiler, and working parts being upright, not horizontal, as in most ordinary locomotives. The reason for this arrangement is found in the necessity for placing the wheels at as short a distance from each other as possible in order to admit of the locomotive working smoothly round the sharp curves that must necessarily occur on a line rudely laid down in an unsettled and often rough country.

The locomotive made a test run on wooden rails laid down Bowen Street on 30 June 1873. According to the Maryborough Chronicle 'many of the inhabitants, both old and young, spent a pleasant hour in riding to and fro on the novel conveyance'. Pettigrew was proud of their accomplishment and ordered 7 copies of a photograph of the engine, sending them with explanatory letters to: Governor Normanby, the Minister for Works; the editor of The Courier; politician Charles Lilley; journalist TP Pugh; architect FGD. Stanley and engineer John Sinclair. After the trials the 'Mary Ann' was immediately shipped to Tin Can Bay.

In July 1873, Pettigrew joined Sim to inspect progress and try out the 'Mary Ann' on the tramway. The rails were sawn at Maryborough, and taken by steamer to the tramway. The 'Mary Ann' itself was used to saw the Cypress pine sleepers for the tramway as the line progressed. Pettigrew explained the process in his letter to the Governor dated 5 August 1873:

It is now at work preparing its line from Thannaes to Tin Can Bay. On side of framing is seen a pulley. This is for driving a circular saw bench for cutting up the sleepers. The bench is mounted on two trucks, and is taken along the line as required...The country is barren sandy ground, and the line...is over pretty even ground, requiring no cutting or banking at least as far as yet made. Steepest gradient is about 1 in 18. Gauge 3 ft 3 in; rails are off spotted gum 4" x 3" but are found to be rather light for weight of engine which is about 6 tons. They are now being made of 4 ½" x 3". The cross sleepers are of Cypress pine 7" x 4 ½" and are notched to receive the rails, and are fastened together by wedges....The ends of the rails require to be bolted or pegged to sleepers but has not yet been done. We estimate that the engine will be able to bring

400 cubic feet of Dundathu pine logs at a trip and at a speed of from 6 to 8 miles per hour. The two miles already laid has cost about £200 per mile.

The line was opened on 29 October 1873, after 3½ miles (5.63 km) had been laid. An official opening and celebratory picnic hosted by the Sim family was held on 30 October with a number of Maryborough's leading citizens attending. Guests travelled up and down the line and were given a parbuckling demonstration (the lifting of timber onto the train). Pettigrew could not attend, but Sim told the gathering that 'Mr Pettigrew was at one with him in all these works'.

Pettigrew's tramway was Queensland's first major private railway. According to Kerr 'the early adoption of tramways for hauling logs, and its influence on the development of the railways system in Queensland, centres on one man, William Pettigrew'. The success of the Cooloola Tramway in drawing logs from inaccessible places and over difficult terrain encouraged other sawmillers to build light tramways. For example, in the mid-1870s McGhie, Luya and Co. constructed a tramway system across their property on Lake Cootharaba to their sawmill at Mill Point to overcome swampy, low-lying and poorly drained ground conditions. Pettigrew's influence on railways spread beyond the Cooloola area. In 1874 and 1879, he provided advice on the construction and use of tramways. He used his own tramway to demonstrate that a railway could be built for less than £1,000 per mile; only a fraction of the cost of government railways, and critics began to condemn government extravagance. 'The fact that Pettigrew's and other private tramways were never designed to perform the haulage tasks required of government railways was not mentioned by the critics', however the cheap construction of the former did force a reduction in Government standards.

Less than 3 weeks after the opening of the Cooloola tramway, William Sim was killed. Sim and a man named Cooper were unloading a log 5 feet in diameter when the log fell off the truck before the men were ready and crushed Sim. Cooper was injured but not killed. According to the Maryborough Chronicle, William Sim was 'one who has, in no small degree, contributed towards raising Maryborough to its present position of industrial and commercial prosperity'. Pettigrew's close relationship with Sim is evident in a statement he made in 1900: 'Till I got William Sim, nothing worth speaking of was done'.

After the death of William Sim, Pettigrew continued an association with the Sim family, and the Maryborough firm became known as Pettigrew and Company. During the late 1870s and early 1880s, Pettigrew's Maryborough interests were managed by William Menzies (the husband of Mary Ann Sim) and William Sim's sons; James Sim Tertius and William Simpson Sim. As time passed, members of the Sim family increased their shareholdings in the firm Pettigrew and Co., until they owned more than two-thirds of the business.

William Sim's death and the destruction of the Brisbane Saw Mill by fire for the second time in 1874 postponed extensions to the Cooloola Tramway. At the time of Sim's death a little over half of the planned 7 mile (11.27 km) tramway had been constructed, however, on 25 May 1875 Pettigrew ordered 2 tons of 23 lb (10.43 kg) railway iron from Smellie and Co. which was enough for approximately 100 yards (91.44 m) of rail. The planned extension of the tramway was in 2 directions: from the inland terminus (near what later became the site of the Forestry Department's Camp Milo) to a new terminus in the Broutha Scrub; and 1 mile (1.61 km) from Cooloola Creek (the original coastal terminus) north-west to a new coastal terminus at Poverty Point.

In late October 1875, Pettigrew began to survey the extension from the first inland terminus into the Broutha Scrub. On a survey map dated 1876, timber-getter camps are recorded at the Broutha and Thannae waterholes with several structures relating to these camps. The Broutha and Thannae scrubs lay within a 1000-acre selection, Portion 274, which was held in the name of William Sim. Pettigrew carried out surveys and James Sim Tertius supervised the laying of the track. In November 1875, Pettigrew negotiated with Walker and Co. for a second locomotive for £550, and a boiler (6 x 3 ft) for £22 (which may have been used to operate the winding engine). The new engine was called Dundathu and began running on 21 September 1876. The design of the locomotive Dundathu differed to the Mary Ann in that it had a neat cab with iron stanchions and a corrugated roof which protected the driver from all weather. All the gearing for starting, braking and reversing the locomotive were connected so as to be immediately under the driver's hand.

Pettigrew had to overcome a number of obstacles in the construction of the tramway extension. Blocking the planned route were 2 ridges to the east of the original inland terminus and a third ridge which led into "the hollow" (or Broutha Scrub). To overcome the first 2 ridges, Pettigrew cut 2 steep-sided passes through them and filled the gully between them with the sand removed from the cuts, to ensure a gentle gradient. This formation was the only substantial earthworks carried out by Pettigrew on the route of the railway. The third ridge rose steeply over 200 ft (60.96 m) to a height of 484 ft (147.52 m), followed by a descent of 182 ft (55.47 m) into Thannae Scrub. After persistent survey work, Pettigrew decided on 20 November 1876 to abandon the attempt to survey a conventional line down into the Broutha Scrub and opted for a balanced incline tramway. This entailed positioning a stationary winding engine on the top of the ridge. The tramway track

came up the ridge on a side cut, crossed it and ran down into the Broutha Scrub on an embankment. A loaded wagon was kept on top of the ridge at all times so that 'the effort of raising the loaded wagons, one at a time, was counter-balanced by the weight of the descending wagon', creating 2 isolated systems for locomotive purposes. The 'Mary Ann' was used within Broutha Scrub to haul loaded wagons to the foot of the ridge, and the 'Dundathu' took them from the other side of the ridge to the coast. The railway line was completed to its final inland terminus past Broutha Scrub in 1878.

The residence of Robert Black, who managed Pettigrew and Sim's Cooloola operations, was located behind the Cooloola Creek landing place. It is likely that other timber-getters or workers on the line may have had residences within this area. A sawmill named 'Kaloola' was constructed along the line. It was erected for the purpose of sawing up hardwood, principally for renewing the rails, consisted of a shed which measured 60 ft (18.29 m) by 30 ft (9.14 m), and was described as high and airy and roofed with sheet iron. A windmill was installed at the site of the sawmill to water the engine. The water used for this purpose was pumped from a waterhole.

In July 1877, Pettigrew went with James Sim Tertius to the Cooloola Railway and surveyed the coastward extension. The original terminus on the eastern bank of Cooloola Creek was proving unsatisfactory, and Sim decided to extend the line across the creek and north-west to Poverty Point. The completed line was between 8 miles (12.86 km) and 9 miles long (14.48 km).

In 1874, Pettigrew told the Tramways Select Committee that he expected his tramway to last at least 10 years. Ten years later the operation did cease, and in March 1884, Pettigrew paid 2 final visits to the tramway and the timber-getters' camps at Broutha and Thannae waterholes. With the closure of the Cooloola tramway and increased competition from the other Maryborough sawmills, Dundathu lost the pre-eminence it had held since the 1860s. The locomotives 'Mary Ann' and 'Dundathu' and the stationary steam engine were sent back to Dundathu Sawmill and put up for sale. Pettigrew notes in his diary in March 1884 that 2 locomotives of 3 ft 3 ins (99.06 cm) gauge were up for sale, as well as truck wheels, axles, a windmill and pump, wheels and pinion. The engines were not sold, possibly due to their unusual gauge, and in January 1885, it was reported that the engines were being held in a shed at Dundathu.

During the 1890s, the timber industry in Cooloola entered a period of decline. As a result of the competitive and aggressive extraction of timber, the resource became depleted and most of the timber-getters and sawmillers were leaving the area. In the late nineteenth century, William Pettigrew, Richard Hyne and Abraham Luya spoke in the Queensland Parliament about the need for forest conservation. Although parts of Cooloola had been gazetted as Timber Reserves from the mid-1880s, it was not until the State Forests and National Parks Act 1906 created the Queensland Forest Service that proper forest management was employed.

The Dundathu Sawmill was damaged in the February floods of 1893 and then completely destroyed by fire in December the same year. The combination of the Brisbane floods in 1893 and 1898, the destruction of the Brisbane Saw Mills in 1874 and the Dundathu Sawmill by fire in 1893, and the enveloping economic depression brought Pettigrew's sawmilling empire to an end. On 26 July 1898, Pettigrew signed a petition of insolvency. Pettigrew died in Bowen on 28 October 1906, owning few assets. The obituaries described Pettigrew as 'the pioneer sawmiller of Queensland' and the 'father of the Queensland timber industry'.

Pettigrew's contribution to Queensland extended beyond his influence on the timber industry. He served as an Alderman on the Brisbane Municipal Council from 1863-66, 1868-73 and 1878-85 as Mayor in 1870-71; as a member of the first Caboolture Divisional Board from 1880-83 (being Chairman in 1881), and was appointed to the Legislative Council in 1877 (resigning in 1894). Pettigrew was also a member of various boards, including the North Brisbane School of Arts, the National (Agricultural and Industrial) Association and the Philosophical Society (Royal Society from 1883) of Queensland, and boards of health. He was a founder of the Caledonian Association, and a trustee of the Paddington and Toowong cemeteries. Pettigrew was an elder and trustee in Presbyterian congregations and helped to establish a theological college, Divinity Hall, and the Queensland Evangelical Standard newspaper.

