

THE MOUNT BAUPLE SUGAR INDUSTRY

This publication is primarily based on the establishment of the Bauple Sugar Industry. In particular it covers the period up to the closure of the Mount Bauple Central Mill in 1951. Information has been taken from many publications and photographs come from many sources. The difficulty will be to give credit to the correct origin of all the obtained information (see appendix at rear).

INTRODUCTION

Sugar production started in Queensland in 1862 and at Bauple in 1880. The industry went through dramatic changes in its early years and certainly the Bauple area was to be a major player in the transformations that followed.

Now, there is but one district sugar mill, the Maryborough Sugar Factory Ltd, whereas there were once 36 mills and Mount Bauple Central Mill was the largest at the time.

Today there are 200 growers in the Maryborough region, whereas once there were more than 500. In Bauple today remains but 6 cane farm owners. However today's average annual tonnage of ????? is greater than that ever crushed by the Mount Bauple Central Mill.

History will say that the Mount Bauple mill was considered as being in the wrong place and seldom had an adequate cane supply.

WHY BAUPLE?

The district around Mount Bauple offered the nearest rain forest land for settlers who missed out on Crown land in the two Maryborough Agricultural Reserves. The Bauple district with its patches of fertile volcanic soil attracted the adventurous. Among the first were George Gee and Jorgen Kjerulf Jensen who both selected land in July 1879. The blue-eyed, red-haired young Alexander MacKellar whose name became synonymous with Bauple purchased a square mile property he named "Cowal".(purchased from John Walker of Walkers Ltd.). In 1883 he went to Bryrium to learn sugar making and met his future wife, Edith Willoughby Biddles.

SIGNIFICANT DATES IN THE HISTORY OF BAUPLE SUGAR

1860 Gootchie Station taken up by Graham and Puller
1862 Parents of Charles Tait Cunningham arrived in Brisbane
1864 William Hurts arrived in Brisbane on the sailing ship "Sunda"
1869 Charles Augustus Stringer purchased portion 2 160 Acres 27/10/1869
1870 Inkers moved to Bauple to "Tring Farm" portion II 31/1/1870
John Walker selected "Cowal" Portion 9A 23/2/1871
1873 John Stratford arrived in Maryborough on the sailing ship "Gloucester"
1874 14A selected by T.Chapman and T. Buffey; 3A selected by William Hunt
1875 Henry Missing bought Gootchie Station; C.A. Stringer purchased 21A.
1876 Hurts purchased land in Bauple. John Stratford married Alma Inker

- 1879 George Gee and Jorgen Kjerulf Jensen selected land
- 1880 John Stratford with wife and son George moved to "Tring Farm"
Tiaro divisional board established
- 1883 Captain MacKellar purchased "Cowal" from John Walker on the 5th Nov 1883.
James Smith Isbister, arrived in Maryborough on the "SS Shenir" from the
Orkney Islands and went to Bauple to work for Joe Bates.
- 1885 Capt. MacKellar married Edith Biddies of Bryrium. 27/4/1885
- 1887 Jack MacEllar arrived in Brisbane on 877 ton "Closeburn" 28/9/1888
- 1890 Sheehans settled on Gootchie creek
- 1893 Charles Tail Cunningham engaged in general farming in Bauple until 1896
Public Meeting appointed Negus, Mackellar, Lester Biddies, N.Proctor and
W.Hurt to list land available to grow sugar cane
8/12 H.B.Black attended meeting of 30 farmers in MtBopple Provisional School
and resolved to form Mt Bauple Central Mill Co. with capital of 20,000 Pounds
L.H.Biddles (chairman) A.Mackellar (secretary) F.Stringer (treasurer) J.Bates,
J.Stratford, J.Puddle, W.Ashton were appointed provisional Directors
- 1894 M.Murphy selected 88V; Mary McKellar with sons McIntosh James and Charles
and daughter Ada arrived in Maryborough on the S.S."Jumna"
- 1895 Walkers Ltd awarded contract to erect Sugar Mill; J.S.B.Davis(Jack) purchased
land and called his property "Wuthering Heights"; 6/9/95 portion 88V ordered to
be surveyed for township; W.S.Hurt selected 86V; George Gee selected 87V;
A.E.Cameron selected 65V; James Dempster selected 70V
- 1896 12/7 Mt Bauple mill started crushing and crushed 10,481 tonnes of sugar cane
for production of 999 tonnes of sugar; M.Murphy forfeited 88V 89 acres
- 1897 4 km's of 2 feet tramline installed to bring cane from farms to Mill.
- 1899 Mt Bauple Mill crushed 20,465 tonnes of cane
- 1903 Mrs Hendersen and children, William, Elsie, and Allan came to Bauple.
'Sydney Belle' brought last cargo of Kanakas
- 1906 'Sydney Belle' returned the last of the Kanakas
- 1907 3ft' 6inch railway link to Gundiah completed at cost of 16,854pounds 9shillings
and 5pence (\$33708.94) and began operating in October of that year
- 1908 Frederek and Christina Bertram arrived in Bauple with three children, Arthur,
Lillian, and Jessie
- 1927 Farmers Co-operative resumed control of the sugar mill
- 1951 Mount Bauple Sugar mill Closed

THE START OF SUGAR MILLS

During the period after 1862, the crushing of sweet juice from cane was carried out at many small privately owned "mills". Others grew and crushed their cane and sent the juice for purification and crystallisation to "juice mills", or distilleries.

First mill to crush was the Central Mill established by sawmillers Gladwell and Greathead in 1867 (8 kilometers from Maryborough, on western side of Mary River).

The trend towards more economic and efficient crushing at larger mills commenced during the 1880's, by which time large amounts of capital were being invested in the sugar industry, and large plantations were being established.

Plantations proliferated in the Maryborough area, but the most significant initiative at the time was the conversion of the Yengarie meat extraction plant into a sugar refinery. It was a cheap means for farmers to crush their own cane leaving the process of sugar manufacture to experts. Yengarie closed when the economics of central crushing mills rendered the juice mill system obsolete.

The Griffith Government, intent on keeping the sugar industry viable, allotted a large sum of money (£50,000)(\$100,000) to assist the formation of co-operative groups of farmers to plant and supply cane to specially erected district mills that formed part of the co-operative scheme. Thus began the Government sponsored Central Mill system.

The first two mills to be erected under this scheme were at North Eton and at Racecourse in the Mackay area and they made their first crushing's in 1888.

Pacific Islanders were indentured to provide labour to operate the larger estates, and though Kanaka labour had been used from as early as 1863, the heavier demand generated by the industry's expansion led to a shortage of volunteers which ultimately led to the notorious "blackbirding" which stains Queensland's history. A Royal Commission appointed in 1885 condemned the kidnapping and forced employment of islanders and compelled the Griffith Government to enact legislation to abolish the importation of Polynesian labour after a five year adjustment period. A petition drawn up by farmers in the Mackay district was presented to Parliament shortly afterwards seeking Government assistance to set up cane growing with white labour.

1893-1904 STAGE 1 OF BAUPLE MILL (Shareholder owned)

Summary of Bauple mill (Capacity 50,000 tonnes)		(in other publications ???)
1896	10481 tonnes crushed	?? 10480 tonnes
1897	12326 “ “	?? 12204
1898	15465 “ “	
1899	20633 “ “	20465
1900	7972 “ “	
1901	13214 “ “	
1902 (drought)	nil “ “	?? 133 tons
1903	7991 “ “	
1904	Government took control	

A public meeting on 1 September 1893 supported the Mackay Central Mill League which was lobbying for assistance for finance under the Griffith Government sponsored Central Mill system.

Messrs Negus, MacKellar, Lester H. Biddies of Cooyah, H.Proctor and W. Hunt were appointed to list the land available in the Bauple area for cane production.

Tiaro farmers had no local central mill since the closure of the Good Hope mill in 1875 and had turned to other crops.

They joined in the movement but when the Sugar Works Guarantee Bill was introduced to parliament in October 1893 its supporters were dismayed when Clause 11 required the mortgage to the Government of land equal in value to the mill. This was impossible until a clause was added assessing land at its value after the mill was erected.

In practical political terms, the mortgages were unenforceable however the land was valued.

H.B. Black attended a meeting of 30 farmers in the Bopple Provisional School on Friday 8 December 1893 which resolved to form the Mount Bauple Central Mill Company with a capital of £20,000 (\$40,000) in £4 (\$8) shares.

They elected L.H. Biddies Chairman, A. MacKellar Secretary, F. Stringer Treasurer, J. Bates, J. Stratford, J. Puddle and W. Ashton as provisional directors.

Five days later the company was incorporated.

Shareholders were required to mortgage their land to the Government and to cultivate and supply to the mill at least four hectares of cane each year.

The statutory meeting on 30 January 1894 at the Company's registered office at "Cowal" elected the first directors, L.H. Biddles, Larsen, Puddle, Dempster and Captain Alexander Mackellar who remained Honorary Secretary.

Applications for land at Bauple poured into the Gympie Land Office and several selections had to be allocated by ballot. R.W. McCulloch, appointed by the Department of Agriculture as valuer of sugar land, arrived in Maryborough in February 1894 and found the value of shareholders' land exceeded the amount needed to build the mill. Shareholders had 296 hectares of land cleared and cultivated, qualifying the company for an initial advance of £26,000 (\$52,000) on 30 December 1895, another £6,500 (\$13,000) being advanced in the subsequent five years.

When shareholders met at Cowal on 9 April 1894, the company had 31 members guaranteeing 182 hectares of cane for the first crushing in 1896. MacKellar's offer of a mill site on the northern boundary of Cowal was accepted unanimously.

