

Canungra Timber

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Records of Queensland's past exist in many forms, scattered throughout the State and not readily available to those wanting authentic information. This obvious point was restressed by the recent discovery of one form of records: a series of photographic plates centred around the south-eastern corner of Queensland. Taken some fifty years ago by W. J. Stark, an enthusiastic photographer, the plates reveal how rapidly change is taking place, and how urgent is the need to preserve all records of this comparatively recent period, for although the events are within the memory of many still living, the fallibility of human memory has been well illustrated by failures to identify all places, faces, and events. All these photographs are now deposited in the Oxley Memorial Library and readers familiar with this area are invited to attempt identifications. Contemporary written evidence would be more reliable but only a few notations by the photographer remain.¹

One series of these photographs deals with a now vanished enterprise at Canungra, the Laheys' timber railway, which for some twenty-five years (1900-c. 1925) helped to carry out logs from the hitherto inaccessible scrub. The photographs provide material for part of the history of timber getting in Queensland, a pursuit older than the separate colony; they give evidence of the pioneering of new areas, still not completed in Queensland; they are related to one of the State's many remarkable pioneering families.

The history of white settlement in the mountainous south-east corner of Queensland begins with the taking up of Tamborine cattle station probably in 1843. The name is variously spelt: Tambourene and Tambourine both appear, and by repute all are corruptions of Dyambrin, said to be the aboriginal name of the north-western end of Tamborine Mountain. Records show that H. P. Hicks held an annual depasturing licence for this station early in the 1840s.² Subsequently Tabragalba and Sarabah stations were occupied in the same area and in the 1850s Pine Creek Station of 25 square miles was taken up by John Duncan junior. From the description of the last-named it covered some of the present day Parish of Witheren. Duncan and Robert Christie were its lessees until 1869. It would be fascinating to trace the various uses made of these large properties. We know that in 1866 Duncan had 500 cattle and 20 horses on Pine Creek station. One can presume that the flatter valleys were used in preference to the steep gorges of the Canungra and Coomera valleys which could not have been much appreciated by cattlemen. The letters of F. E. Roberts, the Queensland surveyor, responsible with I. Rowland from New South Wales for tracing in 1863-4 the boundary between the two colonies, show how much of this land was regarded as unusable.³ By the 1868 Queensland Act the breaking up of large holdings, which was to take place in so much of Australia in this period, led to the division of Pine Creek Station into a number of small selections, usually of about 640 acres, on which were combined grazing and agriculture, and still, as is made clear by contemporary maps, mainly taken up on the flatter river and creek slopes. John Duncan himself occupied three of these selections in 1873 totalling 1,620 acres which he combined into one station, still called "Pine Creek", and on which in 1876 he ran 700 cattle.⁴

Meanwhile another economic interest, the desire to obtain good timber, was developing in Queensland. It is known that William Pettigrew opened a sawmill in Brisbane in 1852⁵ and that timber-getters spread into various nearby districts. To such men the trees of the McPherson ranges must have been a strong lure, however dampened by difficulty of access and by contemplation about the problems of transporting the logs.

It was alleged in the 1940s that Hugh Mahoney was the first to cut logs in this district: "Ninety years ago he cut and hauled cedar logs to Ipswich from the Canungra and Coomera valleys, making his own roads and bridges, including one over the Albert River."⁶ This self-help has parallels with the early history of the north of Brisbane, where, as E. G. Heap has shown, Pettigrew was frustrated after building his own bridges and roads to see them used by rival timbergetters who had paid nothing whatever towards their construction or upkeep.⁷

It was partly pressure from timbercutters and partly governmental desire for control and revenue that led to changes in legislation about the timber industry. Various acts had provisions about cutting; for instance, under an 1860 act timber licences could be issued under certain conditions, and in 1864 land could be taken up as a special timber lease. Subsequently more control was established, thus in 1869 licences could be issued for a period up to a year, authorising the holder to enter on Crown lands, whether leased or not, and cut and take timber therefrom, but not within two miles from a head station without the lessee's consent. Crown tenants were allowed, without a licence, to cut timber growing upon their holdings for its improvement or working.

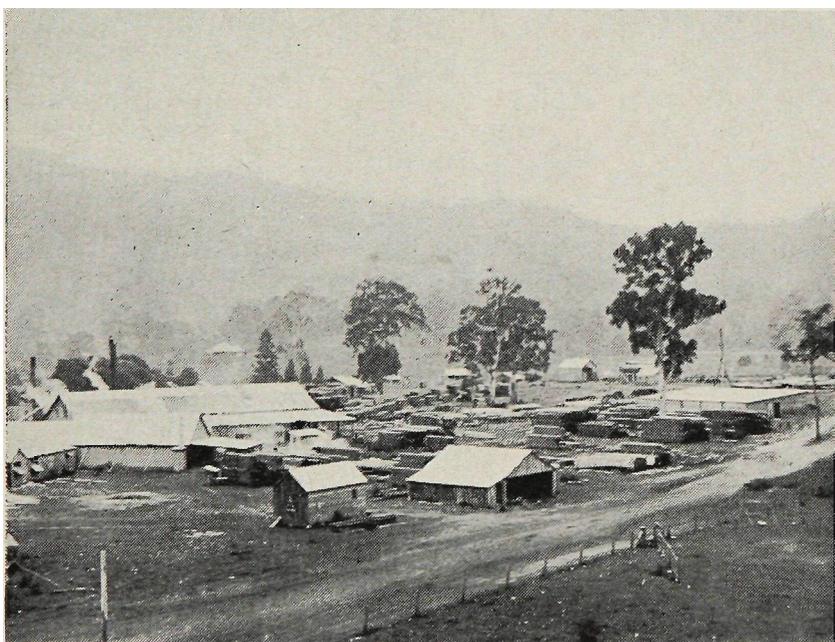
It is clear that the government anticipated the advance into the McPherson ranges of the timbermen. Thus in 1882 the Land Commissioner at Ipswich explained that certain lands in the Moreton District had been withdrawn from selection: "all the available Creek and River frontages and land available for either cultivation or grazing purposes has already been selected. What remains consists chiefly of the dry scrubby heads of creeks, barren stoney ridges or steep and inaccessible Mountain ranges, the nature and character of which are neither calculated to induce nor to increase settlement.