In 1912 and 1924, surveyors assessed Cooloola's remaining timber resources, and the extraction of timber (mainly hardwoods) continued. Areas associated with Pettigrew's nineteenth century operations, including the Poverty Point terminus site and the former tramway route were utilized during the twentieth century. The Poverty Point firebreak which is believed to follow the tramway route in part was widened in the 1960s.

In the 1960s, a conflict over sand mining, forestry and future development in the region began. In 1970, environmental conservationists successfully fought to preserve Cooloola from sand mining. Queensland Titanium Mines, a subsidiary of American National Lead, was the principal mining company involved in the Cooloola controversy. In 1975, the Cooloola

National Park was gazetted. The western catchment of the Noosa River and the high dunes of northern Cooloola were later added to it.

Source: Extract from QHR entry for Pettigrew's Cooloola Timber Tramway Complex, Place ID: 602819.

STATEMENT OF SIGNIFICANCE

Pettigrew's Cooloola Timber Tramway Complex is a place of State and local heritage significance as it demonstrates the early expansion of the timber industry in the Gympie region as evidenced by, but not limited to, criterion a), c), e) and h) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.	Pettigrew's Cooloola Timber Tramway Complex is important in demonstrating the early expansion of Queensland's timber industry and the development of private railways in the State in the late nineteenth century. The Wide Bay-Burnett region was historically one of Queensland's most important timber producing regions. The remains of the Seary's Creek rafting ground and related corduroy crossing, and the Cooloola tramway complex provide rare surviving evidence of the earliest period of the timber industry in this region. The Cooloola tramway constructed by Pettigrew and Sim, in operation from 1873 to 1884, was the first major private railway in Queensland. Its success encouraged other timber-getting operations to utilise tramways to access remote timber resources and influenced the Queensland Government's construction of cheaper railways.
C. The place has potential to yield important information that will contribute to an understanding of Gympie region's history	The ephemeral nature of extraction activities and regrowth of vegetation has left little apparent evidence of timber-getters' activities during the earliest period of the timber industry in Queensland. Archaeological investigation into Pettigrew's Cooloola Timber Tramway Complex has the potential to reveal important information that will contribute to our understanding of the development of Queensland's timber industry. Further investigations into the tramway may help determine the exact route, construction and operation of the tramway. Sub-surface investigations have previously revealed artefacts relating to the operation of the line. Archaeological investigation may also reveal material relating to the camps and settlement which were established in relation to the tramway. This material has the potential to contribute to our understanding of the organisation and domestic life of remote timber settlements that existed in late nineteenth century Queensland.
E. The place is important because of its aesthetic significance to the local area.	Pettigrew's Cooloola Timber Tramway Complex has strong aesthetic values derived from a picturesque setting incorporating beaches, inlets, creeks, scrubs and forests. Remaining evidence of the tramway set against the otherwise natural environment, elicits an appreciation of the tenacity required to construct the tramway in such a remote area and across such inhospitable terrain.
H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history	The Cooloola Tramway has a special association with William Pettigrew. Under the business partnership of Pettigrew and Sim, the tramway was constructed to supply timber to their Maryborough sawmill Dundathu. While the influence of Sim occurred mainly in the Maryborough area, Pettigrew made an important contribution to the development of the state's timber industry, and in turn the economic development of Queensland. Pettigrew, an important and influential pioneer of the Queensland timber industry, established Brisbane's first steam sawmill and conducted extensive timber-getting and processing operations between Brisbane and Maryborough during the colonial period.

MAP

SOURCE

QHR entry, 602819. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602819>

Queensland National Bank, Goomeri (former)



Queensland National Bank, Goomeri (former), 2020

OTHER NAMES	Queensland National Bank Ltd
ADDRESS / LOCATION	9 Moore Street, Goomeri
LOT/PLAN	1 on RP105050
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Commercial/financial/professional
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1926 - 1927
THEMES	3.7 Developing secondary and tertiary industries: Financing
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	<p>European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up. By 1870, these had been subdivided into smaller grazing farms. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1930s. (QHR entry 600641).</p> <p>A branch of the Queensland National Bank was established in Goomeri in January 1926, with an intention to build their own premises in the town (<i>The Daily Mail</i>, 1926). In 1927, the bank opened their new brick building, fitted out with north Queensland silky oak and maple (<i>The Brisbane Courier</i>, 1927).</p>
STATEMENT OF SIGNIFICANCE	

The Queensland National Bank, Goomeri (former) is a place of local heritage significance as it demonstrates the growth and development of financial services in Goomeri as evidenced by, but not limited to, criterion a), d) and e) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Queensland National Bank, Goomeri (former) is important in demonstrating the development of financial services in Goomeri.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Queensland National Bank, Goomeri (former) demonstrated the principle design characteristics of late 1920s – early 1930s bank building construction, with prominent formal entrance and distinctive architectural detailing.

E. The place is important because of its aesthetic significance to the local area.

Queensland National Bank, Goomeri (former) is a prominent building in the Goomeri streetscape and serves as a landmark feature at the end of the strip of commercial buildings along Moore Street.

MAP

SOURCE

Q.N. BANK AT GOOMERI. (1926, January 14). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 4. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article153142819>

QHR entry 600641, Goomeri Hall of Memory, available online at <https://apps.des.qld.gov.au/heritage-register/detail/?id=600641>

SOUTH BURNETT (1926, January 27). The Daily Mail (Brisbane, Qld. : 1903 - 1926), p. 16. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article220615918>

THE SOUTH BURNETT. (1927, April 2). The Brisbane Courier (Qld. : 1864 - 1933), p. 13. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article21106720>

Residence: 26 Red Hill Road, Gympie



Residence: 26 Red Hill Road, Gympie, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	26 Red Hill Road, Gympie
LOT/PLAN	2 on MPH6627
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original fabric, fittings, fixtures, associated original plantings/gardens
YEAR CONSTRUCTED / PERIOD	1880s – c.1905
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	<p>Prior to the 1870s, Gympie’s residential stock were generally makeshift structures which reflected a hastily established mining settlement. More permanent and substantial private dwellings were established from the 1870s, reflecting the economic prosperity the township experienced. It also reflects the lifestyles and tastes of Gympie’s middle-class of the 1880s-1890s boom period.</p> <p>The house at 26 Red Hill Road, Gympie, was built between 1880 and c.1905 as a large middle-class residence with short-ridge roof over the core, rear wing and encircling verandahs. The verandahs, which have been enclosed, feature dowel balustrading, stepped iron roof, and stop-chamfered posts.</p>
STATEMENT OF SIGNIFICANCE	

The house at 26 Red Hill Road, Gympie is a place of local heritage significance as it demonstrates the development of residential housing in the Gympie region as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The house at 26 Red Hill Road, Gympie, 1880s – c.1905 is important in demonstrating the evolution of domestic house styles in Gympie. Prior to the 1870s, Gympie's residential stock were generally makeshift structures which reflected a hastily established mining settlement. More permanent and substantial private dwellings were established from the 1870s, reflecting the economic prosperity the township experienced. It also reflects the lifestyles and tastes of Gympie's middle-class, and the economic prosperity of the town from the 1880s.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

The house at 26 Red Hill Road, Gympie demonstrates the defining features of early timber homes constructed during the 1880s to c.1905, including a short-ridge roof, separate stepped verandah roof and dowel balustrades. The building is largely intact in its form, materials and construction.

MAP

SOURCE

Residence: 33 Mudlo Road, Kilkivan



Residence: 33 Mudlo Road, Kilkivan, 2020

OTHER NAMES	G. H. Simpson's house, Weivehurst, Lisanore
ADDRESS / LOCATION	33 Mudlo Road, Kilkivan
LOT/PLAN	1 on MPH25097
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Residential
PLACE COMPONENTS	Building, original fabric, fittings, fixtures, associated original plantings/gardens
YEAR CONSTRUCTED / PERIOD	TBA
THEMES	6.4 Building settlements, towns, cities and dwellings: Dwellings
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The residence at 33 Mudlo Road, Kilkivan was owned by Mr G. H. Simpson. He was elected, from twenty-seven applications, to the office of clerk to the Kilkivan Divisional Board in 1890 (*Maryborough Chronicle, Wide Bay and Burnett Advertiser* 1890), and served as the Kilkivan Shire Clerk until 1905. He was also known as one of the

In 1895, Mr G. H. Simpson applied to select Crown Lands (agricultural farm) in Kilkivan. His application for the 160 acres of land was approved in October 1895. In the same year Mr G. H. Simpson married and it is assumed that he built the house around the same time.

In 1905, Mr G. H. Simpson left the Kilkivan district and moved to Toowoomba. During his farewell, held in the coffee room at the Kilkivan Hotel, he was complimented on his '*impartial administration of the many functions he had been called upon to administrate in his position of a Magistrate, special credit being given for the firm and fearless attitude displayed by him towards law breakers at the commencement of the Nanango railway extension, when there was a great influx of undesirable characters to the district and determined action was absolutely necessary to protect the law-abiding residents from much*

annoyance and injury. The opinion was also freely expressed that as a private citizen Mr. Simpson had ever earned the respect and regard of all, and extreme regret was expressed at his intended departure' (Gympie Times and Mary River Mining Gazette 1905).

STATEMENT OF SIGNIFICANCE

The residence at 33 Mudlo Street, Kilkivan is a place of local heritage significance for its association with Mr G. H. Simpson, Kilkivan Shire Clerk 1890 – 1905, as evidenced by, but not limited to, criterion h) of the Heritage Places Study as follows:

H. the place has a special association with the life or work of a particular person, group or organisation of importance in Gympie region's history

The residence at 33 Mudlo Street, Kilkivan has a special association with Mr G. H. Simpson, Kilkivan Shire Clerk from 1890 – 1905. Mr G. H. Simpson made a significant contribution to the Kilkivan community during his time in Kilkivan.

MAP

SOURCE

1890 'KILKIVAN.', Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), 6 June, p. 3. , viewed 11 Sep 2020, <http://nla.gov.au/nla.news-article146757228>

1898 'Family Notices', The Brisbane Courier (Qld. : 1864 - 1933), 28 June, p. 4. , viewed 11 Sep 2020, <http://nla.gov.au/nla.news-article3674206>

1905 'Kilkivan.', Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), 8 April, p. 4. , viewed 11 Sep 2020, <http://nla.gov.au/nla.news-article188060079>

St David's Anglican Church and the Boonara Homestead Cemetery



Boonara Homestead Cemetery, 2020



St David's Anglican Church, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	7179 Burnett Highway, Boonara
LOT/PLAN	St David's Anglican Church: 4 on RP230247 Boonara Homestead Cemetery: 5 on RP230247
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship, Burial ground, Monuments and memorials
PLACE COMPONENTS	Church building, original fabric, fittings, fixtures (internal and external), associated original plantings/gardens. Original Memorial gate components including brick fencing. Cemetery location and headstones.

