

PLACE OF WATER
KOONGO
PLACE OF SHELLS
YALLARM

- BOOK 1 - THE DREAMING TO 1934 -



A pictorial history of the Port of Gladstone



Gladstone Ports Corporation

Growth, Prosperity, Community.

First published in 2009
by the Gladstone Ports Corporation Limited
PO Box 259
Gladstone, Qld 4680

The copyright to the individual excerpts, stories and Indigenous word lists remains with their authors.

This book is copyright. Except for private study, research, criticism or reviews as permitted under the Copyright Act, no part of this book may be reproduced, stored in a retrieval system or transmitted in any form or by any means without prior written permission. Enquiries should be made to the publisher.

All photographs unless otherwise stated are the property of Gladstone Ports Corporation.
All maps courtesy of the State Library of Queensland unless otherwise stated.

Copyright © Gladstone Ports Corporation Limited

Original design and research: Lee McIvor - Gladstone Ports Corporation, Communications Department
Concept layout and design: Kerrie Smith - Cooper McKenzie Marketing
Cover design: Kerrie Smith - Cooper McKenzie Marketing
Front cover photograph: Lime Pictures
Back cover photographs: Craig Chapman Photography
Kookaburra Shells: Craig Chapman Photography
Printed in Australia by Fergies Print & Mail - Brisbane, Australia

This publication has been printed with products and procedures that are accredited by ISO 14001 and ISO 9001.



The rare Kookaburra shells or *Biplex pulchellum* also known as *Gyrineum jacundum*, can be found on muddy substrates particularly around the Gladstone region. It is one species of several known as Kookaburra Shells because it resembles a Kookaburra's head when viewing the shell from its side profile. These shells are not found outside the Gladstone latitude except for isolated occurrences.



CONTENTS

Acknowledgements	3
Welcome to Country	4
A message from the Chairman	5
Introduction	6
In the Beginning	7-8
The Bailai (Byellee, Bye) nation	9-10
The Gooreng Gooreng nation	11-12
European observations of Gladstone's first Australians	13-14
European settlement and the clash of cultures	15-16
The legend of the Spanish Wreck - fact or fiction?	17
Port trade begins	18
Auckland Creek	19-20
The port moves to Auckland Point	21-22
The formation of the Gladstone Harbour Board	23-26
Port statistics	27-28
Bailai (Byellee, Bye) - English Word Lists	29
Gooreng Gooreng - English Word Lists	29
Sources	30



ACKNOWLEDGEMENTS

The Gladstone Ports Corporation thanks the following people and institutions for their assistance with this book:-

- Bailai elder Maureen Eggmolesse
- Gooreng Gooreng elders Jacqueline Johnson, Lindsay Johnson, Richard Johnson and Julie Ingra
- Jordan Smith who drew the totems for the Gooreng Gooreng nation pages
- Lee-ann Dudley – chairperson of the Gladstone Ports Corporation Future Directions Indigenous Liaison Group
- Patsy Lee
- Pamela Whitlock and Lyn Lee at the Gladstone Regional Art Gallery and Museum
- The staff at John Oxley Library



WELCOME TO COUNTRY

Bailai (Byellee, Byelee)

Welcome on behalf of my grandmother Bessie Yow-Yeh to our country.

This Yow-Yeh and her family have lived in Gladstone and the surrounding areas such as Kroombit Station, Boyne Valley, Boyne Island, Benaraby and Rocky Glen since before white man came here.

We would like to share some of our stories on country with you.

Country to us means looking after us and us looking after our country.

Our rivers and creeks supply us with food, our mangroves and mudflats are also our food suppliers and we share our country with others.

- Bailai elder Maureen Eggmolesse

Gooreng Gooreng

Wunyangar!

Barrarrbee buhrye gamardin thdou yallarm

Nallindo ohwhy waybare yearee dullgim

Goothoo goongoo thungool

Yungoo burrarns wingmerries wubbarrn

Wunnee yoongim ngye boogair

Woogoo ngye yungoo nullindoo buhrye

Welcome to our country!

Creator God is the owner of this land, this place of shells.

This is our home.

It gave us our meat, our bread and our water, before the white men and white women came.

In the past we were left behind and forgotten.

Now we want to walk together and share what the future holds.

- Gooreng Gooreng elder Jacqueline Johnson (Red flying fox woman)

A MESSAGE FROM THE CHAIRMAN

In 2014 the Gladstone Ports Corporation - formerly the Gladstone Harbour Board 1914-1987, the Gladstone Port Authority 1987-2004, and the Central Queensland Ports Authority 2004-2008 - will celebrate its centenary.

To commemorate this important milestone, the Gladstone Ports Corporation is publishing a five part series reflecting on each 20 year period of its stewardship of the Port of Gladstone. From the first meeting of the Gladstone Harbour Board held at the old Town Hall on 6th March 1914, the Gladstone Ports Corporation has facilitated trade growth from less than 20,000 tonne to an anticipated 100 million tonne by 2014. It has witnessed cargo being loaded onto 600 tonne tramp ships through to 200,000 tonne bulk carriers. This growth has underpinned the economic development of the Gladstone region and is founded on our magnificent deep water harbour.



However, understanding the history of the Port of Gladstone and its development requires a broader historical context. This can only be achieved by reflecting on the period of harbour activity prior to the formation of the Gladstone Harbour Board in 1914.

In this first edition, we reflect on the central importance of the harbour and its environs to the first Australians, the European charting and settlement of the Port of Gladstone, the formation of the Gladstone Harbour Board and the development of the port and its trade through to 1934.

I invite you to share this journey with us - a journey founded on hope and vision, sustained by optimism, and marked by success. This achievement has been built on the dedication and hard work of so many associated with the Gladstone Ports Corporation and the Gladstone port community.

A handwritten signature in cursive script, which reads "Ian Brusasco".

Ian Brusasco - Chairman AM

INTRODUCTION

Since the time of dreaming, Koongo, place of water, Yallarm, place of shells (Gladstone Harbour) and its environs have been the home of the Bailai (Byellee, Bye) and Gooreng Gooreng nations.

They are the custodians of this country, and prior to European settlement, enjoyed a bountiful harvest from the expansive harbour.

Koongo Yallarm was an important place of gathering, celebration and government where great corroborees and meetings were held.

These were rich lands for the Indigenous nations and many wars were fought for them.

However, it was the arrival of European settlement that brought with it the first recognition of the commercial value of the sheltered deep water harbour.

The journey towards the fulfilment of this potential resulted in a clash of cultures which had a devastating impact on the Bailai (Byellee, Bye) and Gooreng Gooreng nations.

For the Europeans too, there were many hardships and challenges.

Port development was slow.

Trade commenced in Auckland Inlet in the 1850s and by the late 1880s was complemented by wharf facilities at Auckland Point.

When the Gladstone Harbour Board assumed responsibility for the Port of Gladstone in 1914, trade was dominated by pastoral products.

However, it was the establishment of the trade in petroleum products in 1928 that would underpin the growth and prosperity of the Gladstone Harbour Board for many decades.

The British Imperial Oil Company (now known as Shell) was the first major company to recognise the potential of the Port of Gladstone.

Likewise, in 1927, in a report to the Commonwealth Government on transport in Australia, Sir George Buchanan, who had been brought out from England by the Commonwealth enthused:

“I have formed the opinion that there is no physical or engineering difficulty in providing accommodation at Gladstone for the largest overseas ships, and once the works are completed, there would be very little maintenance required. Of all the ports in Queensland, Gladstone stands out as the one that could be developed and maintained as a deep sea port at the least cost.”

His words would be prophetic.

In 1933 the port exported a record shipment of 25,341 bales of wool, and by 1934, export trade had grown to a lofty 47,159 tons.

As Sir George Buchanan had predicted, the Port of Gladstone had commenced its journey towards becoming one of the State's major deep sea ports.

In the Beginning there was Dreaming...

BELOW: Cutting blade used to cut meat.



This Dreaming is a sacred 'once upon a time' story in which ancestral totemic Spiritual Beings formed The Creation, the earth and all beings on the earth.

Dreaming contains many parts. It is the story of things that have happened, how the universe came to be, how human beings were created and how they were supposed to function within the cosmos.

Sadly for Gladstone's Indigenous people, knowledge of their specific Dreaming stories has all but vanished. The Gooreng Gooreng do know of one story and that was the kangaroo rat dreaming story but no knowledge of its details remain. However, there is evidence of kangaroo rat dreaming stories existing in other parts of Australia.

Roland Robinson in his book "Wandjina, children of the Dreamtime" relates a kangaroo rat dreaming story as told by the Kamilaroi:

"In the very beginning when the Sky King walked the earth, out of the red ground of the ridges he made two men and a woman. When he saw that they were alive he showed such plants as they should eat to keep life, then he went on his way.



ABOVE: Flaked stone axe.

TOP FROM LEFT TO RIGHT:

(1) The quartz quarry on the hill at the northern end of Curtis Island is of great significance to the Bailai (Byellee, Bye) people of the Gladstone region as this point is the first recorded place of contact with Europeans and the Bailai (Byellee, Bye) people. This quartz quarry also represents a large resource for stone tools used by the Bailai (Byellee, Bye) people.