"There are however some localities too remote to attract settlement, but possessing an exceptional value on account of the valuable timber in which they abound. . . . I think [some] might with advantage be reserved from present selection and formed into timber reserves or proclaimed open to selection with a maximum area of 1280 acres at 20/- per acre as I am aware these lands will be taken up exclusively for the timber and not for settlement. I know there is a probability of [this] land . . . being taken up by speculators or syndicates to secure the timber, particularly as railways may shortly be made to reach these localities."

Soon afterwards a proclamation of 10 March 1883 declared certain land in Witheren and Roberts parishes as open for selection at £1 an acre, with a maximum area of 1280 acres.⁸ It was following this proclamation, under the provisions of the 1876 and subsequently the 1884 land acts, that various pioneers selected thickly forested ground in this area mainly for its timber. These were not specifically timber leases even if subject to some of the general regulations controlling the industry. For instance it is likely that the 1888 regulation prescribing minimum sizes — cedar trees had to have a circumference of 7 feet 6 inches at 6 feet from the ground; kauri pine a diameter of 2 feet at 5 feet from the ground, hoop pine a diameter of 1 foot 9 inches at 5 feet from the ground — was meant to apply, rather than the permission given to selectors to remove any timber necessary for the improvement or working of their property. How much notice timbercutters, often deep in the scrub of the McPherson ranges, took of regulations is quite unprovable.⁹

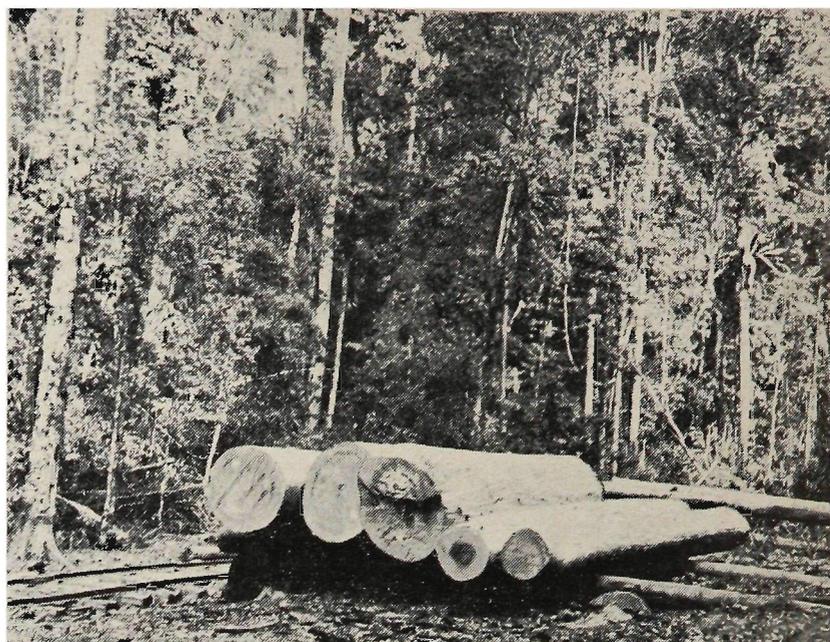
It seems likely that most selectors in this area were partly dependent on timber-cutting. Besides Hugh Mahoney, stories are told of Frank Nixon, who found great difficulty in removing the cedar logs he had cut,¹⁰ and others “including Warple Brothers and Veivers [who] hauled cedar logs to the rafting grounds on the Logan river a little way below the Maclean bridge . . . armed only with axe (terrific things then about 10 pounds weight), peg-toothed cross-cut saw, auger and adze, and powered only with a team of bullocks, . . . made roads as far as Binna Burra and Pyramid Rock . . . most of which are still in use.”¹¹

The central characters of the Canungra timber railway are the Lahey brothers, particularly John, Isaiah, Thomas, and David. Their family of thirteen, including eleven children, reached Sydney from Ireland—where they had lived in Craddenstown, West Meath—in the “Bellissima” on 28 July 1862 and moved at once to Brisbane, where they bought their first land on 15 August. In 1870 they moved to Pimpama, and by the 1880s they were, besides farming, operating a sawmill at Waterford. This enterprise followed various other agricultural endeavours at Brisbane and Pimpama including arrowroot growing.¹² In the 1880s, John Duncan “used to go at intervals to the head of navigation of the Logan River at



1. The Laheys' sawmill at Canungra. Probably about 1900. Taken after a fire of 9 July 1897 destroyed the original 1884 mill.