YEAR CONSTRUCTED / PERIOD	Boonara Homestead Cemetery: 1847 St David's Anglican Church: 1914 Memorial Gates: 1947
THEMES	1.4 Peopling places: Family and marking the phases of life 8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
<p>HISTORICAL CONTEXT</p> <p>Prior to the construction of St David's Anglican Church in 1914, religious services were held at the Boonara Homestead. The Maudsleys and Mander-Jones' families, pioneers of the Boonara area came together to facilitate the building of the church in 1914. The Maudsleys provided timber and milling, while the Mander-Jones' donated the site and cash to help with the building.</p> <p>In 1947, the Church building was moved from the original site on the eastern side of the road near the then Boonara School site and repositioned on the western side of the road adjacent to the Boonara Homestead Cemetery. The oldest burial in the cemetery is that of Neils Lewis Berthelsen who died in 1850.</p> <p>In 1947, permission was granted to erect memorial gates at the entrance to St David's. The memorial gates honour John Mander-Jones A.I.F., who was killed in action in 1942. The Church building was extended c.1953 to cater for the growing Anglican congregation in the area. In the same year, Archbishop Halse dedicated the enlarged church and consecrated the Boonara Burial Ground.</p> <p>Source: Extract from <i>The South Burnett Times</i>, 2014.</p>	
<p>STATEMENT OF SIGNIFICANCE</p> <p>St David's Anglican Church and the Boonara Homestead Cemetery is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in Boonara as well as early pastoral station burial practices as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:</p>	
<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>St David's Anglican Church, constructed in 1914 and the Boonara Homestead Cemetery c.1850, is important in demonstrating the establishment and development of religious institutions in rural areas in the early 20th century. In addition, the church demonstrates the efforts of the local community in meeting their spiritual needs. The burial ground demonstrates the early burial practices of Boonara Station.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>St David's Anglican Church demonstrates the typical characteristics of small, community built timber churches in regional areas with a gable roof and central entry vestibule. The Cemetery is typical of small pastoral station burial grounds, which were sited within the original curtilage of the homestead.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	<p>St David's Anglican Church and Boonara Homestead Cemetery have a strong spiritual and social association with the past owners of the Boonara Homestead and the local Anglican congregations in Boonara as the principal place of worship in Boonara since 1914.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>South Burnett Times, 2014 Maudsleys Synonymous with Church. Available online at https://www.pressreader.com/australia/south-burnett-times/20140228/282488591647664</p>	

St Francis Xavier Catholic Church



St Francis Xavier Catholic Church, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	17 Edwards Road, Woolooga
LOT/PLAN	3 on W6081
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Church building, original fabric, fittings, fixtures (internal and external), associated original plantings
YEAR CONSTRUCTED / PERIOD	1920
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
HISTORICAL CONTEXT	

Tenders for construction a Catholic Church were called in 1919 (*Gympie Times and Mary River Mining Gazette*, 1919). Funded by community donation, the Church was officially opened by the Archbishop Duhig with the first mass celebrated by Rev. Father Masterson of Nanango (*The Brisbane Courier*, 1920).

The Catholic congregation in Woolooga decreased over time and in 2018, the Church was decommissioned.

STATEMENT OF SIGNIFICANCE

St Francis Xavier Catholic Church (former) is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in Woolooga and the wider Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

St Francis Xavier Catholic Church (former), constructed 1919-1920, is important in demonstrating the establishment and development of religious institutions in the town during the early part of the 20th century. In addition, the church demonstrates the efforts of the local community in meeting their spiritual needs.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

St Francis Xavier Catholic Church (former) demonstrates the typical characteristics of small, community-built timber churches in regional area with gable roof and central entry vestibule.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

St Francis Xavier Catholic Church (former) has a strong spiritual and social association with the local Catholic congregation in Woolooga as the principal place of worship in Woolooga from 1920 to 2018.

MAP

SOURCE

NEW ROMAN CATHOLIC CHURCH. (1920, March 13). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article20408445>

Woolooga. (1919, May 10). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 3. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article188704268>

St Kevin Catholic Church



St Kevin Catholic Church, 2020

OTHER NAMES	Church of St Kevin
ADDRESS / LOCATION	1 Church Street, Kilkivan
LOT/PLAN	11 on RP896299
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Church building, original fabric, fittings, fixtures (internal and external), associated original plantings
YEAR CONSTRUCTED / PERIOD	1926
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE	Local

HISTORICAL CONTEXT

St Kevin Catholic Church, Kilkivan was blessed and opened in July 1896 by the Rev. Andrew Horan of Ipswich and assisted by Rev. M. Horan, a pastor of the district (*Queensland Times, Ipswich Herald and General Advertiser*, 1896). The building was described in the *Queensland Times, Ipswich Herald and General Advertiser* (1896) as 40 ft by 22 ft with 14 ft wall and of Gothic architectural style, all hardwood with an iron roof and Celtic crosses on the gables. The church building has three sets of double windows along each side. Mr Thomas Holden erected the church at a cost of around £200 and at the time it was somewhat larger than required but the coming prosperity for the goldfield was deemed sufficient to warrant the size (*Queensland Times, Ipswich Herald and General Advertiser*, 1896).

As the community grew, a larger place of worship was required. The new St Kevin Catholic Church was officially opened by Archbishop Duhig in 1926 (*The Daily Mail*, 1926). The new church, described as a handsome structure, was built at a cost of £1106 (*The Daily Mail*, 1926) and situated on 5 acres of land on the highest elevation in the township (*The Brisbane Courier*,

1926). The church was designed by Mr P. O. Hawkes, architect, and constructed by Nielsen and Jorgensen (*The Brisbane Courier*, 1926).

STATEMENT OF SIGNIFICANCE

St Kevin Catholic Church, Kilkivan is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in Kilkivan and the wider Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

St Kevin Catholic Church, Kilkivan, constructed around 1896, is important in demonstrating the establishment and development of religious institutions in the town during the late 1800s. In addition, the church demonstrates the efforts of the local community in meeting their spiritual needs.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

St Kevin Catholic Church demonstrates the typical characteristics of small, community built timber churches in regional area with gable roof and central entry vestibule. A small bell tower is located in the church grounds.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

St Kevin Catholic Church has a strong spiritual and social association with the local Catholic congregation in Kilkivan as the principal place of worship in Kilkivan since 1896.

MAP

SOURCE

CATHOLIC CHURCH. (1926, March 1). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 6. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article153151186>

CHURCHES DEDICATED. (1926, March 1). The Brisbane Courier (Qld. : 1864 - 1933), p. 10. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article21007305>

KILKIVAN PROGRESS (1926, March 1). The Daily Mail (Brisbane, Qld. : 1903 - 1926), p. 4. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article220639763>

New Catholic Church at Kilkivan. (1896, July 25). Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), p. 2. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article123373048>

St Matthew's Anglican Church (former)



St Matthew's Anglican Church, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	12 Bligh Street, Kilkivan
LOT/PLAN	9 on MPH15336
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Church building, original fabric, fittings, fixtures (internal and external)
YEAR CONSTRUCTED / PERIOD	1888
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

St Matthew's Anglican Church (former) was opened in September 1888 by Rev. E. C. Osborne of Gympie. The building was designed by architect, Mr H. Buckindge, and built by Mr H. Edwards of Kilkivan at a cost of £280 (*Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1888*).

In 1908, the church building was moved from the old Kilkivan town site to its present site where it served the local Anglican community for over a century. The final service in St Matthew's was conducted in 2013 by the Right Rev. Robert Nolan and subsequently, the church was decommissioned.

STATEMENT OF SIGNIFICANCE

St Matthew's Anglican Church (former), Kilkivan is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in Kilkivan and the wider Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

St Matthew's Anglican Church (former), constructed in 1888 and moved to its current site in 1908, is important in demonstrating the establishment and development of religious institutions in the town during the 1880s. In addition, the church demonstrates the efforts of the local community in meeting their spiritual needs.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Despite the church being extended, St Matthew's Anglican Church (former) demonstrates the typical characteristics of small, community-built timber churches in regional area with gable roof and entry vestibule.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

St Matthew's Anglican Church (former) has a strong spiritual and social association with the local Anglican community as their principal place of worship in Kilkivan from 1888 - 2013.

MAP

SOURCE

ST. MATTHEW'S CHURCH, KILKIVAN. (1888, September 29). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 2. Retrieved March 26, 2020, from <http://nla.gov.au/nla.news-article146789878>

St Patrick's Church



St Patrick's Church, 2020

OTHER NAMES	St Patrick's Church; St Patrick's Catholic Church; St Patrick's Catholic Church
ADDRESS / LOCATION	Church Street, Gympie
LOT/PLAN	89 on SP269632
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship: Church
PLACE COMPONENTS	Church, original fabric, fittings and fixtures, location on allotment, associated elements in grounds, extant original internal moveable heritage items
YEAR CONSTRUCTED / PERIOD	1883-1935/Late 19th century
THEME	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 601503
SIGNIFICANCE	State, local

HISTORICAL CONTEXT

St Patrick's Church was constructed on Calton Hill in Gympie from 1883 to 1887, by the Roman Catholic Church. It was the third permanent church constructed in the town for the catholic community on or near this site. The building was designed by the prominent Brisbane architect, FDG Stanley.

The first catholic mass was celebrated in Gympie in February 1868, in the Brisbane Hotel, by Father Tissot. The following month, Father Matthew Horan arrived on the newly established goldfields and assumed his position as parish priest, which he held until his death in 1923. Upon his arrival, Father Horan pitched a tent on Calton Hill to celebrate mass, beginning the long catholic domination of the site. Tenders appeared in the Nashville Times on 18 March 1868, for the construction of a permanent church building. This timber building was ready for use by the end of 1868 but lasted only

four years due to the damaging effects of weathering and white ants. Some of the land at Calton Hill was donated to the church by local residents including Patrick Lillis, and other land was bought at auction.

In 1872, a second church was constructed of hardwood, and opened by Rev Dr James O'Quinn, Bishop of Queensland. Despite the later addition of side aisles, the hardwood church was regarded as inadequate for the growing catholic congregation and another building was planned, reflecting the importance of the church in the community. In 1879, a catholic school was established on land nearby, when the Sisters of Mercy arrived in Gympie. Plans for the new church were prepared by well-known Brisbane architect, FDG Stanley, and a local builder William Streeton and presented to the newly appointed Bishop Dunne in 1881. Plans shown to the bishop were prepared for both a stone and brick church costing £3,800 and £3,000 respectively, and from these Dunne decided to proceed with a stone church.