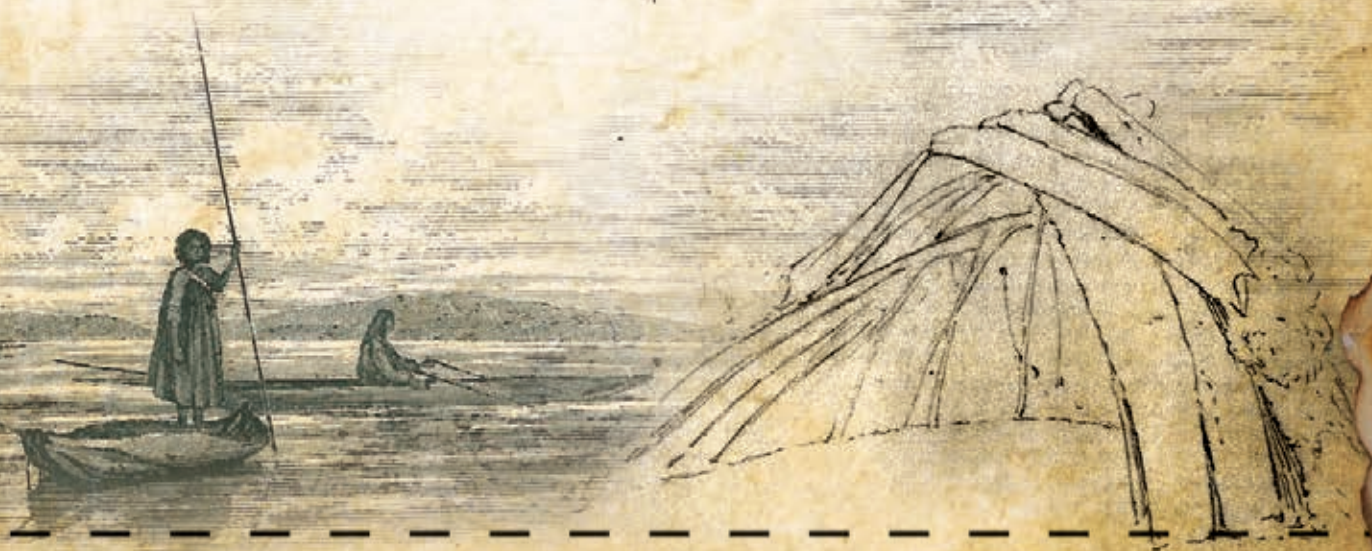
(2) Aborigine of the Bailai (Byellee, Bye) tribe on Curtis Island, sketched by William Westall in 1802. Courtesy of National Library of Australia.

(3) Scarred tree.

BELOW RIGHT: A Bailai (Byellee, Bye) hut on Curtis Island, sketched by William Westall in 1802. Courtesy of National Library of Australia.

BELOW LEFT: Canoe. Photo courtesy of Edward Curr, "The Australian Race".

All other photos courtesy of Michael Cook.



For some time they lived on such plants as he had shown them, then came a drought and plants grew scarce. When one day a man killed a kangaroo rat, as he and the woman ate some of its flesh, the other man would not eat though he was famished for food and lay as one dead.

Again and again the woman told him it was good and pressed him to eat.

Exasperated, weak as he was, he rose and walked angrily away towards the sunset, while the other two still ate hungrily.

When they had finished they looked for him, found he had gone some distance, and went after him. Over the sandhills, over the pebbly ridges they went, losing sight of him from time to time. When they reached the edge of the coolibah plain they saw on the other side, by the river their mate. They called him to stop, but he heeded them not. On he went until he reached a huge yaraan, or white gum tree, beneath which he fell to the ground. As he lay there dead they saw beside him a black figure with two huge fiery eyes. This figure raised him into the tree, and dropped him into its hollow centre.

While speeding still across the plain they heard so terrific a burst of thunder that they fell startled to the ground. When they raised themselves they gazed wonderingly towards the giant gum tree. They saw it being lifted from the earth and passing through the air towards the southern sky. They could not see their lost mate, but fiery eyes gleamed from the tree. Suddenly a raucous screaming broke the stillness; they saw it came from two yellow-crested white cockatoos flying after the vanishing tree. Mouyi they called them.

On went the Spirit Tree, after it flew the mouyi, shrieking loudly for it to stop, that they might reach their roosting place in it.

At last the tree planted itself near to the Warrambool, or the Milky Way, which leads to where the Sky Gods live. When it seemed stationary the tree gradually disappeared from their sight. They only saw four fiery eyes shine out. Two were the eyes of Yowee, the Spirit of Death, the other two the eyes of the first man to die.

The mouyi flew after the tree, trying always to reach their roost again.

When all nature realised that the passing of this man meant Death had come into the world, there was wailing everywhere. The swamp oaks sighed incessantly, and the gum trees shed tears of blood, which crystallised as red gum.

To this day to the tribes of that part is the Southern Cross known as Yaraandoo – the place of the white gum tree- and the pointers as Mouyi, the white cockatoos.”



ABOVE: Calabashes. Photo courtesy of Edward Curr, "The Australian Race".

DISTRIBUTION OF THE GLADSTONE REGION'S INDIGENOUS AND NEIGHBOURING LANGUAGE GROUPS



Descendants of the Bailai (Byellee, Byele) and Gooreng Gooreng have strong links to their lands and retain some stories and language.

LEFT: Map courtesy of Gooreng Gooreng Cultural Heritage Project: A report on National Estate Grants Program Research 1995-1996 Vol 1.



...The Bailai (Byellee, Bye) are represented by the possum totem.



The Bailai (Byellee, Bye) nation incorporates lands from the mouth of the Fitzroy on Curtis Island at Keppel Bay, south to Gladstone and the mouth of the Boyne River including Curtis Island, and inland to Mount Morgan.

For the Bailai (Byellee, Bye), Mount Larcom is a story telling site.

“The mudflats are of particular significance for the Bailai. There are stone arrangements near Wiggins Island and we have also discovered footprints and stone arrangements throughout the mudflats in Gladstone.”

- Bailai elder Maureen Eggmossesse

Numerous sacred sites also exist on Curtis and Facing Islands. Matthew Flinders noted that the Curtis Island people (Bailai, Byellee, Bye) subsisted on turtle, while fish appeared plentiful and rock shores abounded with oysters. Exposed middens* on Facing Island confirm this was a favourite feasting place for centuries.

Stuart Russell, writing of the Boyne blacks of 1843 said they were a “fine stately, well-formed race, some of both sexes good looking, and many of the men six feet high.”

- *Geographic History of Queensland*, p.79

The majority of readers will doubtless be surprised to learn that many Australian tribes were superior physically to any race of civilized white men living at the present time, and had we met them on equal terms with no advantage of weapons, they would probably have defeated us. We simply conquered them by gunpowder.

- *Geographic History of Queensland*, p.77

ABOVE Possem Totem: Original artwork by Danielle Mate.

“Our diet in the old days consisted of fish, damper, sweet potato, wild passionfruit, wild plums, periwinkles, welks, dugong, turtle and a variety of native vegetables. My mother used to take us kids over to Curtis Island and teach us the old ways of hunting for fish, dugong and turtle.

At other times my mother told me how they would go fishing at low tide at the mouth of the Boyne River. There used to be caves at the mouth of the river which would become exposed at low tide. They would go to the caves and spear fish for dinner. Usually only one large one and that would be dinner. The fish would be trapped in water in the caves.”

- *Bailai elder Maureen Eggmolesse*

The Bailai people used Auckland Hill as a temporary settlement site often for ceremony and as a lookout. Due to the lack of freshwater, they preferred the areas around Police Creek as there was a constant supply of fresh water.

“In fact the Bailai nation were known as fierce warriors. We know of a huge battle near Mt Larcom where the Bailai fought against a neighbouring Indigenous nation.”

- *Bailai elder Maureen Eggmolesse*

“Middens are sites, usually on the coast, where Indigenous people met and feasted. They can be identified by the large number of shells and bones mixed up together, and are usually in the shape of circles.



ABOVE FROM LEFT TO RIGHT:
(1) Bessie Yow-Yeh (nee Burke).
(2) Martha Daniels and Cecelia Wenitong (nee Yow-Yeh).
(3) Dan Yow-Yeh and Jack Yasso.

Photos courtesy of Gladstone Regional Art Gallery and Museum.

The Gooreng Gooreng are represented by the brown snake, red flying fox, black flying fox and jewfish totems.

The Gooreng Gooreng (Goeng Goeng, Koreng Koreng) nation extends from the east bank of the Burnett River from Mundubbera, north to Monto and Many Peaks. Their area includes Rodds Bay, Miriam Vale, Turkey Beach and into Gladstone.

The Gooreng Gooreng language has survived and according to elders there are two forms of the Gooreng Gooreng language spoken – one is the heavy Gooreng Gooreng from the inland area and the other is a lighter pronunciation Koreng from the coastal tribes. (Refer to Gooreng Gooreng English Word Lists p. 29)

Some Dreaming stories still remain.

“One day our people were hunting in the Bororen area and they came upon a giant kangaroo (Booroo). They got such a fright at seeing this giant animal that they ran away in one direction. The kangaroo (Booroo) also got a fright and bounded off in the other direction towards the mountains. As Booroo tried to jump over the mountains behind Bororen he slipped and his feet got caught in the rocks and caused a landslide. The remnants of this landslide can still be seen today, if you look carefully, behind the town of Bororen.”

- Gooreng Gooreng elder Lindsay Johnson

“Rodds Bay was one of our hunting grounds. Dad and Uncle Dan would go hunting and bring home heaps of crabs.”