Waterford for stores from Brisbane”.¹³ It was Duncan who interested the Laheys in investigating the timber around Canungra, and the story is told that David Lahey on 2 October 1884—the date is so exact because it is the day after his first son was born—rode over Tamborine Mountain to initiate operations at Canungra. Existing land records show that on 25 February 1884 John Lahey, on 21 March Isaiah, on 9 May Thomas, 25 August David, and on 26 August their sister Evangeline all applied for selections totalling 3092 acres in Witheren parish.¹⁴ For the next sixteen years the mill at Canungra developed, using mainly trees from the immediate neighbourhood; at first large pines flourished almost in the backyard of the sawmill [See figure 1]. By 1900, however, Canungra valley supplies and those accessible by bullock teams were decreasing. For some time the Laheys had been acquiring more land and by 1900 they had formed the firm Lahey Brothers and Nicklin (R. Nicklin had married another sister, Jane Lahey) which owned in the Tamborine Divisional Board area “5,220 acres of freehold land, also 6,400 acres of selections, and [held] under lease some 4,500 acres, being a total area of over 16,000 acres”.¹⁵ As well, the firm in 1887 had acquired land in Vulture Street, South Brisbane, for a city office and a depot; in 1888 saw and planing mills were established in Beaudesert, and in the 1890s other ventures, including ones

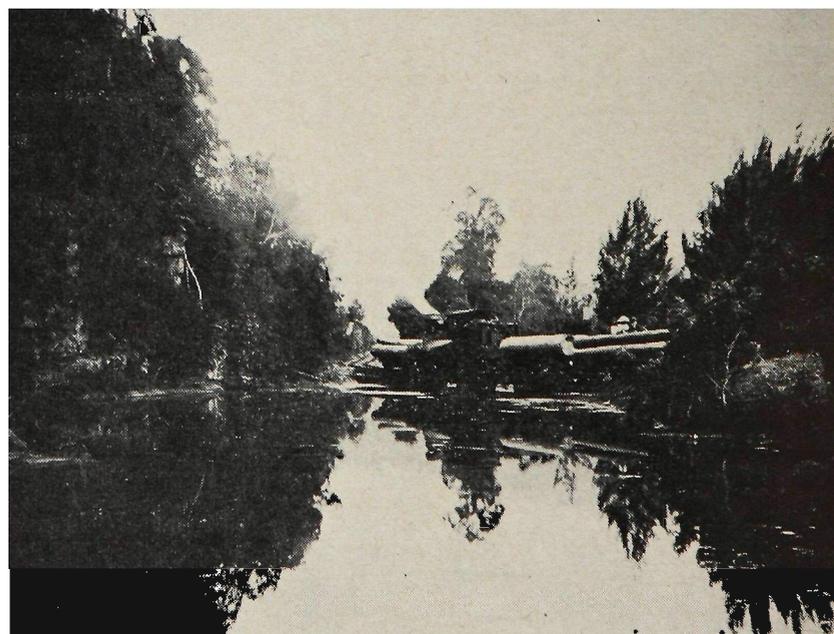


2. Hoop pine logs awaiting loading. Looking east on Coomera River, 10½ miles from Canungra.

in New Zealand, were initiated.¹⁶ Plans to use the timber on some of these holdings led to the building of the logging railway into the next valley, the Coomera, then known as Pine Creek.

A major problem was how to bring the logs from this valley to the mill at Canungra, and it was decided that some form of railway was needed. The types considered included: a cable railway; a rack railway, where the engine drove cogs meshed in a continuous track; a simple adhesion railway, with power coming from a steam engine whose driving wheels adhered to the rails, allegedly unsafe on gradients steeper than about 1 in 25; an assisted adhesion railway, where besides an engine's driving wheels a pair of independent engines drove horizontal wheels gripping a third rail between them. The type eventually chosen was a simple adhesion railway operated by geared steam locomotives.

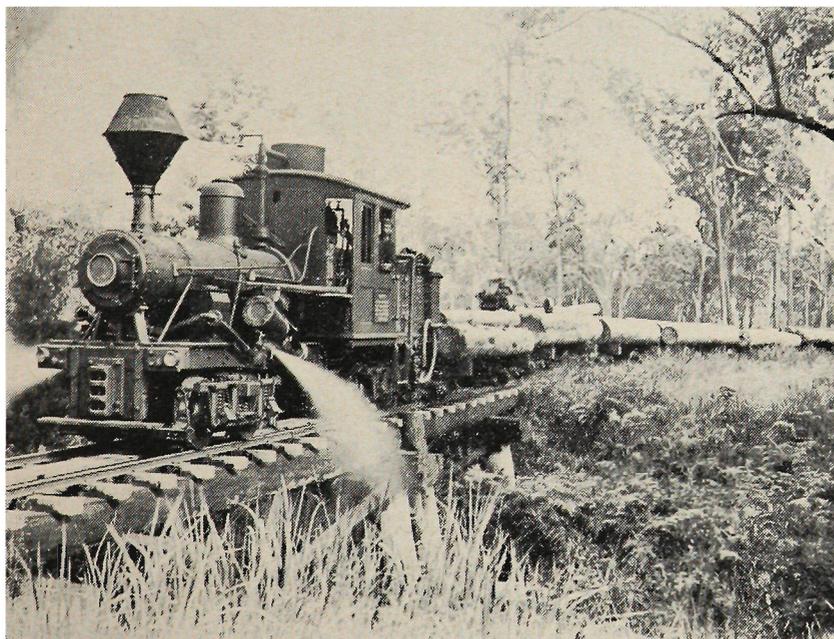
Costs had to be kept to a minimum, in the building of the line and in the purchase of rails and rolling stock. It took some three years to build 1.7 miles of line, operations beginning on 1 September 1903. The first problem was how to cross the Darlington range,