Bishop Dunne officiated at a ceremony on 28 January 1883, to lay the foundation stone at St Patrick's. Subscription lists were opened for the funding of the construction and donations by the end of the day totalled £1,200. On 19 September 1883, the tender of J Smith and Co was accepted to supply the material and build the church for a sum of £3,591. Construction of St Patrick's took place over the next four years, firstly by the original contractors, then by Messrs Peter and George Duckworth. At about the time of this changeover the southern wall of the church collapsed in a strong wind. The joinery and seating was undertaken by local carpenter, William Condon. An organ worth £500 and a marble altar also worth £500 which was donated by Mr James Fitzpatrick, a successful mining pioneer in the area, were features of the new building.

On 17 July 1887, St Patrick's Church was opened by Rev. Robert Dunne who had become the first Archbishop of Queensland. The church was built at a final cost of around £10,000. At the opening, St Patrick's Church, which was built to accommodate 950, was crowded with 1,400 people who paid to attend the service. The church was described as a landmark for many miles around due to its elevated position, its great height, its pure white stone walls and its well-cut lines. St Patrick's was rectangular in plan, though was designed to accommodate the later addition of transepts. It was originally built with corrugated iron roof sheeting with small ventilation gablets lining the roof.

When St Patrick's opened other churches in Gympie included a timber Presbyterian church on Red Hill, a timber Wesleyan Methodist Church on Surface Hill which was replaced in the 1890s by a large brick church, and a small Church of England on Palatine Hill, also replaced by a large brick church in 1888.

St Patrick's Church continued to grow under the care of Father Horan; an organ gallery, designed by Hugo Durietz was added in 1896. Upon Horan's death on 6 July 1923, Dean Michael O'Flynn became the new parish priest. O'Flynn immediately began arrangements for the completion of the east end of the church. Brisbane architects, Cavanagh and Cavanagh, were commissioned to design the completion of the southern end, parts of which had been stopped with metal sheeting until this time. The extension included a polygonal chancel and flanking this, two smaller polygonal rooms used as the vestry and the sanctuary. The tender of Mr Brittam, for an amount of £1,790 was accepted by 8 September 1924 and the work was finished in 1925. The following year work was completed on the adjacent brick presbytery, which replaced an earlier timber building.

On 14 April 1929 Archbishop Duhig dedicated newly installed stained glass windows placed in the gables where the transepts were to have been extended. These windows were dedicated to the remembrance of the Catholic Emancipation and in particular a key figure in the struggle, Daniel O'Connell. Duhig also laid the foundation stone for the new convent, commemorating the centenary of the Sisters of Mercy and the Jubilee of their arrival in Gympie.

Father O'Flynn remained at St Patrick's until his death in 1935, when he was replaced by Monsignor Timothy Malony. Malony undertook vast improvements to the grounds, including paving and lawns around the church, and the construction of broad steps to the church. In 1951, the new parish priest Monsignor David Dee, concerned with the lack of accommodation at St Patrick's, established a new catholic church in northern Gympie, diminishing the large congregation.

Source: Extract from the QHR entry for St Patrick's Church, Place ID: 601503.

STATEMENT OF SIGNIFICANCE

St Patrick's Church is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in the Gympie region as evidenced by, but not limited to, criterion a), d), e) and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>St Patrick's Church, erected 1883-87, is a substantial sandstone building which is important in demonstrating the rapid growth of Gympie in the 1880s, as a result of the prosperity of the gold fields.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>St Patricks is a good example of church architecture practiced in the 1880s, influenced by Gothic revival styles and of the ecclesiastical work of the prominent Queensland architect, FDG Stanley. It has a number of elements demonstrating high quality craftsmanship including the marble altar, the organ, joinery, stone masonry and stained glass windows.</p>
<p>E. The place is important because of its aesthetic significance to the local area.</p>	<p>St Patricks is a good example of church architecture practiced in the 1880s, influenced by Gothic revival styles and of the ecclesiastical work of the prominent Queensland architect, FDG Stanley. It has a number of elements demonstrating high quality craftsmanship including the marble altar, the organ, joinery, stone masonry and stained glass windows.</p> <p>The church has been an outstanding landmark in Gympie since its opening in 1887, as a large imposing building constructed on a prominent site. It was the first substantial masonry church in Gympie and served as the model for subsequent churches in the town.</p>
<p>G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The church demonstrates the spread of the Catholic Church in regional Queensland. It has a long association with the catholic community in Gympie and reflects the development of Catholicism in the area.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>QHR entry, 601503. Retrieved 25 February 2020 from https://apps.des.qld.gov.au/heritage-register/detail/?id=601503</p>	

Smithfield Chambers



Smithfield Chambers, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	235 Mary Street, Gympie
LOT/PLAN	2 on RP2519
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Transport – air: Office/administration building
PLACE COMPONENTS	Building, original fabric, fittings, fixtures and architectural details
YEAR CONSTRUCTED / PERIOD	1890
THEMES	2.2 Exploiting, utilising and transforming the land: Exploiting natural resources 3.8 Developing secondary and tertiary industries: Marketing, retailing and service industries
OTHER LISTINGS	Queensland Heritage Register (QHR) Place ID: 602777
SIGNIFICANCE LEVEL	State, local

HISTORICAL CONTEXT

Smithfield Chambers, a two storey rendered brick building in Upper Mary Street Gympie, was built in 1895 for William Evan Thomas, mining secretary and sharebroker.

Gympie (initially called Nashville) was established after the discovery of gold in October 1867 by James Nash in the Upper Mary River district. The new goldfield put Queensland on the map as a significant gold producer, contributing much needed finances to the young colony. By Christmas of 1867, according to the Gold Commissioner, the Gympie field had a population

of 4,000 (or over 15,000 according to James Nash). Alluvial deposits were quickly exhausted and from 1868 shallow reef mining occurred.

As it evolved from a hastily established mining settlement, Gympie developed a distinctive character with an irregular street pattern amid a series of valleys and ridges. Development of roads within the township followed the terrain rather than adopting the standard grid pattern that was applied to townships surveyed for settlement, and consequently many roads run along ridgelines with linking roads across valleys and hillsides. Existing buildings and mining homestead leases were accommodated in the first survey of the township in April 1868. By the mid-1870s, the vicinity of Upper Mary Street and Channon St was dominated by government and financial institutions. The early makeshift structures of Gympie gradually gave way to more permanent and substantial public and private buildings.

By the end of the 1870s, an intensive phase of underground reef mining was underway, facilitated by the injection of shareholding capital into mining companies for machinery and employees. During the early 1880s, mines began yielding large amounts of gold, marking a new era of wealth and prosperity for Gympie. The increase in production led to an upsurge in company formation on a massive scale. This growth led to the 1884 formation of the Gympie Stock Exchange, specialising completely in providing facilities for the transfer of shares of mining companies. The presence of sharebrokers engaged in share trading at the Gympie Stock Exchange and of mining secretaries involved in the administration of mines were the natural consequence.

Mining secretaries ensured that the mining company they represented complied with relevant legislation and regulation, and they kept board members informed of their legal responsibilities. Mining secretaries were the company's named representative on legal documents, and it was their responsibility to ensure that the company and its directors operated within the law. It was also their responsibility to register and communicate with shareholders, to ensure that dividends were paid and company records maintained, such as lists of directors and shareholders, and annual accounts.

During the 1880s and 1890s Gympie was Queensland's second and then third biggest gold producer (after Mt Morgan overtook it in 1887). During this period gold production contributed between 21.61 and 35.53 percent of Queensland export income. The influx of money and the resultant yield of gold at Gympie were reflected in the redevelopment of upper Mary Street during the 1880s and 1890s with substantial commercial buildings such as banks and company secretary and brokers' offices. Several fires - in 1877, 1881 and 1891 - razed most of the earlier timber buildings in upper Mary Street and accelerated this transformation.

While major floods and the economic depression affected the Gympie goldfield in the early 1890s, a rapid expansion in mining activity occurred during 1894. At the end of 1893, 58 leases embraced an area of 892 acres (361ha) and 78,978 ounces (2.24 tonnes) of gold bullion was produced. By the end of 1894 there were 80 leases covering 1,354 acres (548ha) and 111,168 ounces of gold bullion (3.15 tonnes) was produced, the biggest year of production of the 1890s.

It was within this context of growth and prosperity that Smithfield Chambers was built in 1895 by William Evan Thomas, mining secretary and sharebroker. Thomas was born in Pembrokeshire, Wales in 1854. A builder by trade, Thomas arrived in Brisbane in 1885, where he started business as a building contractor before eventually working for Hall's Mercantile Agency. After visiting Gympie in the early 1890s, Thomas moved to the township and commenced business as a mining secretary and sharebroker. Although Thomas had no experience in gold mining, he soon became a very successful operator, floating a number of new mines in the eastern portion of the goldfield, attracting investors from Australia and abroad. By the end of 1895 WE Thomas and Co. acted as secretaries for 28 of the 100 mining companies of Gympie, the largest provider of these services.

In November 1894, Thomas purchased freehold land adjoining Gympie's Stock Exchange from Matthew Mellor for £1,000 cash. At this time the site featured timber buildings occupied by a chemist and fruiterer, and mining brokers. Thomas engaged Brisbane architect Leslie Gordon Corrie to design a block of offices and shops. Born in Hobart in 1859, Corrie trained as an architect in Tasmania and worked in private practice and for government. In 1886, he established a private practice in Brisbane and was appointed architect to the Queensland Deposit Bank and Building Society. In 1888-1892, he was in partnership with his former master Henry Hunter. From 1898 to 1905, he was in partnership with GHM Addison as Addison and Corrie. Corrie was a foundation member and long-time councillor of the Queensland Institute of Architects, elected a fellow in 1889 and President from 1906-08.

Before construction, Thomas had already decided on the name of the building - 'Smithfield Chambers', in honour of one of Gympie's most successful early mines, the Smithfield which began operating in 1867. Corrie advertised for tenders to erect the building during February 1895. By early March, William Anthony, of Brisbane (builder of the 1888 Smellie and Co

Warehouse in Brisbane [QHR 600092]) was awarded the building contract for £2,500, exclusive of the strong room and doors, with a requirement to have the work completed by July.