- Gooreng Gooreng elder Jacqueline Johnson



ABOVE: Nyulang (Tom) Johnson, Bulgwoyn (red flying fox man) clan married Susan Ferguson, Djwyne (brown snake woman) clan. They were the last couple known to be married according to Gooreng Gooreng tribal law in the Gladstone region. Photo courtesy of Gladstone Regional Art Gallery and Museum.



RIGHT: Back L-R: Noel (Nyulang) Johnson, Harry Roe, Hazel Roe, Robert Johnson, Charlie Roe (Jnr), Reggie Roe. Front, L-R Florence Roe (nee Johnson), George Waverley, Susan Johnson (nee Ferguson). Photo courtesy of Gladstone Regional Art Gallery and Museum.



Walter Roth described a camp of Koreng Koreng he found at Miriam Vale in the late 1800s:

“At Miriam Vale I came across the comparatively large permanent camp of the Koreng Koreng with about twenty-five to thirty adults... They travel northwards as far as Gladstone, southwards to Bundaberg, and westwards out to Cania Station and the diggings. Mr. C. E. Roe has known them travel as far inland as the Bunya Range (Rosalie, etc.), but does not think they ever went very far north or south beyond the limits just stated; he has seen a camp with visitors – a total of six or seven hundred – congregated at Miriam Vale and stretching over a length of three miles, though they were perforce to keep shifting owing to the food supply.”

- *Bulletin Number 18, p.88*

Sir Thomas Mitchell in 1846 wrote of the Gladstone Indigenous population: “His movements in walking were more graceful than can be imagined by any who have only seen those of the draped and shod human animal. The deeply set yet flexible spine, the taper form of the limbs, the fullness yet perfect elasticity of the glutei muscles, the hollowness of the back and symmetrical balance of the upper part of the torso, ornamented as it was like a piece of fine carving, with raised scarifications most tastefully placed; such were some of the characteristics of this perfect piece of work. Compared with it, the civilized animal, when considered merely in the light of a specimen in natural history, how inferior! In vain might we look among thousands for such teeth, such digestive powers; for such organs of sight, hearing, smelling, tasting, feeling; for such powers of running, climbing, or walking; for such full enjoyment, for all that nature provides for her children of the woods. Such health and exemption from disease, such intensity of existence, must be far beyond the enjoyments of civilized men, with all that art can do for them.”

- *Geographic History of Queensland, p.77*

“Our grandfather’s uncle MiriamVale Jimmy whose tribal name was ‘Ghymimi’ - was a magic man. He had a very special talking spear that could travel him over the lands without his feet touching the ground. Ghymimi said the spear could answer questions. He would shake the spear to get the answer to a question.

Anyway, one day news came that the elders were needed a great distance away as something had happened. The distance was so great there was no way they could reasonably get there before sunset. They could not travel at night because there were too many bad spirits that would travel at night. So Ghymimi took his spear and asked the spear for the power to enable the elders to get to their destination before sunset. The feet of the elders didn’t touch the ground as they flew to their destination many miles away, which they did reach before nightfall.

The power of that old man! He was a magic man - a ghoondeal!

That talking spear is now in the Queensland Museum.”

- *Jacqueline and Lindsay Johnson, Gooreng Gooreng elders*

The descendants of the Gladstone Gooreng Gooreng people include the children, grandchildren and great grandchildren of Hector and Tom Johnson, and the Williams, Hurley and Roe families.



ABOVE: Hector, Valda and Jacqueline Johnson.

Photo courtesy of the Johnson Family.

LEFT: Gran Yow-Yeh and Gran Johnson.

Photo courtesy of Gladstone Regional Art Gallery and Museum.

European observations of Gladstone's First Australians

BELOW: Alec Daniels and Bessie Yow-Yeh (nee Burke). Photo courtesy of Gladstone Regional Art Gallery and Museum.



In William Golding's 'The Student's Friend', he asserts that "in the area embracing the Gladstone harbour around to the mouth of the Fitzroy river, the tribe domiciled...were called Bye, Biele or Byelle. On the western side of the Boyne River the Aborigines were known as the Toolooa tribe and were very numerous, and according to a report by the Commissioner of Police, they numbered some 700 in 1835, but were mostly old, many in the 70 to 80 year brackets. By 1882, the number had been reduced to 43, according to the Commissioner's Report."

He also refers to another tribe he calls "Meesooni" or "Masoonce" who were on the eastern side of the Boyne River through to Bustard Heads and as far back as the Many Peaks Range. One can only presume he was speaking of a clan group within the Gooreng Gooreng nation.

However, Lorna Mc Donald states "other early sources put the Toolooa (Tuluwa) in this locality. Significantly, MacCabe's brief vocabulary gives the native name for Barney Point as Toolooa. Captain O'Connell later named the government residency at Barney Point "Toolooa House". MacCabe's naming of a major street in the vicinity as "Toolooa" provides an additional clue. When Curr compiled his history of the Aboriginal race (1886) his informant referred to the "Toolooa" or "Dan Dan" tribe occupying the Boyne watershed. The Dan Dan appears to have been a clan of the Toolooa, just as the Meerooni at Bustard Bay and the Oop-pil at Barney Point were clan names. These were often confused with tribal names by early European informants."

- Gladstone... City that Waited, p.7

What is certain is that Gladstone was the site for magnificent and showy corroborees. Richard Blunt Mitchell, the eldest son of Sir Thomas Mitchell, came to Gladstone to join McCabe's survey party as a volunteer, and recorded one such corroboree.

"Each month, at the appearance of the new moon, the Gladstone Aborigines would hold a special corroboree, with over 300 people gathered. The women and children did not take part in the dance, but sat in a long straight line of black bodies. The men had decorated their bodies with white clay in long cross and lateral lines, putting different markings on their face and chest, all the while noisily talking.

At a signal, the women began to sing and beat time by clapping their hands, and the males began to dance. In single file, elbows out, knees bent and bodies twisted in grotesque shapes, they began stamping on the ground in rhythmic movement. Then all at once the long column broke up and as if by magic the dancers moved three abreast and performed a different dance. This continued for about half an hour. Old men and young boys did not join the dance, but stood nearby in a group.

There was a certain grandeur in this dance performed by dark savages and I was moved by the impressive atmosphere of deep woods and blazing fires."

- Account of Gladstone Aborigines 1855

Sometimes short tales formed themes for the substance of a corroboree, though these latter were generally founded on fact. As, for instance, the following:

"A young fellow went forth to fight with all his tribe leaving his wife and child at home. Meeting the enemy, he got speared, and was killed, and his comrades buried him where he fell. On their return to camp the wife was told of what happened, and putting her child on her back, she at once went to seek the grave. Finding it, she placed the child on the ground, and digging up the earth came to the body. Here she then lay, singing to herself in the lamenting fashion, while the child went in and out of the grave, up and down, playing all the time while the mother mourned.

In the corroboree, the wail this woman sang was repeated many times, and her action at the grave described."

- Tom Petrie's Reminiscences of Early Queensland, p.135

It is certain the site of Gladstone was also used for initiation ceremonies. Roth describes one such ceremony he witnessed in the region:

"When the old men consider that there are enough young men of the age of puberty to be operated upon they call all the tribe together, stating publicly that they will have a big dance. Word is soon passed round, and certain men who have been previously agreed upon, each catch such a young boy. These certain men belong to that particular exogamous group whence the novice will eventually take his wife, and so their relationship to the boys may be spoken of as that of brothers-in-law or nupa. Each nupa tells his novice what to do during the whole time that he is being initiated, something like three months. Having thus all been finally collected, the young unmarried men take the novices into the bush, while the old men prepare the ground, i.e., make a clearing leaving neither grass nor stick. In the evening, the women are told to lie down in the camp and keep themselves covered, so that they should see nothing. Fires are lighted round the clearing, and the novices then brought in from the bush, made to sit cross-legged in the middle, and told not to look up at whatever is being said or done, but just simply to beat the ground in front of them and look only at the spot they are beating. The other Blacks then wrestle, carry on various dances, and make noises suddenly here and there and all round about, but the novices dare not look up. This goes on until midnight or perhaps later when the other Blacks have a meal, but only a very little

honey is given to the novices, and then only by the nupas. The other Blacks go on to their own camp and sleep, leaving the novices with their guardians within the ring of fires. Finally the nupas retire to outside the fiery circle, leaving only their wards within.

Next morning the novices with their attendants leave camp before sunrise and are allowed to hunt, but they may only eat of certain foods and in addition are kept on very short rations. At sundown, the women and children are again sent to camp, and about dark the novices are brought to the clearing wherein they find some other Blacks wrestling and dancing, and walking slowly round the circle of fires look only down on the ground directly in front of them, until such time as they are told to go inside. The nupas do not accompany them now within the cleared space, but advise and explain the various dances to them from the outside, the novices continuing to sit cross-legged and to beat the ground just in front. This goes on daily and regularly for about a month, the novices having very little food or rest, and camping at night within the circle of fires on the bare ground without covering of any sort, though should heavy rain fall in the interval they are allowed, in company with their guardians, to go into the bush and erect a hut in which to camp.

During the whole of this month, the women and children never see the novices, who are submitted to various ordeals, in one of which each is held up at full arm's length by his nupa and nupa's tribal brothers for some little period, during which procedure he is not supposed to move a muscle. In the course of the following month the novices are tried still more. The other Blacks will make jokes and laugh loudly quite close to them, but the novices must not even smile. At other times, they will shout out something like this – "I say! Some heavy rain is coming! Where's your blanket?" – but the novice must take no notice, and must not show by any sign that he has even heard.