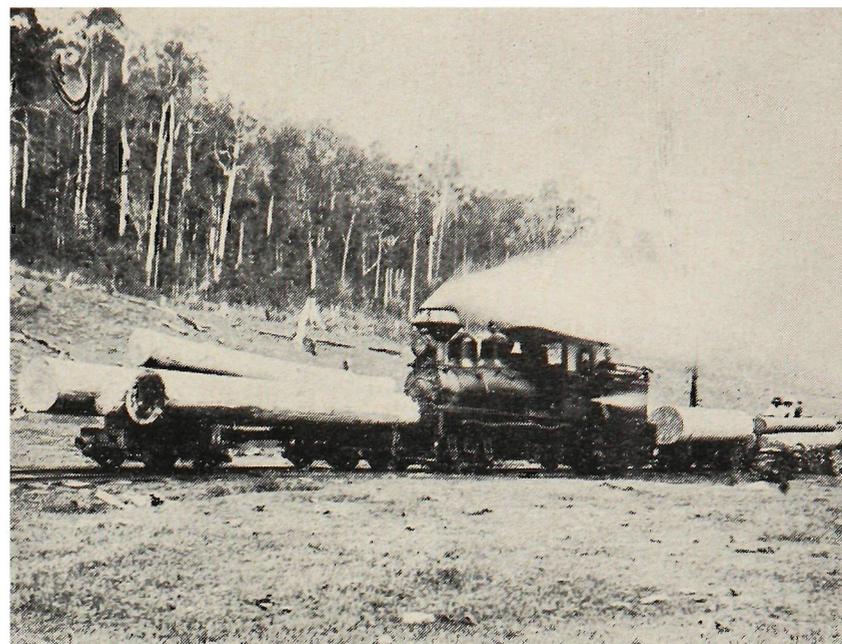
3. Low-level bridge across the Coomera River. Looking east, 5 miles from Canungra.

and even using a natural gap and building a tunnel about 5 chains long a gradient of 1 in 12½ stretched for three-quarters of a mile up from the Canungra valley. The possible alternative, constructing a long roundabout approach with heavy earthworks, was rejected as too expensive. This steep slope was to prove the most hazardous part of the line. "About 8 chains down from the tunnel a safety switch was put in running up a side spur on a grade of 1 in 4½ with a huge pile of sand at the top. The points were loaded so that they were always open to the safety switch, and were never allowed to be open to the main line except by the fireman and not until the train, fully under control, reached them. To make sure it would operate successfully in an emergency, a truck fully loaded was let go as soon as it got through the tunnel. The result was spectacular. The truck took the points like a flash, raced up the switch, and ploughed deep into the sand heap; but although they were chained, the logs kept going and speared on to the road on top of the ridge."¹⁷ During actual operations there was no serious accident on this steep slope, although over-much grease (a mixture of grease and graphite was used on the inside of the head of the outside rail to reduce friction on curves) and slippery grass often caused temporary loss of control.

Through the Darlington range, the problem was to get down to the floor of the Pine Creek valley in the shortest possible route but keeping as close as possible to the edge of the scrub, where the usable pine grew, to reduce the snigging costs. It was planned to snig cut logs down slopes by gravity and skids (log stages of different heights above the track to allow rolling the logs by hand on to the trucks) [see figure 2]. The ideal was for the line to follow the bottom edge of the pine scrub. This proved easy in some places but was often complicated by the number of deep gullies and waterways. Many bridges, usually of trestle type crossing high above the gullies, had to be built, using some of the abundant ironbark. The Coomera was crossed several times, either low level just above the water to allow flood debris to pass over [see figure 3], or high level some 20 feet above with central span and sheeted piers to



4. The original Climax locomotive. It had a horizontal boiler and transverse crankshaft driven by a cylinder on each side. The crankshaft was geared to a longitudinal shaft which was articulated and reduction geared to the four axles of the back and front bogies, which carried the whole weight of the loco and tender on a self-contained frame. The whole weight was thus available for traction, an advantage on the steep slopes and on the originally sharp curves of the line. The great disadvantage of the Climax was that as the longitudinal shaft passed over the axles the gear centres were not in the same plane. There is an interesting report on the working of this engine by H. Horniblow, Queensland Government Locomotive Engineer, dated 22 August 1904. He concluded that it would be "hard to beat for mountain ranges where only a low speed [it sometimes reached 10 mph but averaged about 6 mph] is necessary, but it would be rather slow for level country". Q.S.A. Tamborine Divisional Board records. COL/073.



5. A three-cylinder Shay locomotive. The original one used, of 16 tons, had a T-shaped horizontal boiler, with a two-cylinder vertical engine set outside the main frame in the middle of its length. The crankshaft was extended fore and aft by an articulated shaft which was geared to a large mitre gear on each bogie wheel on that side of the loco, so the whole eight wheels were drivers. As they carried the whole weight of the engine and gear on one side the boiler was set out of centre towards the other side. This gave it a comical, Emmett-like appearance when viewed from the front. Seen rounding a curve it looked even funnier for the crankshaft was parallel to the centre-line, the bogie gear shafts tangential to the rails, and the sliding universally-jointed shafts connecting them at yet another angle! Subsequently the company owned an 18 ton two-cylinder model, and then this 24 ton three-cylinder model, the bell of which is now at Binna Burra. A two-cylinder Shay is illustrated in photograph 8.