Thomas' proposed internal layout for Smithfield Chambers was described in the *Gympie Times* in late 1894. On the ground floor there were two shops, one at either side, and the centre had a suite of offices facing the street on each side of the hall, with clerks' rooms and a boardroom at the rear. On the first floor there was a suite of three offices on the eastern side, accessed by a separate staircase. The other side of the first floor was divided into five offices and a large boardroom. Each suite of offices was provided with a strong room (of the four strongrooms, three are still extant).

When completed, Smithfield Chambers, a two storey rendered brick building designed in a classical idiom was one of the largest and most prominent buildings on upper Mary Street. Thomas reinforced his commercial presence on the streetscape by prominently wording the parapet with 'Smithfield Chambers' and 'W.E. Thomas & Co., mining secretary'. The building also included a first floor verandah and street awning. Among the earliest occupiers of the building were Mr J Nicholson, who operated as a tobacconist and hairdresser in one of the shop spaces, consulting engineer Brunel Kay and mining secretaries and agents Maxey and Moodie.

In 1899, Thomas sold Smithfield Chambers to JB Charlton, a stockbroker and in 1902 ownership passed to John Donovan, a mining speculator. Gold production in Queensland peaked in 1903, due largely to a final burst of production at Gympie, which was followed by a 60 percent decrease in production between 1903 and 1913 as the three major Queensland goldfields (Charters Towers, Gympie and Mt Morgan) declined simultaneously. The Gympie field passed through its most profitable period from 1901 to 1906 and in 1903 produced its peak annual output of 146,000 fine ounces (surpassing Mt Morgan that year). After 1906, the decline that began in 1904 accelerated and by 1925 the last of the big mines had ceased production, ending a 50 year phase of deep reef mining in Gympie.

In 1930, Charles Bright became owner of Smithfield Chambers. The building's association with gold mining continued through its occupation by Gympie's Stock Exchange Club. The Club had moved into Smithfield Chambers from the AJS Bank building opposite in 1923, which had been used as the Stock Exchange from 1902-1922. The club initially used the ground floor, and their premises consisted of a bar, reading room, three card rooms and two offices in 1937. During the early 1930s, the Gympie branch of the CWA held their meetings at the chambers. The top floor was occupied by Spirit merchants in 1957, and in 1958 the Stock Exchange Club took over three rooms on the first floor for a library, reading room and dinette. The club closed in 1963, and in 1964 Jack Cartwright, of Power and Cartwright solicitors, purchased the building. Power and Power, the firm predating Power and Cartwright, may have operated from the building from the 1950s. A photo from 1973 shows that the verandah had been removed by this time and John McCarthy Real Estate occupied the shop space to the left of the building. The current office fit-out dates from the 1970s, when an internal light well at the centre of the building was enclosed, and an awning replaced the verandah (post-1973).

The rear yard of the building, which is level with the rear of first floor, contains the remains of a brick stable on the northwest side, and a rendered brick earth closet block, with eight cubicles and an access lane to the rear. While no documentary evidence has confirmed LG Corrie as the architect of the block, Corrie is known to have had a particular interest in sanitation, as Mayor of Brisbane in 1901 and as a lecturer in sanitary engineering in 1906.

The Gympie Municipal Council first introduced by-laws relating to the erection and maintenance of earth closets in 1883. Initially only certain areas of the municipality (including Mary St) were required to conform to provisions. In areas where earth closets were made mandatory, pit systems were filled in and existing toilets were required to be rebuilt or altered. Each earth closet was fitted with a box or other vessel 'for the reception of nightsoil or other filth' and placed conveniently for removal. Earth closets were also required to be furnished with 'a suitable receptacle for the storage of a quantity of dry earth for deodorising purposes'. People engaged in the removal of nightsoil were required to pay an annual license fee and could only operate between eleven at night to five in the morning. From 1885, the council operated its own nightsoil service. By 1894, the whole of the municipality was under the provisions of the by-laws. In 1895, the by-laws were further extended and every nightman was required to keep a register of all premises visited, to be submitted monthly to the council inspector. Nightsoil service charges at this time were one shilling and six pence for a single pan and one shilling and three pence for additional pans.

Smithfield Chambers is still used by Power and Cartwright. The ground floor, including the former shop spaces, is used as offices, and the first floor is only partially utilised. The two staircases from the street level to the first floor still exist, although only the northwest one is in use. A large space at the centre rear of the first floor has been partitioned. There are still two strong rooms on the ground floor, and one on the first floor.

Source: Extract from QHR entry for Smithfield Chambers, Place ID: 602777.

STATEMENT OF SIGNIFICANCE

Smithfield Chambers is a place of local heritage significance as it demonstrates the establishment, growth and wealth of Gympie in the 1890s as evidenced by, but not limited to, criterion a), b) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

Smithfield Chambers is important in demonstrating the evolution of gold mining at Gympie, a major contributor to the wealth of Queensland for approximately 60 years from 1867. As Gympie gold production shifted from shallow to deep reef mining from the mid-1870s, this change was reflected in the erection of more permanent and elaborate buildings in the town centre. The building illustrates the growth, wealth and confidence of the Gympie goldfield in the 1890s. For nearly 70 years the building was intimately associated with the mining industry - from its earliest function of accommodating mining secretaries to the housing of the Gympie Stock Exchange Club from 1923 to 1963.

B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage

The row of earth closets to the rear of Smithfield Chambers is important as a rare surviving example of an early sanitary system that was once common, but is now obsolete.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

Designed to stand prominently in the commercial district of a booming gold mining town and retaining major design elements, including discreet office suites, boardroom, strong rooms, stables and earth closets, Smithfield Chambers is important in illustrating the layout and operation of a mining secretaries' building.

The row of earth closets to Smithfield Chambers is a fine example of this type of sanitary facility, demonstrated by its layout and siting, and in its retention of major design elements including discreet cubicles with pan service doors, boxes and a service easement.

MAP

SOURCE

QHR entry, 602777. Retrieved 25 February 2020 from <https://apps.des.qld.gov.au/heritage-register/detail/?id=602777>

Southern Electric Authority Electricity Supply Building (former)



Southern Electric Authority Electricity Supply Building (former), 2020

OTHER NAMES	Gympie Electricity Building
ADDRESS / LOCATION	Nash Street, Gympie
LOT/PLAN	1 RP51198, 97 G14710
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Utilities – gas and electricity supply
PLACE COMPONENTS	Building, original fabric, fittings and fixtures and architectural details
YEAR CONSTRUCTED / PERIOD	1961
THEMES	6.3 Building settlements, towns, cities and dwellings: Developing urban services and amenities
OTHER LISTINGS	Not applicable

HISTORICAL CONTEXT

Electric light was first supplied to a few of the business houses in Gympie in 1916 (*The Brisbane Courier*, 1916). A site in the middle of Mary Street had been selected and purchased by Mr W. F. Turk for the purpose of establishing the plant and it was anticipated at the time that electric light would be available to the whole of Mary Street (*Gympie Times and Mary River Mining Gazette*, 1916). In 1919 the erection of the plant was underway on a freehold property described as ‘*admirably situated in the centre of the main street...containing one rood and extending from Mary Street to Nash Street*’ (*Gympie Times and Mary River Mining Gazette*, 1919). This early building was described as ‘*a very fine building, erected at a cost of over £1000...concrete foundations have been completed for the main building which has a floor space of 54 ft x 48 ft.. The power station site is excavated out of the side of a hill (mostly solid rock)...*’ (*Gympie Times and Mary River Mining Gazette*, 1919).

After numerous efforts to bring the electricity supply into local government ownership, the operation was acquired, in 1920, by the Universal Electric Supply Construction and Repairing Company (UESC&RC) under the management of Mr

William Geldard and resident engineer Mr F. W. Bestmann. In 1924, the UESC&RC built a showroom in Mary Street, Gympie where people could 'see exhibits of every conceivable utilitarian electrical requisite for domestic use, including a large assortment of varied designs of coloured globes or shades (plain or ornamental) fittings, electric irons, toasters, and a number of other items...' (*The Catholic Advocate*, 1924). The UESC&RC ran the electricity supply until the end of 1940 when the sold the business to the City Electric Light Co. Ltd. for a sum of £42,500 (*The Courier Mail*, 1940).

In 1961, under the ownership of the Southern Electric Authority, a new building replaced the old power house. The construction included a new two-storey administration building of brick, steel and concrete construction which provided office accommodation (*The Gympie Times*, 1961). Works to develop the new power plant included 'the demolition of part of the old power house fronting Nash Street, the erection of the new building with additional storage annexes, the modernising and renovating of existing facilities, the construction of petrol pump facilities and the installation of a septic system' (*The Gympie Times*, 1961).

SIGNIFICANCE LEVEL Local

STATEMENT OF SIGNIFICANCE

The Southern Electric Authority Electricity Supply Building (former) is a place of local heritage significance as it demonstrates the early development of electricity provision services in Gympie as evidenced by, but not limited to, criterion a) and b) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Southern Electric Authority Electricity Supply Building (former), constructed in 1961 to replace the earlier power station on the same site, demonstrates the evolution and development of the provision of electricity in Gympie.</p>
<p>B. The place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The Southern Electric Authority Electricity Supply Building (former) was purpose built to house the ongoing administration and delivery of electricity services in Gympie and to provide for future expansion of electricity supply in the region. This type of purpose-built electricity supply building is an uncommon building type in the Gympie central business area and wider region.</p>

MAP

SOURCE

1916 'Electric Light for Gympie.', *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), 16 March, p. 3. , viewed 21 Aug 2020, <http://nla.gov.au/nla.news-article188157536>

1916 'Electric Light at Gympie.', *The Brisbane Courier* (Qld. : 1864 - 1933), 10 July, p. 9. , viewed 21 Aug 2020, <http://nla.gov.au/nla.news-article20112262>

1919 'Electric Light on Gympie.', *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), 6 September, p. 7. , viewed 21 Aug 2020, <http://nla.gov.au/nla.news-article187033011>

1924 'GYMPIE'S ELECTRIC LIGHT SERVICE.', *The Catholic Advocate* (Brisbane, Qld. : 1911 - 1928), 6 November, p. 33. , viewed 21 Aug 2020, <http://nla.gov.au/nla.news-article258740440>

1940 'Electricity Link Purchases Now £600,000', *The Courier-Mail* (Brisbane, Qld. : 1933 - 1954), 11 December, p. 6. , viewed 27 Aug 2020, <http://nla.gov.au/nla.news-article44899774>

1961 'New S.E.A. Building Will Be Welcomed By Consumers', *The Gympie Times*, 15 July 1961.