Again, a Black will sidle up to a novice and drop a billet of wood, saying, "See the fine fish I caught. Won't we have a big feed tonight!" – a remark rather trying for a young man who for the past two months has been almost on a starvation diet. Everything indeed that can be thought of is done to get him to forget himself even for a moment, and make him look up, speak or laugh. When finally the old men consider the novices have been sufficiently tried, they tell the nupas so.

That same evening the novices paint themselves up as "men", with feathers in their hair, and cease to be novices any longer.

Now for the first time since the ceremonies began are they seen by their mothers and sisters, and as by this time they have become very thin, not only do their relatives in particular, but the whole camp in general, make a great fuss and cry over them.

Still even for three or four months later, the newly made "men" may only eat honey, yams and "old man opossum" flesh, but they must not gnaw the bones. After this lapse of time they may eat anything except emu-flesh, which must always be brought to the old men in camp, and never eaten by young men at all."

- Bulletin Number 12, p.183

War councils were another common gathering. Richard Blunt Mitchell witnessed one not long after his arrival.

"The war council began with the gathering of two or three hundred men from the two tribes involved in the dispute. They formed a circle in whose midst stood an old man. He was a truce orator (or demagogue), haranguing his audience for more than an hour, the only sound being the slight rattle of the hand-held weapons.

I watched from a safe distance, interpreting the strange language only through tone and gesture. Then a second old man entered the circle, addressing the crowd for a shorter time and with less skill as an orator. After a while, his place was taken by two young men, each holding a spear blade and shield. Obviously a decision against wholesale tribal war had been reached. The two young warriors were to fight in single handed combat. One had stolen a woman from the other, but the victor would keep her as his prize.

The contest was fierce and bloody. At last one stepped back and the other took his advantage with a howl of triumph. The victor's tribe laughed and chattered, while the defeated warrior had his wounds attended to by his friends. He had stolen the woman and lost her in battle.

Meantime, the young woman at the centre of the dispute had taken refuge in Captain O'Connell's household. When she learned that her rightful husband had won the fight, she returned to the gunyah."

- Account of Gladstone Aborigines 1855.



ABOVE: Betty and Reggie Roe and Robert and Tommy Johnson 1929.
Photo courtesy of Gladstone Regional Art Gallery and Museum.



European settlement

Matthew Flinders, while charting parts of the Australian coast in 1802, in the sloop Investigator and accompanied by the Lady Nelson, charted and named the port which Cook had passed in the hours of darkness. Naming it Port Curtis in honour of Admiral Sir Roger Curtis, he spent four days investigating its islands and shores.

Gladstone did not gain recognition until decades later when William Ewart Gladstone became Secretary of State for the Colonies in the Ministry of Sir Robert Peel.

It was then he had the opportunity to give free rein to his ideas on Colonial policy and imperial administration and decided to found the new colony of North Australia in 1845.

"The germ of the Gladstone Colony, the first formulation of the ideas that eventually found expression in this novel experiment can be found in a dispatch dated Downing Street 30th April, 1846 addressed by Mr Gladstone to Sir Charles Fitzroy, the newly appointed Governor of New South Wales.

In 1846 Governor Fitzroy sent Colonel Barney to make a survey by sea, and Captain Perry a survey by land, to discover a suitable locality. Colonel Barney reported against Port Curtis, as the land was poor, the water bad, and the mangrove thickets unhealthy, but Fitzroy ignored this adverse verdict and in January 1847, dispatched the first vessel, the barque 'Lord Auckland', 600 tons, with the officials and settlers. Colonel Barney was to be superintendent; Mr. Billyard, judge; Merewether, first clerk; G. Barney, second clerk; J. Dowling, clerk of the peace; W.A. Brown, sheriff; with Captain Creagh and Colonel Gray as magistrates. The barque stuck on a sand bar at the entrance to Port Curtis, and her passengers landed under very undignified circumstances on Facing Island, from whence they removed to the mainland. This settlement had been proposed in 1845 as a place for pardoned convicts, and Gladstone intended sending a lot of women from the prisons and poorhouses of Britain presumably as wives for the convicts. Exiles were also being sent, but only such as could support their wives. Exiles were transported persons who received liberty on landing, and absolute pardon if of good behavior for a certain period afterwards. Gladstone advised Colonel Barney to "promote by all possible means a healthy moral tone in the community whose foundations you are about to lay."

The official correspondence reveals that Gladstone intended the settlement as an experiment, and that he was very undecided concerning the class of people he would send. After issuing instructions to start the settlement, the Gladstone Ministry went out of office, and their successors cancelled the instructions in September, 1846, but this recall only reached Colonel Barney on 15th April, 1847.

Earl Grey wrote to Fitzroy on 15th November, 1846, to say the new colony must be abandoned, as it 'had become a needless and impolite measure', and he and his Ministers differed from the views of their predecessors, 'even in reference to the state of facts under which they acted, and the considerations by which they were guided'. After receipt of Earl Grey's instructions in April, Colonel Barney removed the whole of the people to Sydney, the officers arriving in May and July, the remainder in August. This experiment cost £13,387, and served no useful purpose whatever. There was no sickness during the five months of occupation. When H.M.S. 'Rattlesnake' called there in the following November the people saw two of Colonel Barney's horses on Facing Island, and McGillivray referring to the site of Gladstone, wrote "It's difficult to conceive a more dreary spot. A few piles of bricks, the sites of the tents, some posts of the provisional 'Government House', wheel ruts in the hard clay, stumps of felled trees, and many empty bottles told the first stage of Australian colonization."

- *Geographic History of Queensland*, p.12 and p.13

...and the clash of cultures

So Port Curtis resumed its primeval solitude until a new and free settlement was formed, and Captain Maurice O'Connell sent as Government Resident in 1854. Before a committee of the Legislative Council in 1855, he expressed a belief that "Gladstone will be one of the most important cities on the east coast of Australia."

However this new settlement did not progress smoothly. The advent of a permanent white settlement caused much fear and distress in the local Indigenous communities.

Nyulang Johnson, a Gladstone elder, wrote about its significance:

"As a boy growing up I can remember the stories of our people that my father told me. He told of how, as the white settlers and troopers advanced northwards, they left a trail of destruction behind them. At the foot of Mount Colloseum ("Moogool") our people were slaughtered. Mirriam [sic] Vale Jimmy, my uncle, had hidden my father amongst the undergrowth to protect him from the white settlers. My father survived, our people survived, and so did our language – the Gooreng Gooreng."

- Nyulang Johnson, Gooreng Gooreng Elder, in *The Gooreng Gooreng-English Dictionary* 1994

"Literally, the first shot fired in the frontier warfare, which began in the Port Curtis district in 1854, was the result of an attack on MacCabe's camp on 4th February. Significantly, he reported the Aborigines made it clear the surveyors' camp occupied 'their ground'. This was obviously a warning, for no spears were thrown or shots fired. Then, three days later, the native police arrested four Aborigines not far from MacCabe's camp at East Stowe. These were 'afterwards shot while endeavouring to effect their escape'. This incident undoubtedly provided provocation for revenge by the tribal group to which they belonged.

Early in the morning of 3rd March, a 'mob of Aborigines' again attacked the surveyors' camp. One man received a spear wound in the thigh. As there was no surgeon and no surgical instruments, Lieutenant Murray removed the spearhead with his knife after the attackers had been driven off by gun fire. They left behind four spears and four nulla nullas. The native troopers pursued and caught up with the attackers as they were crossing the Calliope River, killing two and wounding others. Three days later, MacCabe reported that the native police killed another twenty-three Aborigines in the process of recovering property stolen from the camp. Then came the truce at Barney Point."

- Gladstone...City that Waited, p.16

The legend of the 1606 Spanish settlement of Gladstone - Fact or Fiction?

It is written that Mr. Richard Ware, a constable at Port Curtis, accompanied a survey party to lay out the township of Gladstone.

In the sand at South Trees Point was found embedded a brass cannon – a pivot gun about 5 feet long with a bore of one and a half inches. It was in a good state of preservation and was inscribed “Santa Barbara 1586.”

Santa Barbara, according to the late Cardinal Moran, was the patron saint of Artillery in Spain. But, in addition to that, there was discovered on Facing Island, on the ocean side, well up in the scrub, the remains of a very ancient ship “with oaks growing through her gaping sides.”

Mr. H. Friend, Senior, the eldest surviving resident of Gladstone, vouches also for the existence of this relic, and advances expert testimony as to its character and nationality. Mr. Ware visited it on one occasion in company with Mr. Colin Archer, of Gracemere Station, near Rockhampton.

According to Mr. Ware, Mr. Archer was a shipwright and ship-builder by profession, and it was he who, long years after, designed the famous “Fran” for Hansen’s Expedition to the North Pole.

Mr. Archer recognized the build of the vessel as Spanish, and he dug about it, seeking treasure.

These indications make it more than probable that, long before Captain Cook sighted the eastern coast of Australia, a Spanish ship was wrecked and her crew, or part of them, cast away in the vicinity of Port Curtis.