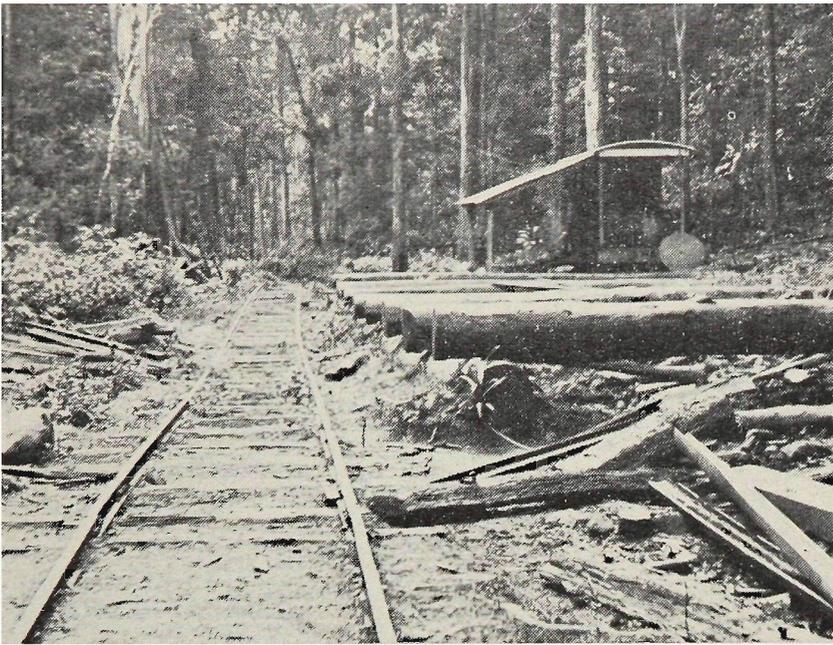
prevent debris catching. The main line was later supplemented by branches up the Flying Fox, Little Flying Fox, and Price's creek valleys.

It was planned to use cheap and easily obtainable rails for the straights, and expensive and difficult to acquire steel rails only for the curves, which were planned — again to save cost — to be as sharp as possible. (A radius of as little as 2½ chains was used, but was found to cause excessive wear on rails and wheel flanges, so the minimum radius was made three chains.) The wooden rails (5 inches square) proved a failure because they shrank and were soon replaced, though it took far longer before the truck wheels made for wooden rails with wide tread and deep flanges were changed.

The first steel rails were bought second-hand from the Railway Department and were known as "McIlwraith rails" because Sir Thomas McIlwraith, when Premier, had been responsible for their importation.¹⁸ These wrought iron rails rolled with a steel top proved faulty as the tops tended to separate, especially at the ends. With their tops cut off some gave reasonably good service, but were not as useful as a large quantity of 28 lb. rails subsequently imported from Belgium.

There was ample wood for sleepers, but some problems were found. Red stringybark sleepers had to be replaced after about twelve months, usually by bloodwood which proved most satisfactory. A sleeper mill was built but it was found more economical to split rough sleepers like oversize fence posts.

The main components of rolling stock are locomotives; two different types were used: a Climax, and later two-cylinder and three-cylinder Shay types [see legends to figures 4 and 5]. The trucks were far simpler: just two bogies, each having a bolster over its centre to carry the logs and connected by a pole the length of which could be varied to suit the bottom layer of logs. The trucks



6. Electric winding engine. The power house was $\frac{1}{2}$ mile away. On Little Flying Fox Creek branch.

had a separate brake for the four wheels of each bogie. The usual load on the unimproved line for the Climax was two trucks; for the Shay two-cylinder, three trucks, and for the Shay three-cylinder four trucks. Eventually, with improvements, only $1\frac{1}{2}$ miles of the line were limited to these low figures. Spare wheels came from the Government Railways, rejected because they were worn down to minimum acceptable dimensions.



7. On Laheys' line at tank on Coomera River, near hydraulic ram. Of these forty-one adults those positively identified are (L-R):

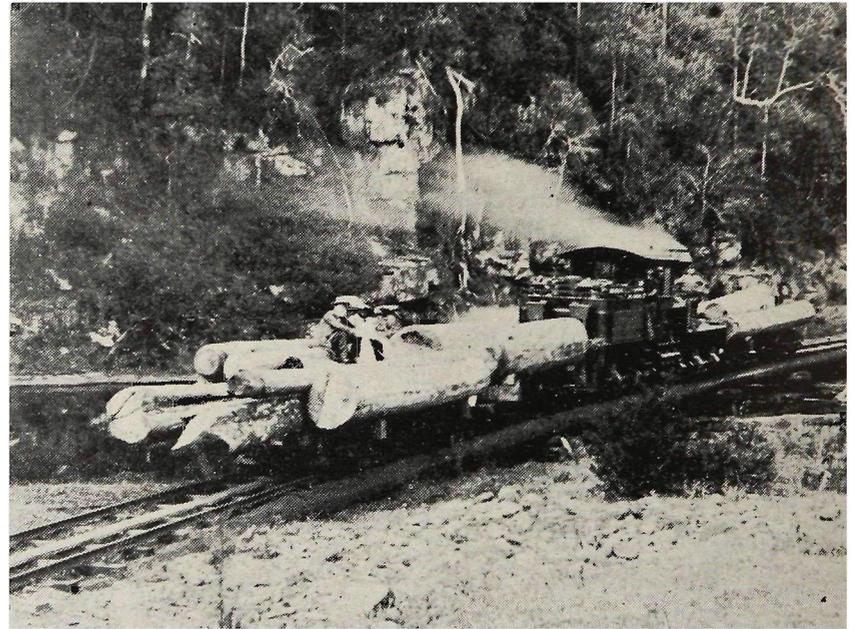
Back row: 1. Dr Siganto (Austrian, early Tamborine settler); 2. R. Bell (land agent); 3. I. Lahey; 5. J. G. Appel (M.L.A.); 8. Miss M. Delpratt; 12. Mrs D. Lahey; 13. Mr D. Lahey; 14. Mrs T. Lawton; 15. Mr T. Lawton; 16. Mr G. F. Nicklin; 17. Mr N. Lahey (half obscured).
Middle row: (seated) 1. Mr Brown (Stationmaster, Roma Street); 3. Mrs I. Lahey (with her first-born); 7. Mr Kidston (Premier); 8. Mrs J. Duncan; 9. Miss C. Ulcoq; 10. Mrs J. H. Delpratt; 11. Miss E. Persse.
Front row: 1. Mr Adams; 2. Mr O. Lahey; 6. Mr A. W. Henderson (Chairman, Tamborine Shire); 7. Mr J. Dunn (Secretary, Tamborine Shire); 11. Mr S. Kittle.