Most of the shareholders were local residents including Jens Larsen, James Puddle, Jacob Ammamin and John Burkhaust, John Cooley, George Gee and his son George, Florence Cadell, Henry and William Proctor, Graham Smith, Cornelius Green, Joseph Shaw, F. K. Stringer, J. H. Perkins, Walter Puddle, Thomas Chapman, Frederick and Edward Baker, Peter Thomson, Malcolm Macdougall, J.S. Blackburn and W.A. Blackburn, most of whom had 50 shares. John Stratford subscribed for 75. Charles J. Jensen, Otto Mikkelsen, Percy Biddies of Bryrium and John Mackellar each had 100, Joseph Bates 125, L.H. Biddies 150 and Alexander Mackellar subscribed for 500 shares. Jeremiah Connors the Tiaro butcher and the carpenter Alex E. Cameron also joined the company. Non-resident shareholders included William Harrington of Walkers Limited, the school teacher John Shotten and John Dunlop, brassfounder of Maryborough. During 1897 the Scougall family — Alice, R.W., Walter H., Percy B. and S.A. Scougall — took up shares, followed in 1898 by W.R. Hartnell, originally in partnership with Edgar Millard.

Maryborough ironworkers convened a public meeting in April 1895 to pressure the Government into requiring the Central Mill Companies to buy only from Queensland firms. There was much pleasure when Walkers' was found to be the lowest of the five tenders for Bauple Mill. Unlike the majority, the Bauple Company had prepared its own plans and specifications to facilitate an objective comparison of the bids. Even at £27,500 (\$55,000) the price was beyond the company's means and the plans had to be trimmed, resulting in the omission of the planned shredder, a costly economy in terms of the loss of extraction of sugar. Once the contract was let, Walkers immediately

called tenders for brick making and two pit sawyers were at work in June 1895 cutting timber for the mill building which was erected by Griffith & Co.

The establishment of a township followed, the Government enraging local sentiment by gazetting the name Raby instead of Bauple. The first shop was erected by Hopper the butcher and opened on 1 July 1895. J. Harwood erected a second and J. Job bought a site for a store; all were Tiaro men. The establishment of a hotel was defeated at a local option poll on 3 August. Bauple remained dry. When Dempster applied for a license in 1899 prohibition was still in force. Many a mill worker made the long trek to Tiaro after pay day per boot.

Work erecting the mill machinery was supervised by visits by the Government inspecting engineer, Fiddes who had supervised the erection of the Maryborough Sugar Factory. On his advice, a water tower was added to cool and recycle water, conserving the supply from the dam on Turkey Creek.

Two small cottages were built for staff and an overhead winch added to save labour unloading cane at the carrier. The first season's output of raw sugar was sold to the Queensland National Bank's subsidiary, the Millaquin and Yengarie Sugar Company, before crushing began. Steam was first raised on 25 June 1896 and crushing began without ceremony on 13 July 1896.

The mill was large compared to the Maryborough Factory, its rollers 137 centimetres wide and 71 centimetres in diameter, having a capacity 50 per cent greater than those of the Maryborough mill. Three multitubular boilers provided steam, the clarifiers and subsidisers each had over 13,000 litres capacity and the single large vacuum pan fed six centrifugals.

Nominally able to crush 50,000 tonnes in a season, the mill had only 202 hectares of cane in the first year. It crushed 10,481 tonnes of cane to produce 999 tonnes of sugar.

Crushing was only underway a month when it was halted abruptly by Supreme Court injunction. The mill effluent fed into Turkey Creek, a tributary of Tinana Creek, source of Maryborough's water supply. Dr. Daniel March, the Municipal Analyst, had prepared a scheme to prevent pollution before crushing began and met the directors at Bauple in July. They endorsed his scheme and promised to implement it under his supervision. Contracts were let immediately for holding and treatment tanks, but pending its completion, little was done to prevent mill refuse reaching the creek.

The Council's Health Committee were incensed and on Saturday 8 August sought and obtained a Supreme Court injunction halting crushing. On Monday all hands were put on to complete the scheme; crushing resumed next day under March's supervision. The scheme was not totally satisfactory. The Government Hydraulic Engineer, J.B. Henderson, prepared a scheme requiring a 90,000 litre two compartment storage tank for polluted effluent, and a 10,900 litre two compartment purifying tank fitted with a steam coil. Potassium permanganate was used to oxidise the contaminants before release of the effluent into the creek.

In 1897 the mill worked only one shift for lack of cane but incurred considerable overtime, increasing costs. Fiddes, the Government Engineer, visited several times

during the year and ordered a number of alterations to improve mill performance. Eastick of the Millaquin and Yengarie Sugar Company kindly loaned Bauple a chemist and Alex Mackellar visited Gin Gin after the season to learn from their experience.

Expecting a bigger crop in 1897, directors hoped to crush around the clock, meaning two eleven hour shifts. The mill had electric light but a tramway was necessary to bring enough cane by day to supply the mill for the night shift. Two miles (3.2 km) of portable tramway and 70 trucks were ordered.

Directors understood the need for more cane and before the mill was built, planned to construct an eight kilometre railway linking the mill to the Government Railway. Despite support from the Maryborough Chamber of Commerce, the approach to the Government for funds failed. As a stop-gap measure, the Tiaro Divisional Board sought a £300 (\$600) grant to improve the Tiaro to Bauple Road to take the heavy cane and raw sugar traffic. Directors did what they could to improve transport.

A four kilometre tram line tapping the selections as far as Puddle's was ready for the 1897 season. Operated by horses, it quickly proved its value during a shortage of carters but the portable track was too light for the task. Rails were ordered for a permanent track and the contract to prepare the roadbed awarded to Griffith. More was laid in 1899, forty more trucks constructed and portable track restricted to transporting cane trucks into the fields. The tramline was deviated in 1903 to improve gradients, tapping the farms of McIntosh, Davis, Ferguson, Kellewell, Smith and Larsen by not simply following the main road.

The company lacked enough cane for economical operation of the mill; it crushed only 12326 tonnes in 1897. This was only a quarter more than the 1896 crop and 98 per cent came from shareholders. Unlike the Maryborough company, the Bauple company paid a realistic price for cane, eight shillings a ton free of cartage. The 1897 sugar was sold to CSR returning a profit of fourteen shillings per ton of sugar after paying interest to the Government. The next crop was larger but still only sufficient for a single shift, the mill crushing 15465 tonnes of cane at an average rate of 14.6 tonnes per hour.

The engineer Alfred Benjamin Martin, formerly a senior engineer at Walkers Limited was appointed manager in 1899. He had supervised the erection of Marian Central Mill near Mackay, and become that company's first manager, returning to spend the 1898 season in charge of the Maryborough Factory. Alexander Mackellar relinquished the secretaryship and was succeeded by D.S. O'Gorman whose bookkeeping was praised by the Government Auditor. The company hired John Steel as chemist, but he resigned at the end of the season, accepting an offer with the Bauple company could not match and he could not be replaced.

The 1899 crushing totalling 20633 tonnes, ended with two exceedingly dry months. The 1900 crop was miserable, over half of it frosted. Only 7972 tonnes were crushed and much of that should have been rejected. The inevitable loss just exceeded the Government interest bill of £1582 (\$3,164). Planting of cane was also affected and limited the 1901 crop to 13214 tonnes. Careful management produced a profit of

£1700 (\$3,400), enough to wipe out the previous year's loss, but the company had repaid only £508 (\$1,016) of the original loan.

When the savage 1902 drought struck, the mill did not crush all, limiting the loss to the interest bill plus the salaries of manager and secretary. The drought broke in December and although the cane was backward, 7991 tonnes were crushed in 1903, taking two tonnes of firewood for each tonne of sugar produced. A.B. Martin was praised by the directors for his performance under adversity. His term was later remembered with nostalgia, especially for his good relations with farmers. Some of the 1903 crop was harvested by gangs of white cutters in preparation for the termination of coloured labour. Such cane attracted a bonus of more than four shillings per ton which roughly met the extra cost.

The ending of Island labour in 1906 brought trauma to those deported but caused few problems for the sugar industry at Maryborough. Bauple growers were much more affected by the change in Government. Arthur Morgan succeeded Robert Philp as Premier on 17 September 1903 and wanted to end the continued losses of the central mills. Bauple alone was £5743 (\$11,486) in arrears. Dr. Walter Maxwell, appointed Foundation Director of the Bureau of Sugar Experiment Stations in 1900, was commissioned to investigate all the Government mills. His report in February 1904 recognized that Bauple directors had acted honourably and recommended that it, like Gin Gin, be allowed to remain under local control, subject to technical supervision by the Bureau of Central Mills.

The Government took control of the price for cane, the selling price for raw sugar, capital works, and measures to ensure an adequate cane supply. The price for cane was set at ten shillings (\$1) for shareholders and nine (90cents) for others with no extra for forest land. From 1 July 1904 growers had interest on their advances reduced from eight to six per cent, using Government loan funds instead of bank overdraft. Maxwell visited in August and he met a number of shareholders. Under the cooperative arrangement, he lacked effective power when there was disagreement and late in 1904 he formally took possession of both Gin Gin and Bauple for the Government.

1904-1925 STAGE 2 OF BAUPLE MILL (Government controlled)

Production summary

1904	??	1911		1918
1905	??	1912	24769	1919
1906		1913		1920
1907		1914		1921
1908		1915		1922
1909		1916		1923
1910		1917		1924
1925				

In its early years the Mount Bauple mill appeared to have a better future than the smaller sugar factory at Maryborough, but it soon became evident that it had insoluble problems. The good years could not wipe out the accumulated deficits of the bad years and return enough profit to adequately maintain and improve the mill.