Sydney Morning Herald
September 7, 1911

James H. Watson, Esq.,
The Australian Historical Society
SYDNEY

Dear Sir,

With reference to your letter, received on April 25th, 1915, the best account of the voyage of Alvaro de Mendana de Negro in 1595 will be found in my translation of the voyages of Quiros printed by Hakluyt Society in 1904. It was Mendana’s second voyage, Quiros was the pilot. Lope de Vega commanded one of the ships called the “Santa Isobel”, and was wrecked on the volcanic island of Tinakula. The story about her being found with sails and all the people rotten is all nonsense. Search was made for the wreck by her consort, but no ship called the “Santa Barbara” was ever sent to look for her from Lima. Lope de Vega was Mendana’s brother-in-law. Tinakula is one of the Santa Cruz group. The “Santa Isobel” was very unseaworthy, and went down in sight of the volcano. I think you will be doing useful work in exploding absurd stories which are so injurious to sound geographical research.

Ever yours very truly,
(Sgt) Clements R. Markham

21 Hebleston Square, S.W.,
April 25th, 1914

BELOW: De Quiros



Port trade begins

Port trade began in the relatively shallow Auckland Creek. Horses and cattle were the first exports. The horse trade was a specialised operation supplying the armies of India with fine quality animals. By contrast, the live cattle trade was a short term operation exploiting an opportunity that existed prior to the development of refrigeration. The horse trade was begun by Maurice O'Connell, who had the enthusiasm of an entrepreneur but lacked business acumen – and luck. Where he led, others followed to their profit.

Gladstone had no wharf in September 1859 when O'Connell prepared for the inaugural shipment to India. The ship *Sapphire* was brought in close to the bank of Auckland Creek. Then, a long rope was tied around each horse, none of them broken in. Men took both ends and led and dragged the animal to the beach. Using a long pole, a twitch was put on its nose and ears to control it and a bag was put over its head while the slings were put on. The blindfold was then removed and a bullock team was hitched to the rope which was pivoted at the ship's yard arm. Each frightened animal was thus forced into the water and then lifted up onto the deck and finally led down into the hold. While such primitive conditions were endured at Gladstone, Rockhampton boasted a new wharf from which quiet animals could be walked on board.

The shipment forwarded with such hope and at such cost was doomed. The *Sapphire* foundered on a reef near Raine Island in Torres Strait on 23rd September, and only eleven of the crew survived.

Gladstone was provided with a Customs House in mid May 1861 but still only had an apology for a wharf – a few logs on the bank of Auckland Creek.

However, within several years three wharves were constructed on Auckland Creek.

The first wharf, known as the Commercial Wharf, was a makeshift wharf and as such was no credit to an aspiring town. Following local agitation, the colony's Port Master, Lieutenant G.P. Heath R.N., visited Gladstone in September 1861. He selected the site for the Government wharf near Oaka Lane, close to where the ill-fated *Sapphire* had loaded horses.

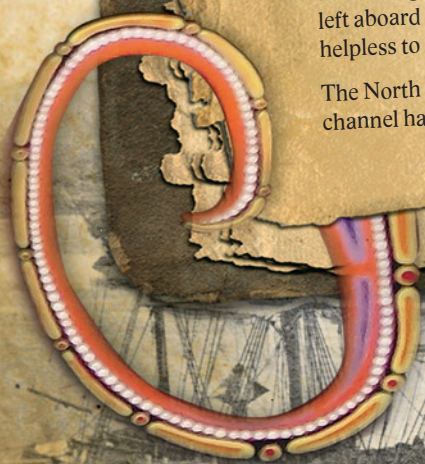
Construction of the Government wharf began in July 1863 and was completed for less than the estimated £1300. The wharf was controlled by the Municipal Council, also formed in 1863, and was soon known as the Cattle Wharf after its chief trade. The name stuck long after trade ceased. It wasn't until 1937 the Harbour Board renamed it the O'Connell Wharf.

The high charges and poor facilities at the Commercial Wharf encouraged John Powe in partnership with Henry Friend to announce they would build their own wharf in 1862. Construction was well under way before work on the Government wharf began and the "*Queensland*" discharged its cargo there in March, while Hetherington and Company immediately called tenders for the reconstruction of the Commercial Wharf.

One reason for the creek being the site adopted for the port was a tidal stream, which ran from one and a half to two knots at a third of a mile off Observation Point, where a fairway anchorage was generally chosen while waiting to proceed to sea. Vessels of large size anchored in six fathoms in between Barney and Auckland Points.

By 1881 the pilot establishment at Port Curtis had been reduced to a minimum. The pilot had been dismissed and there was no properly qualified pilot at the port; the only man available being a boatman-pilot, who was also acting in charge of the pilot schooner *Enid*. When two men were away with him there was only one man left aboard the schooner. In case of an accident to the schooner or another vessel in distress, this man alone was helpless to do anything, or to render any assistance. W. Whitfield was appointed pilot on 26th February 1882.

The North Channel into the port continued to deteriorate due to the growth of a sand spit at the inner end. The channel had also shoaled to 10ft. The southern approach to the port remained a deep and wide channel.



Auckland Creek



ABOVE FROM TOP TO BOTTOM:
(1) Views ca 1870. Photo courtesy of State Library of Qld.
(2) Views ca 1869. Photo courtesy of State Library of Qld.
(3) Early Gladstone settlement, 1873.
RIGHT: Paddle Steamer at Auckland Creek, 1901.

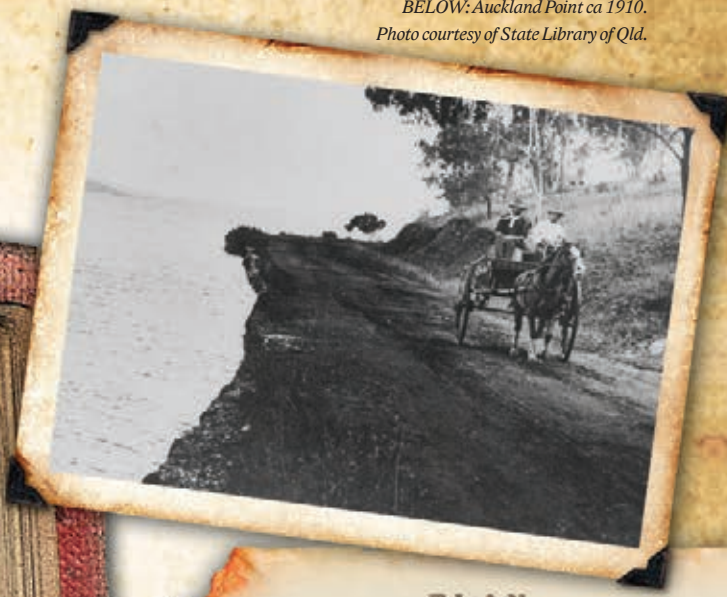
SKETCH
 Shewing the Squatting Districts
 IN THE VICINITY OF
 PORT CURTIS.



ABOVE FROM TOP TO BOTTOM:
 (1) Views ca 1895. Photo courtesy of State Library of Qld.
 (2) Views ca 1890. Shows first commercial wharf erected in 1863, and
 Friend's Bond store built 1864. Photo courtesy of State Library of Qld.
 (3) Looking down Goondoon Street, 1900.
 LEFT: Auckland Creek ca 1905. Photo courtesy of State Library of Qld.

The Port moves to Auckland Point

BELOW: Auckland Point ca 1910.
Photo courtesy of State Library of Qld.



In 1882 a deepwater jetty at Auckland Point, funded by the Government, and able to accommodate vessels of the largest class then operating, was planned. The work continued slowly with the wharf being completed in June 1885.

Nearly 400 tons of cast-iron piles were required for the work. The head of the jetty was 125 ft. by 50 ft., with a large closed shed built to store cargo. There was a depth of 22 ft. in a berth alongside the head at low water and 34 ft. at high water at ordinary spring tides.

The jetty and shed were placed under the charge of the Customs Department, and it was expected that when the railway was extended to Gladstone, this jetty would be used for the discharge of cargo from large steamers for the Hervey Bay District.

The Narrows provided a shallow sheltered waterway for small coastal vessels plying between Rockhampton and Gladstone. Deepening the channel through the Narrows required special plant to be designed to allow work to be carried out in the shallow water. The machinery adopted was a clamshell mounted on a punt. The wooden punt, constructed on the slip at Rockhampton, was designed so the dredge could work ahead of herself to avoid stoppage at low water. To get over the difficulty and delay of depositing the material by barges in the usual way, it was proposed to drop it from a long chute on either side of the cutting. The material to be dredged was gravel and sand with layers of clay, so was not likely to move and re-enter the channel. The work of excavation proved difficult owing to the extremely hard and obstinate nature of the material throughout the cutting, and only 12,007 cubic yards were removed in 16 months from January 1890. Operations were then suspended and the plant was laid up and stored at Rockhampton.

In 1893 the approach to Gladstone by either the North or South Channels was buoyed and beacons for night use. In 1895 a floating light was placed to mark the inner end of the North Channel. This was found useful and was appreciated by the masters of vessels visiting the port.

The Port Master, John Mackay, stated in his annual report for 1911 that "the number of large steamers visiting this port during the past year would seem to point to the fact that, arousing herself from the lethargy of the past, Gladstone is about to assume the place in the maritime activity of the state to which her splendid natural endowments so justly entitle her..."



ABOVE: Uploading cargoes, Auckland Point, 1920.