Also probably present, but unidentified, Messrs W. Drynan, W. Davidson, J. H. Delpratt, D. J. Smith, M. Sharp, R. M. Collins, J. W. Lahey, J. W. Rhoades. — Sharp, de Burgh Persse, G. Jennings, and G. Kibble.

The line was extended as millable timber near it was exhausted. Eventually the length of the line totalled 17 miles. Various adjuncts were built. For instance, an aerial ropeway was built from the end of a spur on Beech Mountain to the skids at the end of the Little Flying Fox branch to bring down the logs. "These were carried down by gravity in a continuous procession about 100 yards apart and controlled by a powerful brake on the backhaul, which was endless and brought up the empty carriers."¹⁹ This proved expensive to run, so was replaced by a road.

Later the first electric logging winch in Australia, complete with power house, was tried [see figure 6]. Again it proved uneconomical. The dynamo and winch were later used on a unique travelling gantry which enabled logs to be stacked in a shed at the Canungra sawmill even in wet weather when all the bush work had to stop.

From this mill, teams, each of sixteen bullocks, took the sawn timber to Jimboomba, a station on the Beaudesert line. The timber was then railed to South Brisbane.



8. Note passengers on logs. Drawn by the two-cylinder Shay the train is crossing a low-level bridge over Coomera River, looking north.

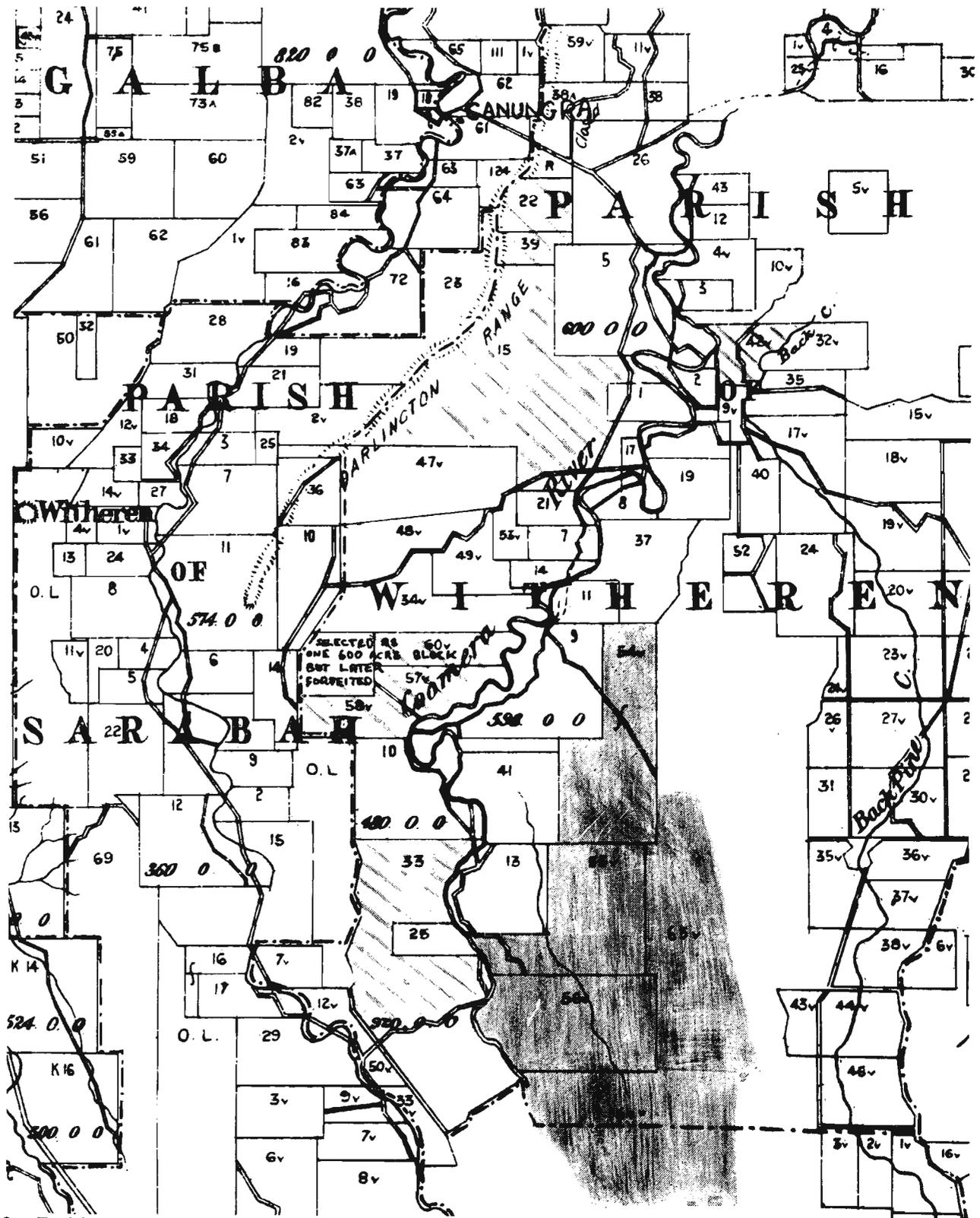
Before the logging railway had been built, the Laheys had been hoping for improved transport from Canungra to Brisbane. One of their reasons for signing a petition in favour of the creation in 1890 of a new Tamborine Divisional Board was because local roads were "in many instances dangerous and impassable", and because the existing Tabragalba Board controlled too great an area. They were active within the new Board in trying to have either a better road or a railway built to Canungra. In 1900 the Tamborine Board sought a loan of £40,000 to build a railway from Logan Village (three miles from Jimboomba) and the Lahey firm offered to lease this railway for forty years. Some opposition came from other rate-payers who felt such a railway would not benefit them. The Government, as it had already promised to build a line from Beaudesert to Christmas Creek, deferred approval of a loan to the Tamborine Board. In 1901 David Lahey had an interview with the State Treasurer about the proposed loan, but it was again deferred "in view of the present financial position of the State". A similar interview in 1904 was again unavailing. Meanwhile in 1903 attempts were made to improve the road and the Lahey firm offered to be responsible for the interest on and redemption of one-third of a suggested loan of £4,000 to the Tamborine Board. The firm's letter of 26 October 1903 claimed that they had spent hundreds of pounds on improving local roads; that the "Queensland timber industry is the most important pioneering industry in the coastal districts of the State"; that they had paid much to settlers for transporting timber. As they had spent over £9,000 in constructing their logging railway — and needed to spend far more to complete that