Spring Valley Cattle Dip



Aerial image: State of Queensland, Queensland Globe, 2020

OTHER NAMES	Horton Road Cattle Dip
ADDRESS / LOCATION	Corner Bruce Highway and Horton Road, Chatsworth
LOT/PLAN	386 on MCH4544
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Farming- agriculture/dairying/grazing/horticulture
PLACE COMPONENTS	Cattle Dip structures and associated fencing, original fabric and fittings
YEAR CONSTRUCTED / PERIOD	1900
THEMES	2.3 Exploiting, utilising and transforming the land: Pastoral activities
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The first cattle dip built in the Gympie district as a preventive to the spread of the ubiquitous tick, has been completed, having been taken over from the contractor on Thursday last. It has been erected by the Spring Valley cattle dip syndicate, consisting of 32 shareholders who hold between them 84 shares. Their enterprise is to be commended. The dip is situated on Spring Valley Creek, exactly opposite Mr. T. Edward's selection and about 6 miles from town. It is excellently placed, there being an abundance of permanent water and a splendid grazing camp for cattle in the immediate vicinity. The necessary yards have also been completed. These consist of a big yard about 55 feet square, from which the cattle are taken as they are required, into a smaller one, the whole enclosure being 5 feet in height and consisting of a substantially built three rail fence with cap. From the small yard the cattle to be treated pass through an ordinary swing gate into a V-shaped enclosure, which gives entry into the crush. The latter is 30 feet in length and consists of three panels with 4 rails and tie at the top. The posts are 6 feet in height, a foot in diameter clear of the sap and 3 feet in the ground. From these measurements, which are an index of the general structure of the dip and its appurtenances, some idea of the solidity of the work may be gauged. The crush, which is slabbed, leads directly to the

brink of the dip, from which it is divided off by an ingenious sliding gate. It may be mentioned in passing that the dip is constructed with all the latest improvements gleaned from the experience of others, who have previously erected similar contrivances to deal with the tick pest according to the best known methods. It is built of cement of which there is a foot in thickness in the bottom and 6 inches at the top. At the surface it is 28 feet in length and 2 feet 8 inches in breadth, with sloping sides from either end. Thus, having left the crush a beast steps, on to a wooden sliding platform, 11 feet 6 inches in length and placed at an angle of about 45 degrees. Instead of taking a header into the liquid the animal slides down into it, though, at the bottom of the sloping platform there is a drop of about 2 feet. He has to swim about 9 feet and then reaches the far side of the dip, which, as previously stated is also slanting. It has, however, a ladder-way 14 feet in length, composed of 3 by 2 inch hardwood, which gives the beast a foothold, and enables him to mount on to the draining lane; this is simply a lane of similar dimensions and construction to the crush, with the exception that it has a cement floor, on to which the liquor drains from the dipped animal, and runs back into the dip. There are also substantial side rails to the dip, which, in wet weather will carry a covering so as to prevent the rain from falling into the dip; a covering to the draining yard is likewise utilised for a similar purpose. The dip itself is 8 feet in depth at its deepest part, and 2 feet in breadth at the bottom. A convenient shed for storing material has also been erected. The water required is lifted up from the creek by a 1 ½ inch force pump, which fills a 400 gallon ship's tank. The latter is set on five bars, as it will be necessary to heat at least portion of the liquid used. The tank empties direct into the dip. Mr. F. Ardery was the contractor for the yards and humpy, and has made a thoroughly workmanlike job of them; the cement was put in by day labour. The whole of the work has been carried out at a cost of £80, under a committee consisting of Messrs. J. Fraser (chairman), T. Edwards, C. Spiller, H. Spiller and H. G. Percival with Mr. W. Tamlyn as Hon. Secretary. It has been erected on an acre of ground abutting on Spring Valley Creek, leased from the Widgee Divisional Board.

Source: *Gympie Times and Mary River Mining Gazette*, 1900.

STATEMENT OF SIGNIFICANCE

The Spring Valley Cattle Dip is a place of local heritage significance as it demonstrates the community response to the need for establishment of a service essential for the management of stock in the Chatsworth area as evidenced by, but not limited to, criterion a), b) and d) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Spring Valley Cattle Dip, established in 1900, is important in demonstrating the growth and development of the cattle industry in Gympie district as well as the community response to providing essential services to support that industry.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>Examples of community-controlled cattle dip complexes are now rare in the Gympie region and the Spring Valley Cattle Dip demonstrate a now uncommon aspect of Gympie's cultural heritage.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Spring Valley Cattle Dip demonstrates the principal characteristics of a cattle dip complex with grazing camp, yards, fencing, crush, drip and draining yard.</p>

MAP

SOURCE

Spring Valley Cattle Dip. (1900, April 21). *Gympie Times and Mary River Mining Gazette* (Qld. : 1868 - 1919), p. 3. Retrieved March 27, 2020, from <http://nla.gov.au/nla.news-article177735062>

Statue to the Gold Diggers



Statue to the Gold Diggers, 2020

OTHER NAMES	Miners' Memorial Statue
ADDRESS / LOCATION	215 Brisbane Road, Gympie
LOT/PLAN	355 on SP237317
AREA FOR PROTECTION	Monument and 2 m radius
PLACE TYPE	Monuments and memorials
PLACE COMPONENTS	Monument, original fabric
YEAR CONSTRUCTED / PERIOD	1976
THEMES	8.6 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Statue to the Gold Diggers was designed and made by Herman Husman. Husman came from Holland in 1950 with his wife and children and worked in Gympie for twenty-two years as an electrician. Upon his retirement, he turned to art to express appreciation of his adopted country, and drew on his own experiences in the mines during World War II to inspire the sculpture. He made models of the sculpture and then spent two years shaping the statues in his backyard in Cartwright Road.

The sculpture is seven metres tall, weighs nine tonnes, and is finished in white cement mixed with beach sand. Its four miners, authentically dressed, are engaged in various activities. The first man, holding a pick, raises a lamp to examine the wall of a mine. The second man pounds ore in a dolly pot, the third examines a specimen of rock he has just

hammered, and the fourth pans gold in a prospecting dish. The tripod on which the sculpture stands characterises the underground gold mining (Statue plaque).

The Statue to the Gold Diggers was presented to the Gympie community by the Lions Club of Gympie in 1976. The sculpture is situated on the side of the Bruce Highway, the main road into Gympie from the south, and serves as a landmark feature at the entrance to the Lake Alford parklands.

Source: Extract from The Gympie Goldfield 1867 – 2008. Additional information cited.

STATEMENT OF SIGNIFICANCE

The Statue to the Gold Diggers is a place of local heritage significance as it demonstrates the importance of gold mining in Gympie's history as well as the community's desire to remember that important part of the regions history as evidenced by, but not limited to, criterion a), e) and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

The Statue to the Gold Diggers was erected in 1976, as a lasting tribute to the gold miners in the Gympie district. As a community supported sculpture commissioned by the Lions Club of Gympie, the Statue reflects the long-standing community work of that organisation.

E. The place is important because of its aesthetic significance to the local area.

Situated at the Bruce Highway entrance to Lake Alford parklands, the Statue serves as a landmark on the main road into Gympie.

G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

The Statue is associated with the Lions Club of Gympie who have made a substantial contribution to the local community.

MAP

SOURCE

Ferguson, J. and Brown, E., 2009. The Gympie Gold fields 1867 -2008. Available online at <https://www.gympie.qld.gov.au/documents/40005057/41317496/Gympie%20Goldfields%20Book%20Complete.pdf>

Union Church of Kilkivan



Union Church of Kilkivan, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	James Street, Kilkivan
LOT/PLAN	1 on MPH3351
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Religion/worship
PLACE COMPONENTS	Church building, original fabric, fittings, fixtures (internal and external)
YEAR CONSTRUCTED / PERIOD	1888
THEMES	8.1 Creating social and cultural institutions: Worshipping and religious institutions
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Union Church building was originally established in 1888 on the hill to the east of the current location of Kilkivan. In 1921, the church building was moved to the current site which had been donated by Mr John Colen. The church served the Methodist, Presbyterian and Baptist members of the community with the respective ministers visiting on alternate Sundays (*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 1932).

STATEMENT OF SIGNIFICANCE

The Union Church of Kilkivan is a place of local heritage significance as it demonstrates the establishment and growth of religious institutions in Kilkivan and the wider Gympie region as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Union Church of Kilkivan, constructed around 1888 and moved to its current site in 1921, is important in demonstrating the establishment and development of religious institutions in the town during from the 1880s. In addition, the church demonstrates the efforts of the local community in meeting their spiritual needs.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Union Church of Kilkivan demonstrates the typical characteristics of small, community- built timber churches in regional area with gable roof and central entry vestibule.</p>
<p>G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Union Church of Kilkivan has a strong spiritual and social association with the Methodist, Presbyterian and Baptist congregations in Kilkivan as the principal place of worship in Kilkivan since 1888.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>UNION CHURCH. (1932, June 9). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 8. Retrieved March 25, 2020, from http://nla.gov.au/nla.news-article149068794</p>	

V & H Buildings, Goomeri



V & H Buildings, Goomeri, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	21 Moore Street, Goomeri
LOT/PLAN	4 on RP104863
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Retail/wholesale/services
PLACE COMPONENTS	Building, original fabric, fittings, fixtures and architectural detailing
YEAR CONSTRUCTED / PERIOD	1933
THEMES	3.8 Development secondary and tertiary industries: Marketing, retailing and service industries 4.3 Working: Working in offices
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

European settlement in the Goomeri district took place in 1843-50 as large pastoral holdings were taken up, which were broken up into smaller farms in the 1870s. In 1902, the railway reached Goomeri and at that time was used principally by local farmers and to transport timber. In 1911, a sale of town commercial and residential blocks was held. More farms were established and a butter factory was built. The town of Goomeri developed with a school, showground and churches as a rural district centre in the 1920s and 30s. By 1924, Goomeri had one hotel (Boonara), two stock agents, two butchers, a bank (National Bank of Australasia), two motor garages and a small range of other businesses.

S. E. Gatfield, solicitor, is noted as operating from the V and H Buildings in 1933 (*Toowoomba Chronicle and Darling Downs Gazette*, 1933), along with Tom Twible's Barber Shop.

STATEMENT OF SIGNIFICANCE

V & H Buildings is a place of local heritage significance as it demonstrates the growth of Goomeri in the 1930s as evidenced by, but not limited to, criterion a) and d) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.

V & H Buildings is important in demonstrating the establishment and growth of the small towns like Goomeri that grew up along the Mary Valley Branch railway line to serve the local farming communities.

D. The place is important in demonstrating the principal characteristics of a particular class of cultural places

V & H Buildings, a single storey building with 1930s art-deco style parapet and detailing, is important in demonstrating the general architectural characteristics of retail shops and offices built in the Goomeri area in the 1930s.