That Gladstone had a magnificent harbour was beyond doubt for many. In 1875, Mr William D Nesbit, Engineer for Harbours and Rivers in a report to the Queensland State Government on Port Curtis said:
"I may be allowed to say generally of the Harbour of Port Curtis, that I consider it a practical, safe and commodious harbour for a large number of vessels of any size, in any wind and at any state of the tide. There may be said, therefore, to be no practical limit to the accommodation the Harbour will afford for vessels of the very largest class."

Gradually larger ships came to the port and a variety of cargo was being exported. Frozen meat exports were taking the place of the earlier exports of live cattle and horses. In 1924 a shipment of cotton was made from the Auckland Point Jetty, 738 bales being lifted by the S.S. Somerset for Great Britain. Three shipments of wool totalling 1,791 bales were taken from Gladstone in 1925 also five shipments of cotton were lifted that year.

During 1927, 31 overseas vessels called at the port, loading horses, frozen meat, wool and other products.

Appendix N° 4.



The Pipes from the Victoria Reservoir to Auckland Inlet, to be laid either along China Lane or Olenlyon Street, as may be most practicable. —



TOP:
Auckland Point, 1923. Wharf under construction.
ABOVE:
Passengers from ship to train at Auckland Point Jetty, 1909.
LEFT:
Auckland Hill, ca 1920.
Photo courtesy of Gladstone Regional Art Gallery and Museum.

ABOVE: Auckland Point Jetty, ca 1908.
Photo courtesy of Gladstone Regional Art Gallery and Museum.

The formation of the Gladstone Harbour Board

The Gladstone Harbour Board Act received royal assent on 26th November 1913. Like the Cairns Board, members were elected by ratepayers rather than by the payers of dues. Two members were appointed by the Government and five members were elected, two representatives from each of the Town of Gladstone and Calliope Shire and one from the Miriam Vale Shire.

For the inaugural election, four candidates were nominated for the town seats, and in the poll of ratepayers held at the Town Hall on 4th February 1914, the publican Irwin Sydney Crow topped the poll with 120 votes, followed by Edward Denis Joseph Breslin with 105. Calliope Shire likewise held an election with A.T. Bayne and James Lockie Wilson successful. The Miriam Vale Shire which usually found representatives difficult to attract, appointed Thomas Morgan. For over half a century from the 1920s its member was a Gladstone resident, W.R. Golding.

The first meeting of the Board was a stormy one. It was convened at the Town Hall at 8pm on 6th March and under Government direction, the Harbourmaster, George Cameron, occupied the chair and asked the Town Clerk to take minutes. Crow, who had worked hard to have the Board established was nominated for chairman by his colleague Breslin. Thomas Morgan proposed the chairman be the Government nominee, N.W. Kingdon, manager of the Meat Works which paid approximately half the total harbour dues. Moran James Friend (the other Government nominee), and A.T. Bayne representing Calliope, also supported Kingdon's nomination. The town representatives were also kept off the finance committee with Bayne, Friend and Morgan elected. Crow and Breslin abstained in protest.

Despite the acrimony at the first meeting, the Board quickly settled down to working harmoniously. It had to administer and develop a port whose annual income sometimes did not exceed one thousand pounds.

This gave the Board little room for imagination, especially as it had acquired a Treasury debt on the jetty extensions of £6,509 12s 4d repayable over 36 years. Day to day administration was in the hands of the secretary whose duties and responsibilities expanded as the trade grew.

The Board also purchased the old municipal wharf in Auckland Creek from the Town Council and repaired it to provide satisfactory accommodation for the smaller craft.

A 450 ft. extension of the Auckland Point Jetty, with a width of 26 ft., in reinforced concrete, was authorised in 1920. The necessary pile driving plant, steel, etc., were procured early in 1920 but work was not completed until mid 1923. Two closed sheds, each 40 ft. by 30 ft. with a 40 ft. open shed between them were built on it. The railway line was extended to the end of the new wharf and arrangements were made for a water service for shipping requirements, with hydrants available over 100 ft.

Tenders were invited, in 1923, for a 15 ton electrically operated crane to be erected on the original jetty. The crane, of derrick type with long jib, was set on 3 pedestals 14 ft. above the deck built on the wharf, and was able to load vessels with coal from wagons and long timber.

In 1922 Captain Mackay of the R.M.S Bingera lauded the potential of the harbour;

"Port Curtis is the finest natural land-locked harbour on the Queensland coast and can be entered at any state of the tide. With little expense it could be made one of the leading ports in the world. The harbour is capable of anchoring 1,000 liners. The day is fast approaching when Gladstone's rights will be fully recognised and developed, and the sooner it comes the better it will be for Queensland and Australia."

Gladstone was fortunate in three ways – it had a progressive Harbour Board, it had a natural harbour and did not have to contend with many miles of shallow river channels requiring constant dredging, and it had sufficient trade and, therefore, harbour dues to provide funds and borrowing power to finance the Board's schemes.

Although the approach channels were deep, the wharves themselves, built at the entrance to Auckland Inlet, required constant dredging, first to obtain and then to maintain sufficient depth in the berths. This was due mainly to the silting from ashes from the coal fired vessels that berthed regularly at the jetty. The Board adopted a policy of constructing retaining walls, and using the dredge spoil to reclaim land behind the wharves.

In 1932, the Gladstone Harbour Board arranged with the Cairns Harbour Board for the dredge Trinity Bay to carry out maintenance dredging. The dredge whilst en route to Brisbane for her annual overhaul, called in at Gladstone and restored the depth at Auckland Point Jetty to 26 ft. at Low Water Slack Tide (L.W.S.T). A similar arrangement was made in following years, and in 1933 the Trinity Bay not only restored the original depth but effected an increase of 2 ft., which did not long remain as the steep mud bank was squeezed out from under the wharf and so reduced the berthage depth.

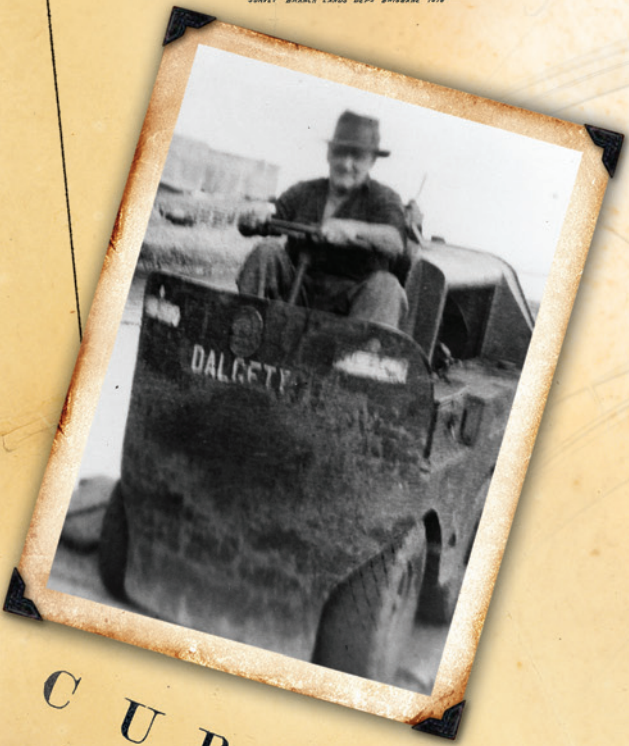


P
O
R
T

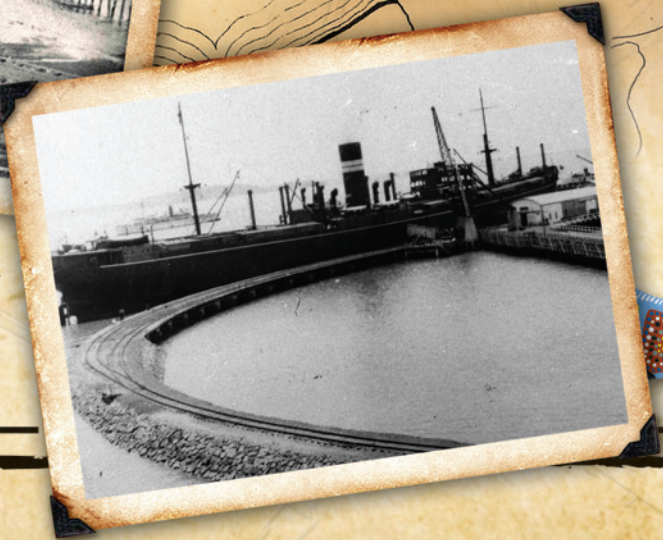


Plan
of the TOWN of
GLADSTONE
COUNTY OF CLINTON
PORT CURTIS
QUEENSLAND

SCALE 4 CHAINS TO 1 INCH
SURVEY BRANCH LANDS DEPT. QUEENSLAND 1874



CURTIS

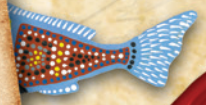


FROM TOP TO BOTTOM RIGHT:

- (1) Tow motor used to tow coal wagons, Auckland Point, 1920.
- (2) Auckland Point Wharf. Construction of the railway embankment late 1890s. Photo courtesy of Gladstone Regional Art Gallery and Museum.
- (3) Loading sugar and wool at Auckland Point, 1924.

OPPOSITE PAGE:

TOP: First train at Auckland Point Wharf, 1909.
Photo courtesy of Gladstone Regional Art Gallery and Museum.



BELOW RIGHT FROM TOP TO BOTTOM:

(1) Coal being trucked from Callide Mine ca 1930. (2) Railway yards. Photo courtesy of State Library of Qld.