When the Government took possession of the mill it acquired the Company's books, but the Mount Bauple Central Sugar Mill Company continued as a shell without any assets. The annual meeting in 1906, the first held after the takeover, elected new directors, and annual returns were forwarded regularly to the Registrar of Companies. Alexander Mackellar told the meeting that Premier Kidston had stipulated that if the mill became free of debt, all cane suppliers must be admitted as shareholders. When the mill was finally returned in 1927, the old company was dissolved and all suppliers became members of a cooperative.

A Canegrowers association was formed in 1906 and became watchdog of Government administration. Bauple established a branch of the Australian Sugar Producers Association soon after its formation in 1907, and it appointed Goldner as Weighbridge Check Clerk to ensure growers were paid fairly. Under the Sugar Works Guarantee Acts Amendment Act, title deeds were returned to shareholders on 22 August 1908 at those mills where the Government had taken possession.

When Maxwell took control for the Government, he ended the provision of teams to haul cane to tramway or mill. It was a subtle means of improving field cultivation by forcing farmers to obtain their own horses besides saving cartage costs.' A.B. Martin, retained as manager under Government control, told the Sugar Industry Labour Commission in 1906 that the changeover from Pacific Island to white labour had largely been accomplished. Due to its proximity to major towns such as Brisbane, Gympie and Maryborough, he expected no labour shortage.

An early improvement at all Government Central Mills was better accommodation for itinerant workers. Single and double rooms replaced the large dormitories and mattresses were provided for the first time. When the manager was fumigating the barracks with burning sulphur one mattress took fire but was quickly brought under control with one of the chemical fire extinguishers the Government had supplied.

An early decision was made to connect Bauple to Gundiah by three feet six gauge railway. Moreton Central Mill at Nambour had more cane than it could crush and the expectation of Bauple crushing cane from centres such as Cooroy and Cooran influenced the choice of the Gundiah rather than the Netherby route. W.E. Desplace as Inspecting Engineer for the Government Bureau of Central Sugar Mills inspected the route in 1907. The steepest gradient was 1 in 41, not much worse than the 1 in 50 that then applied on many main lines on the Government railways. He maintained it was the best route but it proved less convenient, less direct and less economical than the Netherby route which the railway surveyor Macarthur had previously selected. Work began in February by day labour. Progress was delayed by unseasonal rain in May and June and many men left to get higher pay on railway construction in the north.

Although Government intervention may have caused concern, it was to prove beneficial in one respect, for it gave each of them a voice within Government ranks. For Bauple it proved to be more, because the next year it was decided to provide the necessary rail link to the mill.

The 3'6" (1.067m) gauge tramline was proposed to connect the mill with the North Coast Line at Gundiah. Supplies of cane grown beside that line which had been processed elsewhere previously were then to be channelled over the new tramway to Bauple to ensure adequate supplies for the machinery. The sugar produced from this, and from local supplies, was then to be railed out over the same line and on to markets. It was estimated that the saving in cost of horse haulage to Tiaro would be equal to 5% interest upon the estimated cost of the tramline.

When the 1907 sugar season began, labour became scarce and the line was finally opened in October. Planned to be 10 kilometres long, another 700 metres and a big bridge were added when the Railway Department required the connection to be relocated to the northern end of Gundiah. The embankments sank in the big wet of 1908 and there were some washaways. The estimated cost of £11245 (\$22,490) was exceeded by 50 per cent, adding substantially to Bauple's debt, but it was the only hope of securing sufficient cane for economic survival.

The number of suppliers grew dramatically, from 49 in 1904 to 119 in 1908, the first full year with the railway connection. Suppliers numbered 202 by 1911 and numbers remained slowly drifted until they doubled in two years to reach 365 in 1924.

The line to Gundiah was used to haul cane from Pialba immediately it opened in October 1907, a locomotive being hired from the Railway Department. Maxwell secured half the Pialba crop in 1908 but little cane came from the Nambour district. Bauple, Maryborough, Childers and Dooibi mills all looked to Pialba for cane and growers there enjoyed the fruits of competition. Bauple growers were incensed that their mill paid far more for Pialba cane which often arrived stale than for the local supply. Pialba growers received 12 shillings and sixpence (\$1.25) with the mill paying rail freight compared to nine shillings and sixpence (95cents) plus cartage allowances at Bauple. The antipathy towards the "outside" growers was exacerbated by the 1908 cane price case.

Maxwell came to Bauple on 12 May 1908, and met Scougall, Baker and Stafford representing the shareholders. He offered ten shillings a ton for cane plus a bonus of one shilling (10cents) for every shilling (10cents) by which the price of sugar exceeded £9/1/6 (\$18.15). The offer was put to a meeting of growers on 16 May 1908 and accepted after prolonged discussion. The season went well with 12612 tonnes from the Bauple area and 9628 tonnes from five sidings on the Pialba line, the mill having provided loading derricks at Urraween, Nikenbah and Takura. Mungar supplied 1009 tonnes and 281 came from Degilbo, Netherby, Kanyan and Curra. As £11/0/11 (\$22.10) was obtained, the price payable was 13 shillings and fourpence (\$1.33), tenpence (9cents) more than the flat rate paid to Pialba growers. Bauple growers were contented until 7 December when they learned they were not to receive the bonus. Although an extra shilling (10cents) was paid for standover cane and an allowance paid to those without tramline, Bauple cane still cost three shillings and sixpence (35cents) a ton less than Pialba cane.

Correspondence with the State Treasurer proved fruitless and a test case was taken to the Tiaro Small Debts Court on 7 October. William Ferguson sued W.L. Fowles, Under Secretary of Treasury, for thirty pounds ten shillings, (\$61) the amount he maintained he was underpaid. The Police Magistrate heard evidence from

R.W.Scougall, President of the Bauple Cane Growers Association, supporting Ferguson and from J.C. Flanagan the accountant and William Langdon, the manager for the Government. Langdon had succeeded Martin as Manager but after nine months resigned to become a Commercial Traveller. The Magistrate ruled no contract had been made and Ferguson lost his case.

The growers appealed to the Supreme Court at Maryborough but the Treasurer eventually had the case transferred to Brisbane. It opened on 16 May 1910 before Judge Shand and a jury of four. Scougall repeated his evidence, supported by Frederick Baker and John Stratford. Scougall had taken notes at the time and spoke of a three hour battle at the meeting which finally accepted Maxwell's offer. He repeated Maxwell's comment to those who wanted to have the same price as offered to Pialba: "You'd be perfect fools to come under the same agreement as they are not in the same street with you". Louis de Tournou, a naturalized Frenchman with a degree from the Sorbonne also gave evidence. A grazier and canegrower until 1909, he had conversed with Maxwell on the train back to Tiaro. Maxwell explained how his offer was better than the price for Pialba growers. When the defence failed to put Maxwell in the witness box, the result was foregone conclusion. The jury took only 50 minutes to return a verdict for the growers. The money was duly paid and, along with the £500 (\$1,000) legal expenses, added to the mill's debt. The victory for 1908 did nothing to remove the continuing price anomaly.

Paddle, General Manager of the Bureau of Central Mills, met growers in the Bauple Syndicate Hall in July 1909. He refused to negotiate on price; "have faith", he said, "and prospects may look brighter in the future". The man who had come to the meeting wondering whether to buy a cane-planter or a corn-planter plumped for corn. James J. Cran was appointed manager in 1909 and R.L. Johnston came from the Government mill at Nerang as engineer. Growers did not doubt their ability to manage the mill but lacked confidence in the industry itself.

Land lay idle and covered by lantana instead of cane while the price of sugar was inadequate as unions regularly sought and obtained wage increases. Paddle remained inflexible on the price of cane. In June 1911, R.W. Scougall, W.B. Jones and W. Shaffrey formed a deputation to State Treasurer Barnes, objecting to the high cost of Pialba cane which depressed the price Bauple growers received. Eventually a bonus was paid on the 1910 crop; of just one penny per ton. Barnes visited Bauple and offered an extra shilling per ton for three years for cane from idle and virgin land planted with cane. He also agreed that half of any profit after meeting each year's interest and redemption would be paid as a bonus to growers, the other half going to Treasury towards arrears of interest and redemption.

For the Government Bureau of Central Sugar Mills, Bauple was one of its liabilities. It was not a hopeless proposition like Nerang but there was perpetual distrust between shareholders, outside growers and management. Bauple had been crushing only seven seasons when the Government took over but the mill was not in good shape. The boilers were seriously corroded, the triple effet was faulty in construction, and the vacuum pan often took eight hours to boil a charge instead of five due to the high temperature of the injection water. The capacity of the cooling tower was doubled in 1906. Gearing problems with the second mill meant the rollers could not be closed up enough to give good extraction. One boiler had been set on a foundation of loose

stone and rubble, not cement, an indication of poor supervision in building the mill. Its foundations had to be rebuilt in 1907. W.E. Desplace, Supervising Officer of the Bureau of Central Sugar Mills described Bauple as "probably the most delicate and weakest milling plant that was erected by means of Treasury moneys".

Extensive retubing and patching of boilers was needed before the 1910 season. Crushing was delayed for five days when the holding down bolts of the intermediate gearing of the second mill gave way on 4 October. It was freely admitted in 1911 that the heavy repairs were a result of the "starvation policy" of maintenance of earlier years.

A bore was put down in the hope of providing better boiler feed water without success. Pressure in all four boilers had to be reduced in 1913 because of severe wasting, and forced the installation of a new high pressure boiler in 1914. Capacity was increased the following year with the installation of a new eight tonne vacuum pan replacing a small three tonne one. It complemented the second hand centrifugals added in 1914. Bauple had fallen behind the ranks of the big mills and, like Maryborough, came to rely heavily on second hand machinery. Improvements made in 1918 included steaming covers for the fugals, an effluent entrainment preventer, an automatic liming machine and new intermediate gearing for both engines.