MAP

SOURCE

Advertising (1933, November 4). Toowoomba Chronicle and Darling Downs Gazette (Qld. : 1922 - 1933), p. 11. Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article254335437>

Woolooga CWA Hall (former)



Woolooga CWA Hall (former), 2020

OTHER NAMES	Widgee-Woolooga Country Women's Association (CWA) sub-branch
ADDRESS / LOCATION	8 Fraser Street, Woolooga
LOT/PLAN	9 on RP12444
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	Woolooga CWA: 1925 Building: TBA
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The Widgee-Woolooga CWA was formed as a sub-branch to the Gympie CWA in the home of Mr J. Cecil on the 1 August, 1925 (*Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1925*). After some meetings were held and interest in the group grew, they had enough members to form their own branch. At the time, members were from Woolooga, Wonga and Widgee districts. As the branch did not have a Rest Room of their own, meetings were held at Woolooga in various places such as the homes of members, the verandah of the local store, the café, the Hotel lounge room, the station house and hall.

In 1929, a block of land in Woolooga was donate to the branch by Mrs J. J. Lawrie, however, it was not until 1953 after the years of World War II, that the Woolooga CWA were in a position to erect a Rest Room. The war years had seen the Woolooga CWA go into recess with all funds spent on War Bonds.

In 1953 the War Bonds were sold and a loan of £470 from the CWA state office was obtained to start the project. The Woolooga CWA held numerous dances, concerts, street stalls, raffles and house parties to raise money for the Rest Room. The stumps for the Rest Room were donated. Fence timbers were cut and milled by the local sawmill free of charge. The Junior Farmers donated paint and labour to paint the fence. A tender for £9900 to build the Rest Room was accepted from a Gympie builder. At the time, the Committee for the Building of Rooms included Mrs Walker (Chair), Mrs Krause (Secretary) and Mrs Fitzgerald (Treasurer).

The first meeting of the branch in the new Rest Room was held on 12 February 1957. They held their Silver Jubilee on 6 April 1982 and their Golden Jubilee in 1995, celebrated from the year of the opening of the Rest Room. In 2018, the Woolooga CWA Rest Room was sold. The Woolooga CWA made a significant contribution to the community, particularly the lives of women and children in the area.

STATEMENT OF SIGNIFICANCE

The Woolooga County Women’s Association (CWA) Hall (former) is a place of local heritage significance as it demonstrates the development of social and cultural institutions in Woolooga as evidenced by, but not limited to, criterion a), d) and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region’s history.</p>	<p>The Woolooga CWA Hall (former) is historically important in demonstrating the development of Woolooga in the mid-20th century and the establishment and growth of the CWA within the town.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Woolooga CWA Hall (former) demonstrates the typical design principles, including blue and white colour scheme, of small, timber regional CWA Halls throughout the Gympie region.</p>
<p>G. The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Woolooga CWA Hall (former) has a special association with the women who were members of the Woolooga CWA and who have made significant contributions to the local community over time.</p>

MAP

SOURCE

FOR MAID & MATRON (1925, October 29). Daily Standard (Brisbane, Qld. : 1912 - 1936), p. 2 (SECOND EDITION-3 p.m.). Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article185550058>

The Queensland Country Women’s Association, Archive documents: Woolooga CWA history and unnamed newspaper report.

WOOLOOGA C.W.A. PRESIDENT’S REPORT READ TO MEETING (1946, November 21). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 2. Retrieved April 1, 2020, from <http://nla.gov.au/nla.news-article151433039>

Woolooga Masonic Lodge



Woolooga Masonic Lodge, 2020

OTHER NAMES	Woolooga Masonic Temple, Woolooga Lodge No. 360, Woolooga Masonic Hall, Woolooga Masonic Centre
ADDRESS / LOCATION	30 Booker Street, Woolooga
LOT/PLAN	9 on RP12444
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Social and community
PLACE COMPONENTS	Building, original fabric, fittings and fixtures
YEAR CONSTRUCTED / PERIOD	1929
THEMES	8.3 Creating social and cultural institutions: Organisations and societies
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

The installation, consecration and dedication of the Woolooga Masonic Hall took place on 9 November 1929. The Right Wor. Bro. W. H. Green, Grand Master of Queensland carried out the dedication with a full team of Grand Lodge officers representing 25 different lodges (*Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1929*).

STATEMENT OF SIGNIFICANCE

The Woolooga Masonic Lodge is a place of local heritage significance as it demonstrates the development of social and cultural institutions in Woolooga as evidenced by, but not limited to, criterion a), d), and g) of the Heritage Places Study as follows:

<p>A. The place is important in demonstrating the evolution or pattern of the Gympie region's history.</p>	<p>The Woolooga Masonic Lodge is historically important in demonstrating the development of Woolooga in the mid-20th century and the establishment and growth of Freemasonry within the town.</p>
<p>D. The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>The Woolooga Masonic Lodge demonstrates the typical design principles of small, timber regional Masonic Halls throughout the Gympie region.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The Woolooga Masonic Lodge has a special social association with the past and present members of the Woolooga Lodge No. 360 who have made significant contributions to the local community over time.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>MASONIC CEREMONY. (1929, November 14). Maryborough Chronicle, Wide Bay and Burnett Advertiser (Qld. : 1860 - 1947), p. 8. Retrieved March 25, 2020, from http://nla.gov.au/nla.news-article151050062</p>	

Woolooga Memorial Park and Gates



Woolooga Memorial Park and Gates, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Thomas Street, Woolooga
LOT/PLAN	301 on LX1559
AREA FOR PROTECTION	Lot on plan, entire gate structure and concrete stairs
PLACE TYPE	Monuments and Memorials
PLACE COMPONENTS	Gate structure and concrete stairs, original fabric and fixings
YEAR CONSTRUCTED / PERIOD	early 1920s
THEMES	8.3 Creating social and cultural institutions: Commemorating significant events
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local
<p>HISTORICAL CONTEXT</p> <p>The Woolooga Memorial Park and Gates honour those men and women from the local community who served during World War I and World War II. The brick wall structure in the park, erected by the Kilkivan Lions Club in 1988, holds the Woolooga Roll of Honour.</p>	
<p>STATEMENT OF SIGNIFICANCE</p> <p>The Woolooga Memorial Park and Gates is a place of local heritage significance as it demonstrates the local community response to World War I and World War II as evidenced by, but not limited to, criterion a), b) and g) of the Heritage Places Study as follows:</p>	
<p>A. The place is important in demonstrating the evolution or</p>	<p>The Woolooga Memorial Park and Gates was established in the early 1920s as a lasting tribute to the people of Woolooga who had died for their country during World War I and World War II. The park and gates are an expression of the</p>

<p>pattern of the Gympie region's history.</p>	<p>spontaneous outpouring of national grief at the loss of 60,000 Australians during World War I (1914-1918) and evidence of an era of widespread Australian patriotism and nationalism, particularly during and following World War I.</p>
<p>B. the place demonstrates rare, uncommon or endangered aspects of Gympie region's cultural heritage</p>	<p>The gates, which provide a focal entrance point to the memorial park, are an uncommon feature of war memorials in the Gympie region and one of only three known memorial gate structures in the region.</p>
<p>G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	<p>The place has a strong and special association for the Woolooga community as the focus for public commemorative events at annual Anzac and Remembrance days.</p>
<p>MAP</p>	
<p>SOURCE</p> <p>Monument Australia, available online at: http://monumentaustralia.org.au/</p> <p>Queensland War Memorial Register, available online at: https://www.qldwarmemorials.com.au/</p>	

Woolooga State School



Woolooga State School, 2020

OTHER NAMES	None known
ADDRESS / LOCATION	Edwards Road, Woolooga
LOT/PLAN	114 on SP104329
AREA FOR PROTECTION	Lot on plan
PLACE TYPE	Education/research/scientific facility
PLACE COMPONENTS	Original school buildings, original fabric, fittings and fixings
YEAR CONSTRUCTED / PERIOD	1913
THEMES	9.1 Educating local people: Primary schooling
OTHER LISTINGS	Not applicable
SIGNIFICANCE LEVEL	Local

HISTORICAL CONTEXT

Tenders to erect the new State school at Woolooga were received by the Public Works Department in June 1912 with Spiller and Wood's tender of £265 accepted (*Gympie Times and Mary River Mining Gazette*, 1912). Approval to establish a State school at Woolooga was granted by the Governor-in-Council in 1913 (*The Telegraph*, 1913) and the school officially opened on the 20 January 1913.

STATEMENT OF SIGNIFICANCE

Woolooga State School is a place of local heritage significance as it demonstrates the evolution of primary education in the Gympie region as evidenced by, but not limited to, criterion a), d), and g) of the Heritage Places Study as follows:

A. The place is important in demonstrating the evolution or

Woolooga State School is important in demonstrating the growth of the locale of Woolooga and the provision of rural education during the early 20th century.

pattern of the Gympie region's history.	
D. The place is important in demonstrating the principal characteristics of a particular class of cultural places	Woolooga State School is important in demonstrating the key design and planning characteristics of early rural timber schools built during the early 20th century for the Education Department.
G. the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	Schools have played a significant role in the development of Queensland communities. They retain strong and ongoing connections with former pupils, parents, and teachers; provide a venue for social interaction and volunteer work; and are a source of pride, symbolising local progress and aspirations. As a place of education since 1913, Woolooga State School has social significance for past and present teachers, students and the local community.