line, one report claims that its total cost was £26,000 — they were not in a position to pay for either a better road or a railway into Canungra. The Government proved unsympathetic and showed their opposition to immediate use of this area. It was claimed that “timber would not be brought in by this road, the haulage being too great to admit of profitable working, for years to come” and that the Government would gain rather than lose, if all the Lahey lands were forfeited, and that most of the land was too rugged and mountainous to be fit for settlement.²⁰

In 1910 the campaign was again led by Laheys Limited (which had been incorporated in 1908 with the four Lahey brothers and their brother-in-law’s son, W. L. Nicklin, as directors.)²¹ This time they again attempted to convince the Government led by Premier Kidston that a railway line should be built from Logan Village to Canungra. Their offer was that ratepayers of No. 3 division of the Tamborine shire would meet some of the cost of construction (3 per cent); the government would pay for the rest and then ratepayers would pay the costs above the revenue received from freight. On 5 and 6 May the Premier and other officials were invited to Canungra, to inspect the mill and private railway. A photograph [figure 7] taken on the Lahey timber line shows the gathering of the visitors and local worthies, only some of whom can now be identified. The visit and arguments about the possibilities of the area were enough to convince Kidston and to overcome the opposition from some of the Tamborine shire ratepayers, and construction of the line under the Railways Guarantee Act of 1906 was approved. The bill was brought before the House by Kidston’s successors, the Denham Ministry, in November 1911. The Secretary for Railways, Hon. W. T. Paget, in supporting the bill said that it was “largely a timber railway... Lahey Brothers, Ltd., have a large sawmill at Canungra and this is one of the justifications for proposing the line. At this mill at the present time they have eighteen teams taking the sawn timber to the railway and they have fourteen teams dragging log timber into their mill, as well as a private tramway that they have built. . . . There are 112 men employed in this mill, and in the township, which is practically dependent upon the working of this mill, are about 400 people.” He also claimed the line would open up land for closer settlement and provide access to “very beautiful scenery”. Little opposition was expressed in the debate although G. Ryland (Gympie) suggested the building of a State sawmill to com-

pete with the Laheys’ mill and he, supported by V. Winstanley (Charters Towers) claimed that those on the margin of the local government area should pay less than those most benefited. The line was begun on 22 August 1913 and was completed in the next year.²²

It was not only on this official occasion that the Laheys’ timber railway carried passengers. It was regularly used by locals to get into Canungra, [see figure 8], it became a scenic attraction for visitors — later they travelled in a T-model Ford converted to run on the line with 24 inch flanged wheels which allowed sufficient compensation for the steeper grades so that it could travel in top gear all the way — and at Christmas a train carried to a picnic the children of the district who were greeted by presents tied to overhanging trees.



9. Parish of Witheren and surrounding parishes. In the parish of Witheren is shown land taken up by members of the Lahey family. Those portions shown in oblique hatching were taken up under the Crown Lands Alienation Acts of 1868 and 1876 and those shaded were taken up under the Crown Lands Act of 1884.

The railway was no longer necessary by the 1920s, since most marketable timber had been cut. Lahey Brothers went into voluntary liquidation in 1921, but operations continued,²³ and acting for the company one of David Lahey's sons, Romeo, turned to another pioneering work, building a road to reach the timber on Mt. Cainbale. During the lifetime of the timber railway, it has been estimated that it carried 128 million super feet of timber. But now only a few reminders of the line can be traced: some of the sleepers are fenceposts; some of the steel rails are decking grids on subsequently built roads; some of the earth and bridge works are used by these same roads; the bell of the three-cylinder Shay is at Binna Burra [see figure 5]. This name introduces a surprising development from this venture which had destroyed so much of the glory of the old bush — the permanent preservation of some 47,000 acres of the adjoining country as the Lamington National Park, with its two tourist centres at O'Reilly's and Binna Burra.²⁴ The agitation for the declaration of a park in this area was begun by R. M. Collins in 1896 and was to be carried on from 1911 to 1915, while the Canungra line was still working, by R. W. Lahey. Arthur Groom, who later came to love these mountains, has written a glowing tribute to R. W. Lahey and has traced his campaign to win the support of the government for a national park. Groom writes that Romeo Lahey could see "in his father's and uncles' giant sawmill . . . the ultimate denudation of the hills. . . . As one side of his mind worked and studied the problems of the sawmilling industry, the other half grew to love every living thing in the McPherson Ranges."²⁵ Likewise Francis Ratcliffe has written "although no one had a greater love for trees and wild mountain jungles, he [R. W. Lahey] was fated to earn his living by destroying them . . . the man who has worked hardest to further the cause of the preservation of Queensland's most beautiful forests is a partner in a timber firm."²⁶

It is indeed ironic that the existence of the Lamington National Park has ensured that zoological and botanical records dating as far back as Antarctic beeches will endure, while the complete disappearance of this Canungra logging railway shows the urgent need for action to preserve records of recent human endeavour.