After initially hiring locomotives, the mill acquired B12 class locomotive No.30 from the Queensland Railways in 1926, an old engine built by Kitson of Leeds in 1875. It had the advantage of being cheap and light enough for the track with its widely spaced sleepers and lightly constructed bridges. Until grids were installed in 1909, all trains had to stop at Baker's and Swindell's farms while the fireman opened the gates and then closed them afterwards. A dividing siding was provided in 1911 so that two loads could be hauled from Gundiah and combined at the top of the range. For several years much work was done repacking the line until it stabilized. Sleeper and bridge renewals were heavy as unsuitable timber had been used during construction.

A three kilometre extension towards Kanigan was surveyed in 1911. It was condemned as "a doubtful project which I suppose the Bauple Cane Growers will have to suffer for, as usual, with a low price for cane". Nevertheless it was built in 1912 and yielded 3023 tonnes of cane in 1913 and 5196 in 1914. The area was badly frosted and as no agreements were made with landholders before construction, cane growing in the area was soon largely abandoned.'

Unsuccessful efforts were made in 1910 to secure construction of 35 kilometres of narrow gauge tramway to the Goomboorian scrub north east of Gympie. After an approach to the manager, the Goomboorian Sugar Growers Association applied to the Royal Commission which in 1911 investigated the establishment of new central sugar mills. William Thomas Cordell, William Gisborne May and John Robert Burns gave evidence to the Commission which judged the 10,000 tonnes of cane promised insufficient to justify the costly extension. In all 810 hectares were deemed suitable for cane, enough to exceed the then capacity of Bauple mill were it all put under cane.

Another proposal put to the Commission envisaged a sugar mill just north of Gympie. Cane would come from 500 land holders served by the North Coast Railway and proposed Mary Valley Branch. Walter Allan and Frederick Ardrey of Chatworth, Zachariah Skyring of Pie Creek, Joseph Tatnell of Deep Creek, James Tincknell of Kandanga and William Hubbard of Veteran presented the case. Skyring was chairman and Alien Secretary of the Gympie Sugar Mill Committee. The area suitable for cane was so scattered that the Royal Commissioners quickly dismissed the proposal.

Bauple was the logical mill for cane from the area, although it was sometimes outbid by Moreton Mill at Nambour. For some years 2000 tonnes of cane was railed annually from Cooran, Traveston, Gympie and Tamaree combined, dwindling to nothing by 1918. The Mary Valley Railway opened to Kandanga on 2 March 1914 and to Brooloo a year later but no cane was railed from the branch until 1921. Bath, the teacher at Brooloo, encouraged cane growing with a plot in the school grounds and the Mary Valley contributed nearly ten per cent of Bauple's record 1924 crush. Yandina sent 4447 tonnes, and 563 tonnes came from Mount Samson on the Dayboro branch, a 250 kilometre rail journey via Brisbane. The supply was too great for Bauple which had to divert 1859 tonnes cane to Gin Gin and 4871 tonnes to Fairymead.

Nearer Bauple, horse haulage was replaced on the narrow gauge tramway by a locomotive which operated the system single handed for a third of a century. The Beaumont line was extended in 1913 and the line to Hansen's was relaid in permanent rails on a new better graded route before the locomotive arrived in May.

When Dr. Gibson of Bingera took control of Government mills in 1912 he too was asked for a local advisory board at Bauple and for a better price for cane. The stimulus expected from Treasurer Barnes' incentive scheme to cultivate new land was undermined when the Federal Minister for Customs Tudor used his excise powers to increase wage rates. One consequence was the sight of women in the canefields, driving horses and chipping cane as family labour replaced paid labour. Growers refused to sign the new land agreements and complained to Andrew Fisher, their local member commenting "Surely the Prime Minister must know something of the industry, or is he only a pawn in the game of politics."

When Cran was transferred to Proserpine, a requisition was signed by many farmers asking that the engineer, F.G. Harris, be appointed manager. He had gained their confidence and the request was granted. Good work at the mill and a good profit in his first year saw Hansen's Spring Valley farm sold for £2500 (\$5,000) in late 1913. The price for cane analysing seven per cent commercial sugar or better was set at 12 shillings (\$1.20) a ton for all centres except Gympie, Degilbo and Chatsworth where a shilling (10cents) was deducted to help pay freight. The long standing price grievance was overcome. Cane growing at Yerra resumed with the sale of land by the Q.N. Bank and by 1914 Bauple had secured the bulk of it. A siding was inserted halfway between Mungar and Yerra at Kunyam in 1911, renamed Pilerwa the following year.

Changes were made in the mill with the two 11 hour shifts replaced by three shifts, giving sugar workers the benefits of an eight hour day. Harris was transferred to Gin Gin in 1915, "the very best manager we have had". T.S.B. Davies and R.W. Scougall spoke glowingly at a function where farmers, staff and employees each made a

presentation. Another loss was Wharton Brooke Jones who died in 1914. Born in Tasmania in 1846, his working career commenced in that colony's Customs Department. He won the Amateur Sculling championship of Australia, joined the Bank of New South Wales in Melbourne and came to Maryborough as accountant for Walkers. After many years as Maryborough Town Clerk, he spent six years as secretary of the Mossman Mill and came to Bauple in 1910, completing the last years of his life as a cane grower.

Union action resulted in significant wage gains. It began with the state wide strike in 1911 and was followed by the McNaughton and Dickson awards. Despite the strike, the mill started on 12 July 1911 with farmers replacing mill workers. Although handicapped by distance, Pialba farmers still did their share. The first Local Board appointed under the Regulation of Sugar Cane Prices Act of 1915 was seen as "little more than a farce" with G.C. Hansen of Bauple and Thomas Henry Fielding of Mungar representing the growers. No agreement was reached and the price was determined by the Central Board. In 1916 the Grower representatives rejected the mill's offer only to find the Central Board award them less than the price they had rejected. Farmers refused to harvest when confronted by the huge wage increases under the Dickson Award and the mill closed from 4 September to 25 October. Growers won minor concessions in court and reluctantly resumed the harvest. Many carted their own cane, and a number of those with larger farms reduced their cultivation to an area one family could manage.

S. Manson, Manager of Babinda succeeded Harris in 1916. An improved Central Award in 1917 helped farmers cope with the new conditions. At the time it was suggested Bauple operate as a cannery in the off season as so many farmers had taken up fruit growing.

Manson was transferred to Proserpine after only one season and J.R. Paddle, former General Manager of Government Central Mills, took his place. With so much cane stood over from 1916, the crop was a record and "the prices received this year under the analysis system have put heart into the growers".

Paddle, an autocrat, remained until 1926, the last year of Government control. His arrival coincided with the introduction of payment by analysis which gave the needed encouragement to farmers to make good use of their land. However the grouping of small suppliers to save costs in analysis angered those who was their first class D1135 lumped with badly frosted Striped Singapore cane.

Following a long dry period, Bauple did not crush in 1919. Local cane went to Nambour and the Pialba cane to Bingera. The Mary River stopped running and sinking for water became the preoccupation at Bauple with "forked sticks everywhere". Water was commonly found by divining rod at eight metres but it was too full of magnesia for general irrigation.

Sugar growing had declined in most of Queensland as it had at Bauple. After the end of World War I, Australia was importing sugar costing £100 (\$200) a ton on the open market, five times the local cost. When Prime Minister Hughes set a price of £27 (\$54) in 1920 it gave heart to growers everywhere. New land was ploughed and Bauple reached a record crop of 58198 tonnes in 1924, the crushing extending well

into the new year. J.C. Murray, Field Assistant of the Bureau of Sugar Experiment Stations regularly visited Bauple, encouraging liming and green manuring.

One farmer, Cornwall produced a lantana clearing device, a three metre long pole with trace chain inserted at one end, providing leverage to enable horses to remove lantana easily. One of the growers leading the revitalization was C.J. Wood, an experienced grower who bought Mikkelsen's farm in late 1918. Refugee Russian labourers joined the work force and tractors began to appear. L.P.Larsen bought a Fordson in 1924 and T. Beattie a Case after demonstrations on their farms.

Some essential improvements were made in the mill; a standard 142 centimetre wide shredder was installed in time for the 1921 season. Even so with just two mills and high fibre cane, over half of it burnt and much of it stale, it was impossible to achieve a good coefficient of work. Extraction seldom reached 90 per cent and was as low as 86 in 1920. The coefficient of work, even with the shredder, was only in the high eighties, lower than Gin Gin and a contrast to the much newer mill at Babinda which exceeded 96. Despite its record crop in 1924, Bauple still showed a loss of £2408 (\$4,816) after meeting an interest bill of £3548 (\$7,096).

When the mill lost money on a record crop, it was not surprising that the two seasons following added £18477 (\$36,954) and £11273 (\$22,546) to the losses. By 30 June 1927 when the Government pulled out, the original debt had more than quadrupled to £141,634 (\$283,268). The Government had taken control when farmers had failed to meet obligations in the establishment and drought years. Twenty years later the mill was rushing headlong into a debt that would long ago have ruined any private enterprise. Meanwhile the Maryborough Factory was cautiously but steadily overtaking the Bauple, producing only small profits, but surviving where the huge resources of Government failed.

The Bauple area was never badly affected with Fiji disease and at the same time, bunchy top disease discouraged the drift from cane into bananas. Bauple growers were permitted to grow POJ2878 from the mid thirties. The permission was extended to the area south of Mungar in 1943 and to the whole district except Island Plantation, Walker's Point and Granville the following year.