(3) Rail Strike August, 1925. Photo courtesy of State Library of Qld.

(4) Rail Strike October, 1925. A refrigerated vessel had just been loaded in the port when the strike was called. Gladstone's railway men refused to coal the ship, which threatened the workings of the ship's freezing plant. As the ship's coal stocks dwindled, angry meat producers confronted unionists on the wharf. Photo courtesy of State Library of Qld.

The Hon George Smith,
2 Boddington Close
Greater London

28th February 1932

Dear George,

We have finally arrived in Gladstone.

The township is small, albeit numbering 1,500. The streets are wide and well maintained and the township is well serviced with hospitals, schools and stores.

Of particular interest to me, as you would be aware is the magnificent harbour Port Curtis.

Surrounded by two large islands, Facing Island and Curtis Island, this harbour provides safe anchorage in deep waters. The Harbour Master says this is one of the best harbours in Australia with depths of six fathoms between Barney and Auckland Points.

I have enclosed some photographs of the variety of vessels we have entering the harbour and utilising the wharf.

You will note Gladstone is exporting a wide variety of goods including coal, wheat, meat, horses and salt.

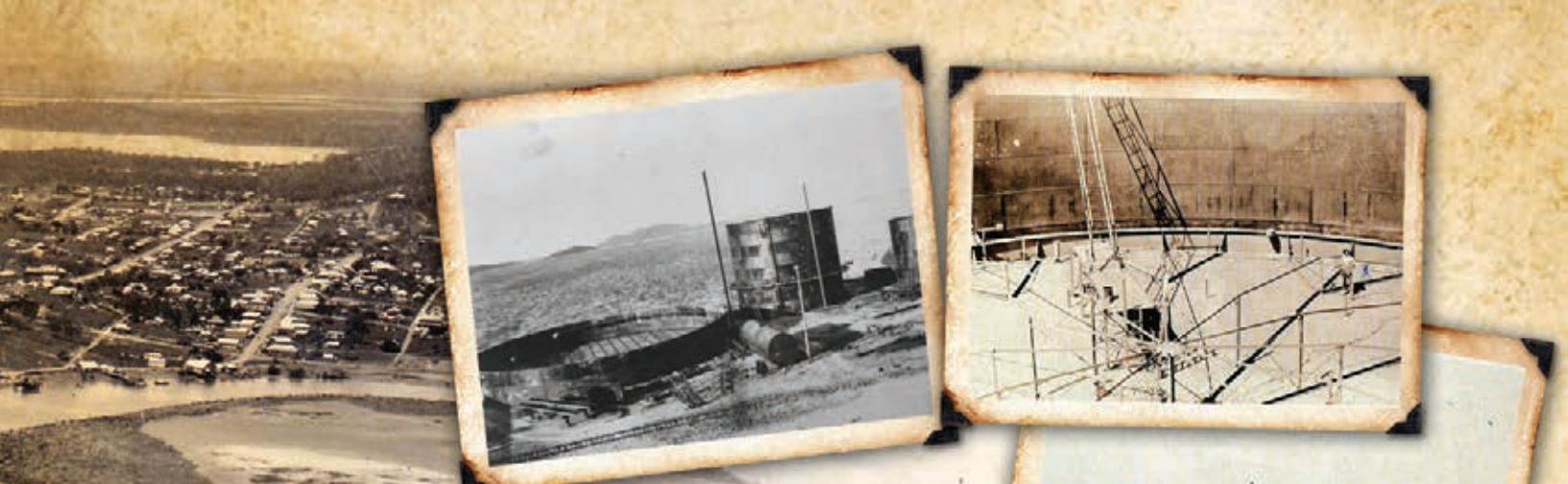
The Harbour Master



The Hon George Smith
2 Boddington Close

George Smith
Gladstone
Queensland
Australia





In 1928 the Harbour Board completed negotiations with the British Imperial Oil Company (now known as Shell) for the use of a site to be reclaimed at Auckland Point, on which that company could erect tanks for the storage of petroleum products in bulk.

The Shell Oil Company completed a bulk oil installation on reclaimed land at Auckland Point in 1929, and other bulk oil installations followed. The tankers berthed at Auckland Point Jetty and pumped their cargoes to the shore installation.

This was the first lucrative trade for the Harbour Board.

The most lucrative trade of all, coal exports, started in a minor way in the mid 1920s. Coal was shipped from Gladstone using the 15 ton electric crane on the jetty. In the 12 months ended June 1930, 58,992 tons were taken by vessels from rail wagons.

As the Port Master had predicted, Gladstone was coming into its own.



But perhaps the last word should go to Commodore Griffiths of the Cunard Line:
"Gladstone can be entered at any state of the tide, and any of the big western liners could enter. The harbour has very few equals in the world. Nature has given you everything you require in the making of a great national deep sea port. Your harbour is simply wonderful. No port on the Queensland coast can compare with Gladstone, which is capable of accommodating 1,000 liners. In the interests of Australia, politicians have no right to retard the progress of your wonderful port."

ABOVE LEFT TO RIGHT:

(1) Building of the Shell Farm Auckland Point, 1929. Photo courtesy of State Library of Qld.

(2), (3) Shell Tanks, 1929 -1934.

(4) Auckland Point reclamation bund wall, 1932.

BELOW: Auckland Point Shell Tanks, 1934.



PORT STATISTICS

1903

- Auckland Point trial shipment of Callide coal. 55 tonnes loaded onto HMS Torch.

1907

- 100 tonnes of Callide coal bagged in corn sacks and transported by pack horse.

1916

- Imports 5,244 tons, exports 7,405 tons.
- Main imports – coal, salt.
- Main exports – wool, horses, butter, bark, sugar, fruits.

1917

- 173 Vessels.
- Imports 7,160 tons, exports 13,741 tons.
- Gladstone Harbour Board purchased Municipal Wharf from Gladstone City Council at a cost of £111 and carried out repairs.
- War precautions revised and the Board was obliged to block off both approaches to the jetty.

1918

- 176 Vessels.
- Imports 7,529 tons, exports 10,341 tons.
- Auckland Point Jetty berth dredged to a safe draft of 25 ft L.W.S.T at a cost of £925.
- Construction of a bathing shed on the Barney Point foreshore proved useful and popular.
- Cyclonic conditions and subsequent flooding proved Gladstone was a far superior port to Port Alma. Ships were unable to berth and faced delays at Port Alma, whereas no difficulties were encountered at Gladstone.

1919

- 130 Vessels.
- Imports 6,632 tons, exports 11,679 tons.

1920

- 155 Vessels.
- Imports 5,905 tons, exports 7,354 tons.
- Auckland Point Jetty extension of 450ft x 60ft (total 755ft) reinforced concrete approved at a cost of £33,477.

1921-23

- Auckland Point Jetty extensions continue.

1921

- 159 Vessels.
- Imports 7,691 tons, exports 14,936 tons.

1922

- 169 Vessels.
- Imports 7,691 tons, exports 14,936 tons.
- Plans drafted to extend Auckland Point Jetty a further 225ft (total length 1000ft) in order to enable two overseas steamers to berth comfortably.
- Coal export negotiations continuing. Coal companies anxious that facilities be provided at Gladstone.

1923

- 174 Vessels.
- Imports 4,816 tons, exports 10,498 tons.
- Auckland Point Jetty first extension (447ft) and 2 cargo sheds (140ft x 30ft) completed and open shed for storage of bulk cargo at a total cost of £39,606.
- Dredging carried out to a depth of 25ft L.W.S.T.



ABOVE FROM LEFT TO RIGHT:

- (1) Gladstone Jetty and the Australia Fleet 1919.
- (2) Horses ready for export on the SS Cloncurry 1894. Photo courtesy of Gladstone Regional Art Gallery and Museum.
- (3) Shipping horses for India, ca 1910.

OPPOSITE PAGE LEFT TO RIGHT:

- (1) Horses to be loaded at Auckland Point Jetty 1920.
- (2) A busy day on Gladstone Jetty ca 1912. The horse trucking yards are in the right foreground. Photo courtesy of Gladstone Regional Art Gallery and Museum.



1924

- 94 Vessels. Decrease due to completion of the railway line to Townsville.
- Imports 7,380 tons, exports 11,860 tons.
- First export of wool for overseas.
- Auckland Point Jetty second extension delayed due to financial constraints.

1925-31

- First bulk coal handled by port. Loaded from rail trucks to ship by use of electric crane with lifting capacity of 15 tons at a rate of 100 tons per hour. Shipped mainly to New Zealand.

1925

- 15 ton electric crane erected for export of Blair Athol Coal overseas.
- Sugar exported (6,260 tons).

1926

- 93 Vessels.
- Imports 7,010 tons, exports 24,842 tons.
- Auckland Point facility erection of 15 ton electric crane handling 100 tph completed.

1927

- 147 Vessels.
- Imports 4,953 tons, Exports 20,088 tons.
- Erection of a waiting shed for waterside workers adjoining Auckland Point Jetty.

1928

- 106 Vessels.
- Imports 6,316 tons, exports 27,528 tons.

1929

- 154 Vessels
- Imports 12,379 tons, exports 83,715 tons.

1930

- 103 Vessels.
- Imports 9,366 tons, exports 83,715 tons.
- Gladstone proclaimed a port of entry by the Minister for Customs, and Auckland Point Jetty proclaimed Custom's Wharf.

1931-1948

- No coal exports.