MAP

SOURCE

ESTABLISHMENT OF STATE SCHOOLS. (1913, January 30). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 2 (SECOND EDITION). Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article175912431>

Notes and News. (1912, June 18). Gympie Times and Mary River Mining Gazette (Qld. : 1868 - 1919), p. 3. Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article189214587>

TENDERS ACCEPTED. (1912, June 21). The Telegraph (Brisbane, Qld. : 1872 - 1947), p. 4 (SECOND EDITION). Retrieved March 25, 2020, from <http://nla.gov.au/nla.news-article175879457>

Annex 6. Heritage place types used in the Study

Place type	Example
Archaeological	Aboriginal fringe/town camp
	Artefact scatter
	Archaeological potential
Burial ground	Burial ground
	Burial/grave
	Cemetery – public
	Cemetery – private
	Crematorium
	Graveyard (church)
	Lone grave
Commercial/financial/professional	Bank
	Credit union/building or investment society office
	Insurance office
	Legal chambers
	Mint
	Professional offices/suites
	Stock exchange
Communications	Mast/tower
	Newspaper office
	Post and telegraph office
	Post office
	Radio station
	Receiving office
	Relay station/carrier station
	Telegraph line
	Telegraph station/office
	Telephone exchange
Television stations/studios	
Defence	Air raid shelter
	Anti-aircraft defence
	Anti-infantry defence
	Anti-ship defence
	Anti-tank defence
	Command post
	Defence base – air force
	Defence base – army
	Defence base – naval
Defence - magazine	

Place type	Example
	Depot – fuel
	Depot – stores/canteen
	Depot – training
	Drill hall
	Dump (military)
	Firing range
	Fortification
	Gun emplacement/battery
	Hospital – military
	Military barracks
	Military camp
	Observation post
	Powder magazine
	Radar station
	Signals post
	Testing facility – equipment/weapons
Education/research/scientific facility	Academy
	Art gallery
	College – student accommodation
	College – technical
	Deanery
	Experimental station/farm
	Kindergarten
	Laboratory
	Library
	Meteorological station
	Museum
	Observatory
	Pre-school
	Research station
	School of arts/mechanics institute
	School of mines
	School – private
	School – state
	Teacher’s residence
	University
	Wildlife park
	Zoological garden
Emergency services/fire control	Fire break/track
	Fire brigade station

Place type	Example
	Fire hydrant
Exploration/survey/early settlement	Blazed tree/dig tree
	Cairn
	Commercial offices/suites
	Exploration route
	Landing site
	Massacre/battle/conflict site
	Settlement site
	Survey mark/peg/post
	Trigonometrical reserve/station
	Waterhole
	Wreck – plane
Farming-agriculture/dairying/grazing/horticulture	Apiary
	Barracks
	Dip – sheep or cattle
	Farm
	Market garden
	Orchard
	Piggery
	Plantation
	Silo/s
	Study
	Tramway – sugar
	Vineyard
	Windmill
Forestry and timber industry	Drying kiln
	Fire lookout tree
	Fire tower/lookout
	Fire track
	Firebreak
	Forest protest site
	Forest reserve
	Forestry camp/settlement/housing
	Forestry office
	Forestry school
	Mill settlement
	Sawmill
	Sawpit
	Timber extraction tramway

Place type	Example
	Timber extraction – rafting ground
	Veneer mill
Government administration	Commissariat store
	Consulate
	Council chambers/offices (town/city/state/divisional board)
	Government house
	Government offices
	Government printing office
	Hall – town/shire/city/divisional board
	Port office
Health and care services	Aboriginal reserve/mission
	Aged care facility/nursing homes
	Ambulance station
	Animal/wildlife refuge
	Benevolent institution/home
	Child care facility/crèche/nursery
	Clinic – maternal and child welfare
	Clinic – other
	Consulting rooms/surgery - dentist
	Consulting rooms/surgery – doctor
	Consulting rooms/surgery – natural therapies
	Convalescence home
	Deaf/dumb/blind institute
	Dispensary/pharmacy
	Funeral parlour/undertaker’s establishment
	Health spa
	Hospice
	Hospital – dental
	Hospital – lying-in/midwifery/birthing centre
	Hospital – other
	Hospital – private
	Hospital – psychiatric/mental institution/asylum
	Hospital – public
	Hospital – repatriation/veteran’s
	Hostel
	Lazaret/leprosarium
	Medical offices
	Mortuary/morgue
	Nurse’s home/hostel
	Public toilet

Place type	Example
	Respite centre
	Sanatorium
	Veterinary hospital/surgery
	Women's shelter
Law & order/immigration/customs/quarantine	Bond store
	Border patrol facility
	Convict place
	Correctional centre
	Courthouse – magistrates/court of petty sessions
	Courthouse – supreme
	Customs house
	Detention centre
	Female factory
	Immigration reception depot
	Internment camp
	Lock-up
	Native police camp
	Penal settlement
	Police station
	Pound/pound reserve
	Prison farm
	Prison/gaol
	Quarantine station
	Reformatory
	Water police facility
Manufacturing and processing	Abattoir/meat processing plant
	Bakery
	Brewery
	Cannery
	Distillery
	Factory
	Fellmongery
	Foundry
	Maltings
	Mill
	Plant – other
	Plant – vehicle manufacturing
	Printery
	Tannery
	Winery

Place type	Example
	Works – boiling down/rendering
	Works – bricks/pottery
	Works- engineering
	Works – ice
	Works – lime
	Works – munitions/explosives
	Works – other
Marine and maritime industry	Aquaculture farm
	Dry dock
	Fish market
	Fishing boat harbour
	Marina
	Seaman’s mission
	Shipping agent’s offices
	Shipwreck
	Station – bêche-de-mer
	Station - pearling
	Station – whaling
	Waterside worker’s hall
	Yard – boat building
	Yard – ship building
Mining and mineral processing	Alluvial workings
	Field – gas
	Field – oil
	Mine
	Mining camp/settlement
	Plant – metallurgical/electrolytic
	Platform/rig
	Quarry
	Refinery
	Stamper battery
	Water race
Monuments and memorials	Memorial landscape (avenues, groups)
	Memorial/monument
Natural feature	Beach
	Cave
	Estuary/bay
	Geological formation
	Headland
	Hill

Place type	Example
	Island/island group
	Lake/lagoon/billabong/waterhole
	Mountain
	Mountain range
	Plain
	Ridge
	River/creek/watercourse
	Vegetation
	Waterfall
Parks/gardens/trees	Aboretum
	Domain
	Fencing/wall/s
	Garden - botanic
	Garden – experimental/research
	Garden - private
	Garden – water
	Industrial/commercial garden
	Institutional garden
	Nursery
	Other garden
	Public park/reserve
	Tree
	Tree groups
	Urban residential garden
Pastoralism	Homestead
	Out station
	Shearing shed/woolshed
	Station/run – cattle
	Station/run – sheep
	Stock route
	Wool scour
Political	Embassy
	Parliament house
	Site of political event/activity
	Trades Hall
	Union offices
Recreation and entertainment	Aquarium
	Arcade – amusement
	Arena
	Billiard hall/saloon/parlour

Place type	Example
	Camping ground
	Caravan park
	Casino
	Changing rooms/dressing shed
	Children's playground/play area
	Club
	Concert hall
	Court – sport
	Cricket ground
	Dog racing course
	Drive in picture theatre
	Entertainment centre
	Funfair
	Garden – pleasure
	Go-cart track
	Holiday resort
	Information/tourist/visitor's centre
	Kiosk
	Lookout
	Music bowl
	Picnic ground/recreation reserve
	Picture theatre/cinema
	Playing ground/field/sports ground/oval
	Racecourse
	Rifle range
	Skateboard bowl/park/ramp
	Skating rink
	Speedway
	Sporting complex
	Stadium
	Stage
	Swimming enclosure
	Swimming pool/baths
	Theatre
	Velodrome
Religion/worship	Apartment building (high-rise)
	Cathedral
	Chapel
	Church
	Church and school

Place type	Example
	Church hall/Sunday school hall
	Convent/nunnery
	Meeting house/worship centre
	Mission
	Monastery
	Mosque
	Presbytery/rectory/vicarage/manse
	Religious precinct
	Retreat
	Seminary
	Shrine
	Spiritual place
	Synagogue
	Temple
Residential	Beach house/holiday home/weekender
	Boarding house/guest house (recreational)
	Boarding house/guest house (residential)
	Cottage
	Detached house
	Duplex
	Flats
	Holiday home
	Home unit/s
	Housing
	Hut/shack/humpy
	Mansion
	Public housing
	Retirement village
	Studio
	Tenement
	Tent house
	Terrace house
	Town house
	Villa
Retail/wholesale/services	Arcade - shopping
	Bar
	Brothel
	Butcher's shop
	Café/milk bar
	Coffee palace/temperance hotel

Place type	Example
	Department store/emporium
	Factory outlet
	Fast food outlet
	Film exchange
	General store/corner shop
	Hairdresser/barber
	Hotel/inn
	Mall
	Market
	Motel
	Public plaza
	Restaurant
	Service/petrol station
	Shopping centre
	Showroom
	Store/storehouse
	Supermarket
	Warehouse
Social and community	Exhibition building
	Hall – CWA
	Hall – RSL
	Hall – girl guide/scout
	Hall – masonic /lodge/friendly or benefit society
	Hall – other
	Hall – public/community
	Pavilion
	Showground/exhibition grounds
Transport - air	Aerodrome/airport
	Airfield/landing strip
	Hangar
	Heliport
	Office/administration building
	Passenger terminal
	Wreck site
Transport - rail	Bridge – railway
	Construction camp site/worker’s camp
	Goods shed
	Locomotive roundhouse
	Locomotive/engine shed
	Rail line

Place type	Example
	Rail tunnel
	Railway
	Railway depot
	Railway siding
	Railway station
	Railway turntable
	Railyards
	Signal box
	Signals
	Stockyards
	Tramway depot
	Tramway station/waiting shed
	Tramway substation
	Tramway – public transport
	Water tank
	Water tower
	Workshop
Transport - road	Bridge – pedestrian
	Bridge – road
	Bus depot
	Bus shelter/stop
	Camel trail
	Car park/parking station
	Causeway
	Coach station
	Embankment/cutting
	Footpath/pathway
	Ford
	Garage
	Lane
	Road
	Toll gate
	Toll house
	Trail/track
	Tunnel
	Weigh bridge/weigh station
Transport - water	Breakwater/groynes/mole
	Ferry terminal
	Harbour
	Harbour board building/offices

Place type	Example
	Harbour master's office
	Light station
	Lighthouse
	Lock
	Pier/jetty
	Pilot station
	Pontoon
	Port
	Signal station
	Slipway
	Storage facility
	Wall – sea
	Wharf/dock/quay
Urban area/urban planning	Garden city
	Garden suburb
	Gated community
	Subdivision – designed/planned
Utilities – drainage/sewerage/waste disposal	Culvert
	Drain
	Incinerator
	Rubbish dump
	Sewage farm/treatment site
	Sewerage system
	Storm water drainage system
	Ventilation shaft
Utilities – gas and electricity supply	Electricity power station
	Electricity substation
	Gas stripping tower
	Gasometer/gas retort/gas works
Utilities – water supply	Aqueduct
	Bore
	Dam/reservoir
	Filtration plant
	Irrigation channel/canal
	Pumping station
	Springs
	Water tunnel
	Well

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Sydney
Illawarra
Central Coast
Newcastle
Mudgee
Port Macquarie
Brisbane
Cairns



Our services

Ecology and biodiversity

Terrestrial
Freshwater
Marine and coastal
Research and monitoring
Wildlife Schools and training

Heritage management

Aboriginal heritage
Historical heritage
Conservation management
Community consultation
Archaeological, built and landscape values

Environmental management and approvals

Impact assessments
Development and activity approvals
Rehabilitation
Stakeholder consultation and facilitation
Project management

Environmental offsetting

Offset strategy and assessment (NSW, QLD, Commonwealth)
Accredited BAM assessors (NSW)
Biodiversity Stewardship Site Agreements (NSW)
Offset site establishment and management
Offset brokerage
Advanced Offset establishment (QLD)