1926-1950 STAGE 3 OF BAUPLE MILL (Grower controlled)

Production summary

1926	47525 tonnes	1935	1943
1927		1936	1944
1928		1937	1945
1929		1938	1946
1930	38116	1939	1947
1931		1940	1948
1932		1941	1949
1933		1942	1950
1934	33934		

The main issue at Bauple in the late twenties became the proposal to return the mill to grower control. In September 1926 State Treasurer McCormack advised that the

Government would crush no more and all employees were given notice. Growers were jubilant when offered the mill for just £20,000 (\$40,000) payable over 15 years. With the debt of £141,634 (\$283,268) at 30 June 1927, the Government decided to give local control a second trial. The mill was handed over with a huge stock of firewood and stores together worth £7015 (\$14,030).

The plant was in good order but old. Extraction reached only 89 per cent, using the same two crushing units it had when it was built. An enthusiastic meeting of 150 growers, 95 from Bauple and the remainder from Pialba, Mungar, Yerra and Tiaro unanimously accepted the Government proposal on 26 October 1926.

Seven directors were to be elected, four from Bauple and three representing the outside growers. This immediately made the outside growers fear domination by Bauple interests but they finally agreed that Pialba would elect two directors and the North Coast Line and Yerra growers one. Out of 11 nominations, T. Beattie, E.T. O'Mara, D.W. Ward and L.P. Larsen were elected decisively at Bauple, suggesting a well organised ticket. N. Jacobsen was elected at Yerra. When the Pialba growers met, a large number wanted to sever all links with Bauple and supply the CSR mill at Childers or the Isis Central Mill. Bauple growers, remembering the old cane price disputes and knowing Pialba cane was often delivered stale, saw little reason to beg the Pialba growers to stay. When they applied to have their cane assigned to Isis Central Mill, the Bauple Co-operative Milling Association offered no opposition.

The Maryborough Sugar Factory had been offered the Pialba cane but it lacked the capacity to handle the extra crop in a reasonable time. With the bulk of Pialba cane crushed at Isis, the Maryborough district now had two mills trying to survive on an amount of cane that would scarcely support one.

THE BAUPLE CO-OPERATIVE

The first task for the directors of the Mount Bauple Co-operative Milling Association was to appoint a manager for the 1927 season. F.G. Harris who had been mill manager in Bauple's most successful and harmonious year was a logical choice. Thompson, the Government engineer, had left the mill in good mechanical condition, but Harris quickly saw the need for more modern machinery to reduce operating costs. Before the first crushing, he installed a continuous subsider, and four bottomless centrifugals to replace seven old ones. These were expected to save their cost in one year, an indication of severe neglect of capital investment under Government administration. A much more difficult task for the directors was the replacement of the Pialba cane so quickly thrown away.

Even without the Pialba growers, the mill had 225 suppliers; but it was perennially short of cane. Widespread frosts preceded the crushing and a rail strike closed the mill for ten days in September before all the frosted cane had been harvested. The Mary Valley crops were heavy but the sugar content was low. Farmers there found cane unprofitable and by the end of the decade most had abandoned it. In the circumstances, the 30,840 tonnes crushed in 1927 at an average commercial sugar content of 12.67 per cent was a good result. The loss of £230 (\$460) in making sugar was turned into a profit of £1746 (\$3,492) by the sale of molasses and penalties on burnt cane. The mill had been handed over with a big stock of molasses and enough

firewood for two full seasons, yet the mill barely met the repayment due to the Government.

The long postponed installation of the third mill was put in hand in 1928. It was achieved for only £3000 (\$6,000) by the purchase of a second hand unit secured in North Queensland. The third mill raised extraction to 93 per cent, enough to pay for itself in one year had there been more than the small crop of 24,000 tonnes to crush. Clarke was appointed Cane Inspector and with rain instead of frost, the start of crushing was postponed two weeks waiting for sugar content to rise. For lack of crop, a loss of three shillings and three pence was incurred on every ton of sugar made and the cooperative had to levy growers in order to meet its liabilities.

More new equipment was essential. The directors called shareholders together in 1929 seeking approval to spend £1100 (\$2,200) on two crystallisers, another investment expected to pay for itself in one crushing. The approval was late and the crushing was put forward two weeks as a result of frost. Consequently, the crystallisers were not ready until the last five weeks of the season. Nevertheless Harris made a profit of £1165 (\$2,330). The coefficient of work finally reached 90 per cent even though much of the cane was stale and immature. Four fifths of it was burnt before harvest at the insistence of cane cutters and it was the common practice among growers to burn cane a week ahead. Harris invented a device installed on the continuous subsidier to remove scum and in his spare time, he a simple stump jump disc plough for attachment to a tractor. Harris's 'Bauple' plough was soon in popular demand for uneven and hill land.

Uba cane became popular at Bauple, a variety introduced, like Demerara 1135, by Young Brothers of Fairymead. A substantial area was planted in 1927. Local growers had long found DI 135 their most profitable variety and when Fairymead began experimenting with Uba, many at Bauple followed suit. Uba was resistant to frost and drought, and grew well on indifferent soils; the optimists claimed it would be the salvation of Bauple. Harris ran the mill on pure Uba for a period in 1930 and claimed no loss of extraction despite its high fibre content, a claim disputed elsewhere. More Uba was planted after the 1932 drought, but it was abandoned after CSR imposed penalties due to difficulties in the refining process. It was disapproved for planting in 1935 and growers began to plough it out and turn stock onto it.

Bauple was generally free of serious disease problems but a Sugar Bureau inspection in 1929 found only five clean farms out of 87. Mosaic was present on 82, gumming on ten and Marasmius root rot on three. Farms recommended as a source of comparatively healthy cane for planting included J. Bates, T. Beattie, W.G. Cocking, Mrs. H. Dempster, W.A. Henderson, J. Herbener and fifteen others at Bauple; W. W. Cunningham, J. Howie and five others at Tiaro and C. Kajewski and Mrs. M. Cavanagh at Gundiah.

Harris resigned as manager in 1930 and was succeeded by Walter Negus who was in charge for two seasons. George Greathead from Moreton took control in April 1933. The performance of both was monitored by the Mill Suppliers Association. It took over this watchdog role from the United Cane Growers Association branch after the

establishment in 1926 of the Queensland Canegrower's Council funded by compulsory levy.

Before each annual meeting of the Cooperative, a list of probing questions was prepared. Among the 26 questions asked at the 1930 meeting of share holders was one asking why it took so long getting the crystallisers to work. Two of the 11 questions in 1932 were "Did the manager make any recommendation to the Directors on Mr. Bennett's report concerning undetermined loss" and "How do the Directors account for the mill being in a state of collapse as per the Manager's report after deducting the amount of levies from the farmers for the upkeep of same". After Negus's departure in 1933 one question asked why the three local directors had supported the motion accepting his resignation after the glowing reports they gave at the previous annual meeting on his qualifications.

The year 1930 yielded a profit of just £170 (\$340) on 38,116 tonnes of cane. T. Beattie, Chairman of Directors and W. Cunningham the Secretary formed a deputation to the Treasurer on 3 December seeking relief from repayment; Barnes told them to pay what they could and to grow more cane. Bauple growers were beginning to realize that "the failure to secure the cane grown in the Pialba district has been a serious loss".

Investment in the thirties was minimal. Two De Laval separators were installed in 1933 to treat the liquor from the efferts to remove residual mud, the first commercial installation in Queensland. It followed tests at Nambour and extensive use of the machines in Argentina and Java. Motor trucks displaced horses hauling cane — 17 were in use in 1933 — but in wet weather they bogged easily and delay resulted. In 1934, Charles Wood, one of the largest growers, announced his intention of halving his area under cane. He opted for more intensive cultivation, experimenting in 1935 with molasses as fertilizer and considered it worth more in the field that the mill received for it from the distillery. Many followed his example.

The Javan 'Wonder' cane, POJ2878, unavailable to Maryborough growers because of Fiji disease, provided good yields and high sugar content at Bauple. During the thirties cane land assigned at Bauple increased from 1482 to 1671 hectares, a rise exceeded only by Farleigh and Mossman. During the depression cutters were in over supply, and in no position to demand that cane be burnt. Nearly half the 1934 crop was cut green, improving mill performance."

The 1932 drought left Bauple with a crop estimated at only 8000 tonnes. The frost at Bauple on 19 June was the worst in memory. Maryborough, Nambour and Isis Central Mills were invited to bid for the cane and the best offer — from Isis — was accepted. Many growers stood cane over and only 2172 tonnes was railed from Bauple, supplemented by 2541 tonnes from Yerra and other centres. Even without crushing, the cooperative lost nearly £7000 (\$14,000) including £3000 (\$6,000) in maintenance, depreciation and other fixed costs. Symptomatic of the lack of confidence, the Articles of Association were altered so that an extra ordinary general meeting could be called at any time to remove any director. All directors except the chairman took no fees for the ensuing year.

In 1934 Bauple crushed some cane which was beyond the capacity of the Maryborough Factory but the following year had to send some frosted cane to Maryborough because the locomotive used on the railway to Gundiah was still under overhaul at Walkers and unable to haul cane to the mill. The 33,934 tonne harvest in 1934 was the Cooperative's biggest crop to date yet it still lost £659 (\$1,318). Like their predecessors a third of a century earlier, directors neglected paying off the debt. Because they were now tenants rather than owners of the mill, they were unable to raise bank finance on the security of the mill. This seriously limited their ability to make capital improvements.