1931

- 102 Vessels.
- Imports 9,202 tons, exports 28,186 tons.

1932

- 80 Vessels.
- Imports 9,013 tons, exports 11,731 tons.
- Auckland Point Jetty berth dredged to a depth of 26ft L.W.S.T at a cost of £714.

1933

- 79 Vessels.
- Imports 10,390 tons, exports 24,183 tons.
- Record shipments of wool – 25,341 bales.

1934

- 126 Vessels.
- Imports 15,930 tons, exports 47,159 tons.
- Reclamation and wall building commenced at Auckland Point.



BAILAI (BYELLEE, BYELE) - ENGLISH WORD LISTS

A baby	Wondoo	Father	Meegan	Sister-elder	Darwar
A black woman	Wooroo	Fire	Boowi	Sister-younger	Koondoolan
A blackfella	Kingkel	Fish	Goodna	Skin	Korral
A white man	Koowin	Fly	Moolum	Sleep	Yeengan
A young man	Wondool	Foot	Didna	Snake	Darm
An old man	Darl	Grass	Bowan	Stone	Dargin
An old woman	Barbooran	Hand	Mooloom	Sun	Kine
Bark	Kooka	Head	Karun	Teeth	Puta
Beard	Yan	Hill	Biapa	The Blacks	Booma
Black duck	Goonanga	Hungry	Toolorin	Thigh	Karl
Blood	Koomi	Kangaroo	My	Three	Koorel
Boomerang	Darga	Laughing jackass	Toonee	Thunder	Broomgi
Breasts	Doolgool	Moon	Elam	Tomahawk	Mareway
Brother-elder	Marm	Mosquito	Boowan	Tongue	Dalmin
Brother-younger	Weegool	Mother	Yaya	Track of a foot	Eli
Camp	Koonim	Mouth	Tonka	Two	Booli
Crayfish	Didbee	Native companion	Goolonga	War-spear	Kiam
Crow	Toonwell	No	Wondo	Water	Koonga
Ear	Bidna	Nose	Piree	White cockatoo	Keegoom
Egg	Booroom	One	Webben	Wild dog	Meeree
Emu	Nurin	Opussum	Koommonka	Wind	Beeyan
Excrement	Koodna	Pelican	Parangool	Wood duck	Goochang
Eye	Mill	Rain	Bonoo	Yes	Koal
Father	Koolkin	Shield	Koomar		

GOORENG GOORENG - ENGLISH WORD LISTS

Axe/stone	Dukkeel	Fish hawk	Gillan	Owl	Nyarla
Beach	Balarm	Fish/general	Gooral	Oyster	Deewah
Blossom	Yarra	Fishing net	Boonjilli	Parrot	Goothouthah
Boat/canoe	Goondool	Flame	Boree	Pebble	Wellair
Boomerang	Bugarn	Flying fox	Barung/Bulgwoyn	Pelican	Gooloolagum
Boy	Dubarl	Forest/bush	Guparl	Pigeon	Wonarlum
Bream/boney	Goonyill	Frog	Ghunghunbil	Place of shells	Yallarm
Brown hawk	Kalloom	Galah	Toolah	Platypus	Dunbye
Butterfly	Yulehlah	Grass	Baan	Plumtree	Noosgoom
Campsite/home	Waybear	Gumtree	Yarrandjee	Possum	Dillarl
Catfish	Gineegooral	Honey	Kubbye	Prawn	Ghukn
Cave	Dukkeelwaybere	Horse	Yarraman	Pretty face wallaby	Kooraweena
Children	Duppeel	Ice/frost	Nghitooon	River	Kooroon
Cloud/rain	Boonoo	Ironbark	Jhoongee	Salmon	Chillbine
Corroboree/dance	Nureegoo	Island	Dhoogoon	Sand	Balarm
Crab	Ghukn	Kangaroo rat	Bye	Scrub	Guparl
Crane	Gurkinyooloom	Kangaroo	Booroo	Sea hawk	Takoko
Creator/God	Barrarbee	Koala	Ghoolar	Sea Oak	Yurimblah
Creek	Durargoon	Kookaburra	Ghukoonghn	Sea	Whoolghn
Crocodile	Garrarbee	Leaf	Gillair	Silver jewfish	Bunda
Crow	Wongwong	Lightning	Deil	Smoke	Boolim
Day	Ngheeree	Lizard/gecko	Ghymarhl	Snake	Wungye
Dingo	Mirree Gurrum	Magpie	Ghooloo	South	Yingore
Dove	Wonarlum	Meat	Guthoo/Jarm	Stars	Toongoongool
Duck	Nurar	Milk	Marm	Stone	Dukkeel
Dust	Boonim	Money	dukkeel	Stormbird	Darlaren
Eaglehawk	Goolyair	Moon	Narnooloom	Sun	Ghinmine
Earth/soil/dirt	Thdou	Mountain	Woondoo	Sunrise	Ghinmine wobarn
East	Goondoo	Mt Larcom	Pyelee	Sunset	Ghinmine ghunmarn
Eel	Yinbol	Mud	Dareraregair	Thunder	Booroomgar
Egg	Dile	Mullet	Goorool	Turkey	Wuggoon
Emu	Morben	Mussel	Mumoy	Turtle	Millbee
Figtree	Boolarbee	Night	Nyoolmin	Wind	Baarne
Figtree	Bularbi	Noon	Ghinmineburye		
Fire	Ngorn/nyorn	North	Dhurye		

SOURCES

- Campbell Petrie, Constance; "Tom Petrie's Reminiscences of Early Queensland", University of Queensland Press, St Lucia, Qld, 1992
- Clune, Frank; "Free and Easy Land", Angus and Robertson, Sydney, 1940
- Curr, Edward M., "The Australian Race - Its Origins, Languages, Customs, Place of Landing in Australia and the Routes by which it spread itself over that continent, Vols I,II,III", John Ferres, Melbourne, 1886
- Forbes, David; "Reminiscences Of The Early Days Of The Present Colony Of Queensland – Which Is Now To Form One Of The States Of The Australian Commonwealth", Read before the Royal Geographical Society of Australasia, Queensland, 17th December, 1900
- Golding, WR., "The Students Friend - The Gladstone Story 1770-1975", City Printing Works, Rockhampton, 1975
- "Harbours and Marine – Ports and Harbour Development in Queensland from 1824 to 1985", Department of Harbours and Marine, Queensland, 1986
- Hogan, James Francis, M.P., "The Gladstone Colony", T. Fisher Unwin, London, 1898
- Holthouse, Hector; "Illustrated History of Queensland", Rigby Press, Adelaide, 1978
- Huf, L., McDonald, L., and Myers, D., "Sin Sweat and Sorrow- The Making of Capricornia Queensland 1840-1940s", University of Central Queensland Press, Rockhampton, Qld, 1993
- Kerr, John; "Going in Deep", Gladstone Port Authority, Gladstone, 1988
- Knight, J.J., "In the Early Days- History and Incident of Pioneer Queensland", Sapsford & Co, Brisbane, 1898
- Lilley, I., Williams, M., & Ulm, S., "The Gooreng Gooreng Cultural Heritage Project: A Report on National Estate Grants Program Research, 1995-1996 Vol 1", University of Queensland, Brisbane, 1997
- McDonald, Lorna; "Gladstone...A City that Waited", Boolarong Publications, Gladstone, 1988
- Meston, Archibald; "Geographic History of Queensland", Edmund Gregory Printers, Brisbane, 1895
- Mitchell, Richard Blunt; "Account of Gladstone Aborigines 1855", Journal
- Moran, Cardinal Patrick F, Archbishop of Sydney, "Discovery of Australia by de Quiros in the Year 1606", The Australian Catholic Truth Society, No 57, 1907-08
- Mudjile Mimi; "Return to the Dreaming Catalogue", Gladstone Regional Art Gallery and Museum, 1992
- "Native Police and Black Tracker Record", Queensland Government, 2002
- Queensland Country Life, 1888
- "Records of the Australian Museum", Published 18 July 1907, Vol VI, Part 5
- Reid, Gordon; "That Unhappy Race – Queensland and the Aboriginal Problem 1838 -1901", Australian Scholarly Publishing, Melbourne, 2006
- Reynolds, Henry; "Aborigines and Settlers", Cassell, Australia, 1972
- Richards, Jonathon; "The Secret War", University of Queensland Press, St Lucia, 2008
- Robinson, Rowland; "Wandjina, children of the Dreamtime: Aboriginal Myths and Legends", Jacaranda Press, Brisbane, 1968
- Roth, Walter, E., "North Queensland Ethnography Bulletins Number 9,10,11,12,13,14,15,16,17,18", Records of the Australian Museum, Published 18th July 1907
- Rowley, C.D., "The Destruction of Aboriginal Society", Penguin, Sydney, 1970
- Sheahan-Bright, Robyn; "Kookaburra Shells", Justified Text Press, Gladstone, 2006
- The Sydney Morning Herald, 1911, 1912, 1914
- "Tragedy at Mount Larcom", The Steering Wheel and Society & Home, June 1, 1936
- Watson, F.J., "Aboriginal Tribes of South East Queensland", Brisbane, 1941
- Wearne, Heather; "A Clash of Cultures: Queensland Aboriginal Policy 1824-1980", Brisbane, 1980
- Welsby, T., MLA; "The Port Curtis Myth – The story of the old Spanish Wreck on Facing Island and its exposure", 1914