REFERENCES

1. These plates were presented by a descendant of W. J. Stark to Mr E. Hollywood, the head of the University of Queensland's Photography Department. The History Department of the University, and the Oxley Memorial Library of Queensland, paid for prints from these plates. The prints, over 550 in number, showing views of parts of Northern N.S.W. and Southern Queensland, are now deposited in the Oxley Memorial Library.
2. See N.S.W. *Government Gazette*, 27 Oct 1843, 18 Nov 1845, 28 May 1847 and 1 Feb 1848.
3. Some of these letters are quoted in Arthur Groom, *One mountain after another*. Sydney, 1949, pp. 43-57.
4. Queensland *Government Gazette*, 9 Apr 1870 describes the boundaries of Pine Creek. Q.S.A. CLO/13; 35/1315; SCT/CD9, LAN/P3 and SCT/CD21 give details of transactions.
5. Diary 27 Dec 1852, Oxley Memorial Library.
6. This, and following quotations in the text, are from a talk by R. W. Lahey later printed in the *Beaudesert Times* of 19 Mar 1954. His assistance, and that of his daughter Miss A. Lahey, in preparing this article are gratefully acknowledged.
7. E. G. Heap, "In the wake of the Raftsmen", *Queensland Heritage*, volume 1, number 3, p. 12.
8. R. J. Smith to Under Secretary for Public Lands, 26 Sep 1882. Q.S.A. Lands open for selection file, no 81, LAN/AI 3.
9. See Unoccupied Crown Lands Occupation Act, 1860, 24 Vic No. 11 Pastoral Assessment Act, 1864, 28 Vic No. 20 Pastoral Leases Act, 1869, 33 Vic No. 10 Crown Lands Alienation Act, 1876, 40 Vic No. 15 Crown Lands Act, 1884, 48 Vic No. 28 Crown Lands Act, Amendment Act, 1886, 50 Vic No. 33, and regulations under that Act published in the *Queensland Government Gazette* 13 Oct 1888, p. 539.
10. "In one inspector's count, Nixon had sixty-two logs of cedar totalling 54,000 superficial feet left in the forest". Groom, *op. cit.* pp 74-76.
11. R. W. Lahey, *op. cit.*
12. *ibid.* See also Edith M. Lahey, *Laheys of Bellissima Forest*, privately printed, 1942, pp. 1-12 and 59-62. See also Edwin Franklin, *Records of the early days of Canungra*, Beaudesert Times, 1935.
13. R. W. Lahey, *op. cit.*
14. Edith M. Lahey, *op. cit.*, p. 12. In contemporary letters by the Laheys it is spelt "Canungera". Beenleigh Land Agent's District C.L. Acts of 1868 and 1876. See Q.S.A. COL/073.
15. Lahey Brothers and Nicklin to Tamborine Divisional Board, 3 Aug 1900. Q.S.A. COL/073. See map. Despite the proclamation of 10 Mar 1883 (see note 8) selections of 1,280 acres made by members of the Lahey family were queried by Lands Department officials, and the maximum area allowed to be selected was limited to 640 acres. See file for Agricultural Farm 3321, selected by Isaiah Lahey.
16. Edith M. Lahey, *op. cit.*, pp. 12-17.
17. R. W. Lahey, *op. cit.*
18. See "Steel rails case" discussed in D. Dignan, "Sir Thomas McIlwraith", unpublished B.A. thesis, University of Queensland.
19. R. W. Lahey, *op. cit.*
20. Petition dated 1 June 1890 signed by ninety-four people, including James W., John W., Isaiah, T. G., and D. Lahey. The Tamborine Divisional Board (T.D.B.) was set up in 1890. Letter Lahey Brothers and Nicklin (L.B.N.) to T.D.B. 3 August 1900. Petitions opposing railway 9 Aug and 12 Aug 1900. T.D.B. advertisement for loan in Queensland *Government Gazette* 4 Aug 1900, p. 301. L.B.N. to T.D.B. 24 Aug 1901; David Lahey to Denham 1 Oct 1904; L.B.N. to Denham, 26 Oct 1903; W. J. Scott, Under Secretary for Public Lands, to Under Secretary, Home Department, 14 May 1904. Q.S.A. COL/073. Edith M. Lahey, *op. cit.*, p. 57 gives the amount for cost of railway.
21. Q.S.A. Company file, no. 10 of 1908. Edith M. Lahey, *op. cit.*, p. 24.
22. The estimated cost of the line was £96,000. Plans were tabled in the Legislative Assembly on 10 Nov 1911. (Queensland *Parliamentary Debates*, CIX, 2111) and debated on 28 Nov (Q.P.D. CX 2424-9).
23. The final meeting winding up the company was held on 9 Nov 1949. On the 125,000 shares, the liquidators repaid £3/2/3.264 per share, making a profit on realisation amounting to £2/2/3.264 per share. It was resolved "that the books of account and documents of the liquidation be destroyed immediately". Companies File 10 of 1908.
24. There were originally 47,000 but there are now over 48,100 acres. See Groom, *op. cit.* pp. 82 and 204.
25. Groom, *op. cit.* p. 77.
26. Francis Ratcliffe, *Flying fox and drifting sand* (Sirius ed., 1963) pp. 171-2.