C.J. Wood of Bauple and F.J.L. Stellmach offered to purchase the mill in September 1936 for the amount of the Government debt. An informal meeting on Wood's farm found considerable local support but the directors rejected the scheme as not in the growers' best interest. Bauple was now the cooperative mill which had most failed to meet its obligations. In 1937 the Association owed the original £20,000 (\$40,000) debt plus £4586 (\$9,172) for interest and penalty. Redemption was £5060 (\$10,120) in arrears. Under the "South Johnstone and other Co-operative Sugar Milling Associations Instalment Reduction Payment Act of 1937" the annual instalment was reduced from £1705 (\$3,410) to £1200 (\$2,400).

The original Number One crushing mill was replaced in 1936 by a second hand unit bought from Isis and pushers were installed on two mills. The 1929 Peak Year scheme suited Bauple, for its 6331 ton peak resulted from the years when it had Pialba cane to crush. The high peak meant all Bauple's output was paid for at the No.1 pool price reflecting mainly the controlled domestic sugar price. It was not surprising that the 1937 proposal for an "open go" or "survival of the fittest" sponsored by Norman Bennett and Charles McGinn of Racecourse Mill at Mackay received no support at Bauple.

Alfred Morris returned to Bauple in 1938 as Manager-Chemist, appointed from 12 applicants, and managed the mill through the chaotic war years. The long serving chairman, T.S. Beattie, was followed by S.A. Cunningham who guided the company through the war. Urgent improvements were made as Bauple was headed for a record crop. Industrial trouble threatened when the mill refused to employ four A.W.U. men. The local Industrial Magistrate, M.A.Murray, ordered that three be employed with the fourth to be given a place in the sugar room when opportunity offered. The Australian Sugar Producers Association advocate, Edward Pearce, demonstrated that Murray had exceeded his power whereupon the Industrial Court then made a similar order and the mill had to comply.

The crush was a record, 52,215 tonnes making 6631 tonnes, an unexpected 300 tonnes over peak. Morris called growers together on 22 November explaining that the mill would lose money crushing beyond its peak and growers agreed to stop once it was reached. Nearly 15,000 tonnes were left to standover. Extraction was nearly 95 per cent, and a profit of £4316 (\$8,632) was made. A second year with good rain and increased use of fertilizers saw Bauple again reach its peak, encouraging plans for a

new subsidizer, new juice heater and crystalliser. Following the successful negotiation of guaranteed export prices under the British Empire Sugar Agreement a Royal Commission chaired by Judge William Webb was appointed to revise mill peaks. Despite evidence by the economist Colin Clark suggesting its closure, Bauple secured an increase to 6500 tons. In 1940, despite a dry period, production reached 90 per cent of peak and the mill met its obligations under the generous 1937 Act. After 1941 the run of successful seasons came to an end.

Following the entry of Japan into the War, Queensland saw itself as the front line. The Government Railways were required to carry unprecedented loads of war materials and long weary convoys of troops. Sugar cane was given low priority in allocating wagons and motor trucks were used as much as possible. In 1942 the Railway Department could spare only half the usual quota of wagons but due to drought, production was only a third of peak. The Royal Commission appointed in 1943 to advise how the industry should cope with lack of man power, transport and fertilizer was unable to recommend any alteration for Bauple. Its growers were heavily dependent on the Government railways and motor lorries and diversion of cane to another mill would have made the transport situation worse.

Farmers and their families had to do much of their own cutting during the war. Workers and farmers often came in to do night shift in the mill after completing a day's cane cutting. When the whistle blew at the start of the 1943 season there were not enough workers even for one shift. Yerra growers suffered most. Besides the effects of severe frost, they had to pay up to ten shillings a ton for motor transport to the mill. Lorry owners found tyres scarcer than the petrol. Despite diverting 2000 tonnes of cane from Bauple to the Maryborough factory, the season ended with 3000 tonnes of Yerra cane left to standover. These farmers were so angry at the performance of Bauple management that thirty met at Yerra school in January 1944 and with three dissentients, resolved to seek a transfer to Maryborough. In all 62 growers signed the application for transfer but it was dismissed.

Many tractors were impressed by the military and only half the peak was made in 1944. Queensland farmers sent a delegation to Canberra to press for the release of sufficient sugar workers to harvest the crop. Local discontent surfaced in an application to prevent the mill retaining money from the sugar price. Ex-Premier Forgan Smith, then chairman of the Central Sugar Cane Prices Board pointed out that denying the mill money essential to meet its obligations to Treasury and for maintenance would force the Association into liquidation. The application was refused.

Even so, the mill had no money for new equipment and not even enough for proper maintenance. The Queensland Government appointed Hunter Freeman and F.J. Wheeler, the Millers' and Growers' representatives on the Central Cane Prices Board to conduct an enquiry into Bauple's management since 1928. Their report severely criticised the company's negative policies and poor administration. It had failed to increase its crop, crushing capacity or efficiency. Much of the plant was poorly maintained and out of date. Seeing no way of making it viable, they recommended closure, diverting the crop to the Maryborough Factory. Tom Braddock, Managing Director of the Factory, had offered to buy the entire assets of Bauple for £12500, using the rail line to Gundiah and the Government Railway to transport the cane.

Bauple interests opposed any change. Their determination was reinforced by the disastrous fire at the Maryborough Sugar Factory in 1945. Yerra growers again had their application to transfer dismissed. The case fell apart when some growers changed their mind after the fire. Bauple kept going and the aging but practical Chief Engineer, Dave Waldock, spent many long hours keeping the aging machinery operating.

It was a common practise at Bauple for suppliers to tell the Cane Inspector they would harvest some areas they expected to standover. This gained them a larger allotment so that they could cut out early and have the bulk of their cane crushing in the middle of the season when it was at its sweetest. A new clause was inserted in the Cane Prices Board Award in 1946 imposing a two shilling penalty for each ton short supplied except in cases of sickness and accident. Other growers used dubious means to inflate their cane cheques. A full petrol tank, a toolbox or a well trained dog could be weighed with the cane but not present when the truck's tare weight was determined.

A mere 10,618 tonnes of cane were processed in 1946 and the narrow gauge tramway served only a small proportion of the crop. As rails were scarce following the war, the tramway was lifted and the rails sold at good prices. The proceeds were used to replace old centrifugals with more modern used equipment. The locomotive returned only its scrap value and stripped of its copper and brass, was left in the mill yard to rust.

Mechanical harvesting had been the dream of inventors since the turn of the century. The Bundaberg District had been successful through the backing of the Fairymead Sugar Company and the inventiveness of the Toft Brothers, but at Maryborough few farmers had large enough crops to justify such developments. Stan Wood at Bauple was an exception and purchased a whole-stick harvester in 1945. It still left the cut cane lying on the ground and to eliminate this back-breaking work, built a mechanical loader. A number of growers were soon anxious to hire Wood's machines as labour was so scarce after the war.

A bulldozer visited the district during the 1946 drought and cleaned out farm dams and built new ones. Those wanting to put down bores found casing unobtainable. Heavy rain in February 1947 ended the drought, ran a metre deep through the mill and breached the dam. The planned installation of high-speed centrifugals and a steel carrier to replace the wooden slatted one was delayed by shortage of materials. Lack of cutters and scarcity of rail wagons delayed the crushing and men were leaving the mill faster than replacements arrived. Outside storage of sugar had to be arranged to ensure the mill did not stop through being choked with its own sugar.

The start of crushing in 1948 was delayed completing installation of the new centrifugals. Problems with the water cooling tower affected efficiency of work in the mill. Bauple mill had to improve to survive and a three year modernisation program was tentatively adopted. Its implementation was totally dependent on achieving a reasonable crop. Economic necessity prevented Bauple joining all the mills in Queensland in setting up the Sugar Research Institute to conduct milling research.

Bauple was, however, in 1949, the first mill in Queensland to erect a Cunningham cooling tower. It was desperately needed to cut losses due to excessively hot recirculated water.

With the new cooling tower, the mill crushed the 47,000 tonne crop at an average of 23 tonnes per hour, a record rate. New land was assigned to soldier settlers and the peak raised in 1949 to 7200 tons (7316 tonnes). The Association planned to raise the crushing rate to 40 tonnes per hour, beginning with the installation of a quadruple set of effets obtained on generous terms from Racecourse Central Mill.

Len J. Cunningham had succeeded the long-serving Walter Cunningham as Secretary, his term interrupted by war service with the Australian Air Force. He returned as Manager-Secretary in 1947, a job entailing long hours as Bauple could not afford the same staff as bigger mills.

The Royal Commission established in 1950 to plan expansion for a quarter century ahead awarded Bauple an 8000 ton peak. The Association had asked for 10,000 tons but most mills had similarly large requests cut back. The Maryborough Sugar Factory was awarded 12,000 tons. Cunningham told the Commission of the Association's plans to open up land at Rodney's in the Goomboorian District. A five kilometre road connection would make transport of cane from the area economic. Large areas of Upper Tinana Creek were within 11 to 20 kilometres haul of the mill.

Results in the mill did not underpin these plans. Extraction fell from 93 to 90 per cent in 1950. Serious mechanical hold ups and wet weather resulted in 8000 tonnes of cane being left to standover and 1915 tonnes of Yerra cane had to be sent to Maryborough for crushing. Shortages of men and money made maintenance practically impossible. It was a tragic year; the new effets, three extra Weston fugals for low grades of sugar and centrifugal pumps should have lifted performance. Instead they served only to show up other weak points in the factory.

The mill needed extensive reconditioning before it could crush again. The Association faced insoluble problems in paying for the Racecourse effets, paying interest on the Government loan and financing maintenance. Members voted for liquidation. For Thomas Wesley Gee, it ended ten difficult years as a director and seven as Chairman of the Board, but it was far from the end of his work for canegrowers. He was chairman of the Bauple Mill Suppliers Committee from 1948 until it was disbanded. Elected in 1952 to the Maryborough District Canegrowers Executive, he was its able chairman for a record 21 years until he retired from the Queensland Canegrowers Council in 1985. Tom Gee was elected to Tiaro Shire Council in 1949 and twelve years later became its chairman. He held this position for a record 24 years, and his community service was recognized with the award of the British Empire Medal. Although Bauple mill never crushed again and the township declined, Bauple district continued to grow cane. Production and yield increased as it became one of the three major areas that supply the Maryborough Factory.

When 41 Yerra / Mungar growers applied again for transfer from Bauple to Maryborough in 1951 their Counsel, Hutcheon, told the Central Sugar Cane Prices Board that Bauple had lost over 500 hours crushing time in 1950, and had closed without notice to growers, leaving 2500 tonnes of cane still in the field. T.W. Gee for the Bauple Cooperative, said the Association was still making efforts to arrange

finance to put the mill in order for crushing efficiently, and questioned whether Maryborough could crush all the cane in a good year. The Central Board approved the transfer and in so doing sounded the death knell for Bauple.

CLOSURE

Though it was to operate for 54 years, the mill seemed to be dogged by bad luck, at times by poor management, and it certainly suffered from lack of capital. It was also established in an area of limited potential so far as frost-free cane growing was concerned, and the absence of adequate transport facilities to connect it with the outside world until the Gundiah Tramway was completed in 1907, gave it a bad start.

Due to financial difficulties operating the works in earlier years, growers were not paid what they considered their just dues for cane they grew and supplied, and this led to much dissatisfaction, culminating in a test case held in the Maryborough Supreme Court in April, 1910, in which judgement was given in favour of a grower in a claim for payment of cane at an adequate price. It was stated that it was the first of 53 such claims for breach of contract in connection with cane prices promised by the Comptroller of Central Sugar Mills.

Further trouble followed in 1911 when a sugar workers' strike highlighted unsatisfactory conditions at the mill.

Other factors did not help. The decision to build a line to Kanighan seems to have been a bad mistake, for better cane supplies were available north of the mill, in the opposite direction. As mentioned before, no firm agreement was even reached with the Kanighan farmers to grow cane.

When the mill was formed into a co-operative society at the conclusion of the 1927 season, growers in the Mary Valley began sending their cane to Moreton Central Mill. Depression was looming, and prospects for the local farmer shareholders were not bright.

Although it survived the 1930's it lost its Pialba cane to the Maryborough sugar factory, in 1939. After the second world war, a Committee of Inquiry into its business was set up by the Government in February, 1945.

The report showed that in allowing the growers to take over the mill, it was necessary for the Government to write off the sum of £121,266/19/9d (\$242,533.98).

MORE INFO NEEDED

About 1953... disposal of railway line
3'6" went to Proserpine
2'0" went to South Africa

THE RAILWAY SYSTEM

In 1906 a 3'6" (1.067m) gauge tramline was proposed to connect the mill with the North Coast Line at Gundiah. Supplies of cane grown beside that line which had been processed elsewhere previously were then to be channelled over the new tramway to Bauple to ensure adequate supplies for the machinery. The sugar produced from this, and from local supplies, was then to be railed out over the same line and on to markets. It was estimated that the saving in cost of horse haulage to Tiaro would be equal to 5% interest upon the estimated cost of the tramline.

The link, which was to be 6m45c. (10.5km) long, was first estimated to cost £7,474 (\$14,948) but by 1907 this figure was revised. An additional £75 (\$150) was included for alterations to the mill yard, which embraced shifting the weighbridge, and £200 (\$400) was belatedly allowed for tools for construction of the line which was to be arranged by the mill management.

A survey was carried out in 1906 and plans were prepared. The Inspecting Engineer, Mr. W.E. Desplace of the Bureau of Central Sugar Mills (who was also then acting as manager for the Moreton Central mill) reported in February, 1907, that the plans had been prepared and steel rails and other material had been received and were stacked in Gundiah yard. The maximum grade indicated was 1 in 41, but only for a "short distance".

Construction commenced during that month and the line was opened for traffic at the beginning of October, 1907. Total cost amounted to £16,854/9/5d (\$33,708,94), about & £5,609 (\$11,218) above the revised estimate. The huge increase was attributed to construction of an additional 35 chains of track, including a "substantial" bridge to carry the rails to the junction point finally decided upon by the Railway Commissioner. A shortage of skilled labour due to high pay being offered on new railway work "in the north" was also blamed, together with adverse weather conditions encountered during construction. It was admitted that cost of sleepers was about 50% more than anticipated.

The line was built to a 5-ton axleload standard using 41 ¼ lb per yard rails with sleepers spaced at 2'6" centres.

The line left the northern end of Gundiah station yard in a right hand sweep, soon crossing a short timber trestle. It headed east for a mile, began to skirt the southern foothills of Mount Bauple, turning first south east then almost north, and then again followed a south easterly course to about the three mile. One mile further east, Rossendale was reached and the main northern road (now the Bruce Highway) was crossed on the level. The track continued eastwards a further half mile then turned north east for the climb to the mill yard.

In 1909, it was reported that a loading siding had been put in for cane at the Mount Bauple Range, the locality of this not being known to the writer. In 1910, a dividing

siding was also laid in where the line climbed the foothills of the mountain. It was remarked that the tramline was providing the mill's salvation. Cane was now being transported in by rail from areas far removed from Bauple. Besides taking in cane from stations and sidings on the North Coast Line near Gundiah, supplies were being railed from as far away as Gympie (30 miles south of Gundiah). Biggenden on the Gayndah branch. 60 miles away, and from Kawungan on the Pialba-Urangan branch, also 60 miles distant. Some timber was also being carried over the line to Gundiah, and two loading stages for this traffic were erected during the year in the mill yard.

Extension Towards Kanighan

Complaints had been made on many occasions by growers in the Kanighan district six miles south of the mill regarding lack of adequate transport, and as a result, an extension to this area was promised. A 2m. 8c. (3.4km) survey commencing from a point 5 miles (8km) from the mill and near the dividing siding was commenced in a southerly direction, in April, 1911.

The survey took the line to within 3 miles of the district. Work on the formation commenced during the 1912 slack season, and rails were laid and the extension was completed the following year to that point.

However, it was never completed to Kanighan. It appears no firm agreement to supply cane if the track was laid was reached between Kanighan district farmers and mill management, and much of the land was given over to dairying rather than cane growing. It was observed by one contemporary correspondent that the area was in any case subject to heavy frosts, and the project seems to have had doubtful value.

Developments and Changes

Due to the unsuitability of timber used for sleepers on the main tramway and because of the original wide spacing, opportunity was taken in the 1912 slack season to resleeper curves and respace them at 2' centres. The remainder of the line received similar attention in 1915.

The mill's fortunes still fluctuated: in 1912 it crushed 24,378 tons (24.769 tonnes) of cane but in 1919 it did not crush at all. In 1924, as a result of an anticipated increase of cane supplies it was reported that additions were being made to the mill plant, and increased siding accommodation was provided on the tramline.

Perhaps the best. and certainly the most productive year during the period the mill was under Government control occurred in the 1926 season, when 46,774 tons (47,525 tonnes) were crushed. Of this, 26,949 tons (27.381 tonnes). or 66% of the total, was transported to the mill via the 3'6" line. This season saw a surplus of cane being available for the first time, and 8,000 tons (8.128 tonnes) of it was diverted to Bingera mill and Gin Gin Central mill west of Bundaberg, because of local shortages in that area.

However, at the close of the following season, the Treasurer announced that the Government intended to cease operating North Eton. Gin Gin and Mount Bauple mills due to continuing unsatisfactory financial results. - Arrangements were subsequently

made for the management and control of each mill to be vested in their respective suppliers, and under the terms of "The Primary Producers' Co-operative Association Acts 1923 to 1926" and subsequent legislation, they formed themselves into co-operatives in order to continue operations.

Bauple continued as such a co-operative through the 1930's and 1940's, but continuing difficulties, and the necessity to replace aged and worn out machinery and lack of sufficient capital to do so finally forced its eventual closure in 1951.

Since this time, cane has still been grown in the area, and is now transported to the Maryborough Sugar Factory's mill at Maryborough, using piggyback road transport.

Locomotives and Rolling Stock

At first, the mill management hired locomotives and rolling stock as needed from the Queensland Railways, probably the most sensible thing to do considering the seasonal nature of traffic and the fluctuations each season.

The largest engines available for hire within the Gundiah tramway's permissible axleload were the B12-class, which, with a 2-6-0 wheel arrangement and small driving wheels, were suitable for the job required. It would seem one engine was hired at a time and that different locomotives ran to Bauple at various times. However, at least one A12-class 4-4-0 engine. No. 62, was hired, either during poor seasons, or in earlier years. Though it was less suitable for hauling traffic up the range, its lower hire charge would have been attractive and the dividing siding was available.

No. 62 was built in 1882 at the Philadelphia Works of the Baldwin Locomotive Co. U.S.A. It was the class leader of what was first called the "American Passenger" type locomotive, later the A12-class, and closely resembled its larger standard gauge American contemporaries.

Cylinders were 12" diameter by 18" stroke, driving wheels were 48" diameter, and the boiler originally carried a pressure of 120 psi. By the time No. 62 came to the Gundiah-Bauple Tramway, it had been reboilered like others of its class and carried 140 lbs. working pressure. This gave it a rated tractive effort at 80% pressure of 6,048 lbs. In fact. this was one of the two engines that featured in unfortunate boiler explosions at Roma Street in 1898. It was finally written off in September, 1923.

One of the 612-class engines hired was No. 30. which was eventually purchased by the mill in May. 1926. It had been built in England by Kitson and Co. (works No. 2044) in 1875, and had 12" diameter by 20" stroke cylinders. 39" driving wheels and weighed, with 6-wheel tender, about 32 tons. It carried a boiler pressure of 140 p.s.i. (originally 120 lbs.) and tractive force at 80% was 8,270 lbs.

It had seen service since 1876 on the Southern and Western Railway (which then extended from Ipswich to Dalby. Warwick and Brisbane), was used to assist construction of the link between Gladstone and Bundaberg, and had apparently been used on further construction work between August. 1911 and August, 1912. during which period it was under the control of the Chief (Civil) Engineer for Railways.

In 1917. it took part in an interesting but unsuccessful test up the Toowoomba Range on 6th September when it was coupled with PB15-class locomotive No. 559 that had been temporarily modified so that it could supply steam to one of No. 30's cylinders as well as its own two.

When it entered service, it had a four-wheel tender. In 1879 it exchanged it for a 6-wheel 1,000-gallon capacity type. By the time it ended its days, it was 'hauling the tender originally fitted to B12 No. 34 which had been built at Ipswich in 1878. The tender still carried a builder's plate bearing works No. 2 when it was sold to the mill. When the tender was fitted to the engine is speculative.

It was named "Bauple" after purchase, and was fitted with cast plates that were mounted on the boiler cladding. However, it retained its other builders' and number plates.

It remained the sole 3'6" gauge locomotive owned by the mill company.

As axle load permitted on the Gundiah tramway was only 5 tons, the types of wagons run over it were restricted to small 4 and 8-wheel types such as the F, DF, H and S of the Government fleet. The writer has not been able to ascertain whether the mill owned any 3'6" gauge wagons of its own. Photographic evidence suggests that Queensland Railways' stock was used exclusively

2' Gauge Tramlines

Although the Gundiah line had taken more than a decade to appear. Bauple mill started using tramlines for cane transport in 1897, its second season of operation. Two miles of 2' gauge portable track and 70 trucks were purchased.

The wagons were horse drawn and although the system worked fairly well. it was found that portable tracks were not robust enough for the work of conveying supplies into the mill. It was therefore decided to lay permanent main lines. It was reported that there were 3V2 miles of permanent track and 3 miles of portable tramlines in use in 1898. The latter were retained, of course, for use in the field. The number of cane trucks had been increased to 110 by that year, and they were supplemented by a further 40 the following year.

Because of the financial plight of the establishment .few improvements to the tramway were made. In fact less than half the cane in the district was being transported each season by rail, and in 1907 the number of trucks in use had fallen to 80. The greater proportion of supplies was carried in stacks lengthways on antiquated horse-drawn German wagons, and had to be unloaded by hand.

In connection with construction of the Gundiah-Bauple line. re-arrangements were made in the mill yard, a 2' gauge line for empty trucks was laid, and sidings were put in under the filter press. Doubtless this was to enable filter mud to be carried away in rail wagons, it being a commonly used fertilizer for a number of years.

A total of 100 trucks were then back in use. Thirteen more were built at the mill for the following season, and ironwork for 100 wagons was purchased in 1911-12.

A further re-arrangement of lines in the mill yard took place in 1912-13, extra sidings were laid and a small 2' gauge Krauss steam locomotive was purchased to replace horse traction on the main lines.

There was a period prior to September 1913 (when the Krauss went into service) that a "Dragon" locomotive was used on the line. It must have been on loan. This locomotive was number 87 on the register of John Walker & Co. It had been used earlier at Yengarrie where it was not a success. It was an 0-4-0 wheel configuration and built in 1878. (Some detail is on record at the museum). Very little can be found out about the actual service of this loco at Bauple.

The purchased narrow gauge loco was an 0-4-0' well type tank engine built by Krauss and Co. of Munich, obtained through Wilson Burton Ltd., sub-agents for Krauss' Australian representatives, Dierck and Son of Melbourne.

Typical of the Krauss products of the time for very light work it carried works No. 6611 of 1912.

It had 180 mm diameter by 300 mm stroke cylinders (approximately 7 1/8" x 12"), 610 mm (24") diameter driving wheels spaced at 1.100 mm centres, and measured 4,050 mm over frames. Height to the top of its diamond shaped chimney was 3,000mm. Dimensions in the accompanying diagram are given in imperial equivalents. The boiler pressure of 190 p.s.j. gave a rated tractive effort at 75% working pressure of 3.617 lbs. Its working weight was about 5 tons.

With its acquisition, plans to extend the narrow gauge tramlines were put into effect, and the engine went to work shortly after its arrival in September 1913 on construction of a 2 m. 20 c. (3.6 km) long line to Beaumont, north east of the mill.

The effect of the extension was that in the following season two thirds of cane supplies were obtained from local growers by rail. Purchase of the locomotive, the manager reported, reduced haulage costs from 15 pence to 5.7 pence per ton. 24.378 tons (24.769 tonnes) of cane were crushed that season.

The tramways eventually grew to a length of about 10 miles (16 km), rather small by to-day's average mill tramway extent, but an asset to the small pocket of canelands surrounding Bauple mill. There were two principal lines, each with small spurs off them.

All railway lines ran west from the mill, including the Gundiah line, which ran beside the 2' gauge track for about 15 chains (300 metres) before they parted company. The 2' line continued west for about a half mile (800 metres) then divided into two at a simple junction. The longer Beaumont line ran towards Mount Baupte's foothills, then turned north and crossed Stewards Camp Creek to terminate in the Iron Bark Ridge area about 4 miles (6.4 km) from the junction, at a point about a mile beyond the original Beaumont terminus. The line had been extended this far in 1924.

The other line followed the main road for more than a mile in a south westerly direction from the junction, then crossed it to serve canefields on the south eastern slopes of the mountain. Its length is judged to have been about 3 miles (4 km).

THE MODERN ERA

Need to get info on how many farmers today, what area cultivated etc.

RESTORATION OF TRAMLIN Locomotive AND STATIC DISPLAY

Tell story of current display & what is planned.

Tell the story of the Fowler loco & progress photo's of change

APPENDIX

List all publications where information was taken. !!!going to be very difficult!!!

PHOTO'S (text not yet edited) (need approx. dates on all)

1. Bauple township from Mill chimney
This photo was taken from up the chimney stack, hence the roof in the foreground. The long buildings are mill barracks. The small buildings are the reading room & the showers. The cookhouse has the chimney visible above the roof. The building with the car in front is the bakers shop, further up the hill you can see John Gardiner's shop with his house at the rear, whilst Merrick's shop is just visible above the front of Gardiner's shop. The Band Hall is the last building in the street. The Church of England is situated to the left of the hall. The bake house can be seen in the centre of the photo.
2. Bauple Mill
Bauple Mill before the rakes were installed & unloading into the carrier by hand.
3. Early cane cutters
4. Loading cane into rail wagons
Cane being loaded from the german wagon into the railway wagons by the derrick on Walter Hoffman's property on the Bauple Range, to be transported to the Bauple Sugar Mill (Stephane Mitchell)
5. Loading cane onto truck
Taking the hard work out of loading the cane by hand, when the bundles of cane had to be carried onto the truck on the shoulders of the cane cutters
6. Jim Bates horse drawing cane
Jim Bates early 1900's taking a load of cane from his property near Rosendale to the sugar mill (Doug Bates)
7. Bauple Mill
8. Stringers horse drawn cane

- Stringers with a load of cane from “Tassagh” (Isabel Conners)
9. McKellars horse drawn cane
McKellars “Cowal” with a load of cane on it’s way to the sugar mill (Miss Fay Mckellar)
 10. Yengarrie Mill
 11. Mount Bauple tramways map
 12. Bauple Mill barracks
(Doris Donahue)
 13. Bauple Mill barracks staff
Identified are Bill Henderson leaning on rail 6th from left. Fred Bertram sitting on the steps with the dog.
 14. Bill Chapman’s truck accident
Bill Chapman’s truck on Tom Beattie’s farm. On truck Bill Chapman & Joe Scott. Ivan Scott & Tom Beattie on ground (Yvonne Boyce) *****check Christian name*****
 15. “Double header” top of range
When there were too many trucks loaded with sugar cane at Gundiah Railway Station for the “Bauple 30” loco to haul over the range in one load, half the trucks were hauled to the top of the range, where they were shunted into the siding where they were left until the other trucks were brought in from Gundiah. All the trucks were coupled up the train ran down the mountain to the mill. (Stephanie Mitchell)
 16. McKellars cane loading of cart
A load of D1135 on MacKellars farm (Fay MacKellar)
 17. Cane cutters
 18. Mill dam
 19. John Herberner horse drawing cane
Hauling tram trucks loaded with cane, being hauled along the tram lines prior to the purchase of the Krauss loco (Doris Donohue)
 20. S Wood horse paddock work
Levelling the ground on Stan Wood’s farm, with the horses and harrows. 1929 (C Flanders)
 21. Dragon loco
 22. Krauss loco drawing
 23. does not exist now
 24. Krauss loco with driver Syke Buckingham
 25. Hoffmans loading cane
 26. “Bauple 30” loco in the mill yard
 27. Bauple loco
Fred Buckingham was the principal driver of this loco for many years and most of his sons worked as firemen on this loco.
 28. Krauss loco
 29. Krauss loco with mill dam in background
 30. Bauple loco Fred Buckingham at Gundiah 3.7.1901
 31. Bauple Mill yard (Jessie Davis)
 32. Bauple loco
The “Bauple 30” (big loco) and the “Krauss” (little loco) in the background , the Bauple Sugar Mill
 33. Mill report
 34. Directors

35. Newspaper cutting
36. Captain McKellar
37. Krauss leaving district
38. Dragon Info
39. Fowler loco first
40. Fowler stripped
41. Fowler sandblasted
42. Fowler primed