

## **MALANDA, THE HEART OF THE TABLELAND.**

**REVIEW OF THE LAST FIFTEEN YEARS' DEVELOPMENT.**

### **THE HALF - WAY STORY OF A PROSPEROUS CENTRE.**

**SOME NOTABLE PIONEERS AND THEIR WORK.**

**(By Our Special Tableland Representative, Mr. J. McMahon)**

Our Malanda Correspondent and Special Tableland Representative, Mr. J. McMahon, in the following vigorous historical review, traces the development of the vast progressive Malanda dairying district since the axe first laid to the root of the scrub some fifteen years ago, and the huge tract of rich soil was converted into grass pastures for some of the sturdy Tableland herds.

Some interesting details are published in the course of our correspondent's review concerning the early pioneers and the district, and the recital of their work is a splendid example of what can be done, and still remains to be done in further opening up the further stretches of valuable country which lie West and South of this important centre.

Geographically situated as it is in the centre of the great Tableland of the Atherton district, no other place among the several that goes to make the whole better deserves the title "Heart of the Tableland" than does the progressive and promising town of Malanda. In 1907, or fifteen years ago, the district of Malanda was a tract of virgin and tropical scrub land, where even the axe of the pioneering timber-getter was not heard, and only the dim and narrow traverse lines of the early surveyors, with their numbered block pegs, the only guide to the early settler of the site of his then yet uncarved home. Strong hands and willing hearts were needed to face the problem of sticking to the dense primeval and tropical scrubs and replacing them with the essential pastures of to-day.

However, the early pioneer was a good judge of the basic requirement to

good judge of the basic requirement to success, viz., good land, and there were no second doubts of the quality of the Malanda district lands. If it was good enough to grow the dense tropical soft-wood scrubs, it would be good enough to grow the dense pastures of artificial grasses that would form the key to ultimate successful settlement, and which forms its principal feature to-day. It was also a well-watered area; never-failing streams there are, and plenty of them, with pretty and permanent waterfalls calling with rippling voices to, not only the early settler, but also to the men who will follow him, and take toll of the undeveloped power with which the mechanical-minded will later on endow them. *Per contra* also the mighty forests of scrub timbers would, and did, return some of the early outlay and bridged the gap between the wilderness of scrub and the dairy farms of to-day.

To those who know and remember the conditions of fifteen years ago, and the comparatively rapid change to the present day conditions, this half-way story of the district's progress may be interesting for comparative purposes, and perhaps serve as a slight record on which to base the next historical period of its development.

The writer of this article, one of the first selectors in the Malanda district, can quite appreciate, with an intimate and practical knowledge, all there was to do, and what has been done by the men and women who pioneered their way into, and through, the dense scrubs, and the earlier days of its settlement to the present time, when the fruits of their labors are shown in the many fine herds grazing on the pretty pasture lands, which to-day combine to make one of the finest assets of North Queensland's industrial prosperity.

And yet, the district is like a good diamond in a rough setting. Its value is secured; but time and industry will as-

diamond in a rough setting. Its value is assured; but time and industry will assuredly add to its value. Another period of fifteen years will certainly add those tints of comfort and civilisation to the picture which we find lacking today. Compared with many of the centres away south, from where most of our settlers were drawn, the progress of the Malanda district has not been by any means slow; comparatively, it has been rather the reverse, and, at the very least, highly creditable.

On the Northern Rivers of N.S.W. and in Southern Queensland there are many places of double and three times the age of this district that relatively are little, if any further ahead. And beyond doubt its future is assured for many reasons. Its rich volcanic soil, permanent water, altitude, climatic advantages, bountiful rainfall, security from floods, and last but not least its outlet via a first-class port, and nearness to the gradually developing markets of the East. Surely it is quite safe to forecast a future of prosperity for the place that will reward well the persistent settler or the wise investor.

Within the period under review a good number of the first selectors have thrown in the sponge, by selling at a profit, which in most cases did not mean more than a fleeting and temporary advantage, as many were convinced, after bitter experiences in the "south," that there was no place like the "north." In every day parlance, the North has stuck to those who have stuck to the North and within the North there is not better place than the Malanda district.

Stretching from the Bartle Frere Range on the East to the Herberton Range on the West, and from Pearamon on the North to Jaggon on the South with Malanda approximately in the dead centre, lies one of the finest areas of agricultural land to

in the dead centre, lies one of the finest areas of agricultural land to be found in Australia. This stretch of country with the prevailing East to South-east winds comes under the meteorological influences of the great sub-coastal ranges, and more particularly the tremendous peaks, Bartle Frere and Bellenden Ker. The area mentioned while not uniformly level is certainly not rough country, and the big peaks often appear to be the initial influences that draw the much desired moisture from the clouds, and scatters it Westward along the Boonjee—East Barron belt with the ever prevailing Easterly winds.

The early days of settlement partook of a mixed character, money was wanted to see the battle through and the millions of feet of good marketable timber had to be dealt with. Except in very urgent cases it was too valuable to destroy, and many settlers turned their attention to the

securing of teams and turning it to profitable account, or sold it to others who were prepared to handle it and dressed retail value most ridiculous prices were offered and too often accepted for this fine asset of the early settlers. Men and mills made money out of the necessities of the selector. Many were glad to get rid of the timber to make prompt room for the cow and get on with the business of dairying and certainly much valuable timber was wasted in making the first clearings for the building of the new homesteads and the requirements of the herds.

The Malanda district was then partly situated in each of the shires of Johnstone and Tinnaroo, and the rapid settlement appeared too big a problem for either shire to handle in a prompt or businesslike way to meet the requirements of the new men. The country was so little explored that the shire boundaries were more

that the shire boundaries were more imaginary than real and but scant attention was given to the opening of tracks, and in innumerable cases a track had to be cleared out to the selection before a house could be carved out on it. The man who could carry a pack, the pack horse, the pack mule, and eventually the buckboard, all took order of precedence before the railway in the important work of settlement. The survey lines were first much used before the bridle tracks along the designed roads were cut, and a strenuous time was encountered by all concerned in reaching their blocks.

In those days fine weather seemed to be very rare exception, and once pugged up the bridle tracks through the scrub became practically permanent bogs, through which the heavily laden pack horse and more often the heavily laden pack man sloughed their way with tucker, tools, and the motley equipment that is even necessary for the bush hut. The pack horse that patient institution of new settlements in difficult country, was often the bearer of incredibly queer loads and very heavy ones. A stove or a separator was nothing but two cwt. of galvanised iron ranging from six to ten feet in length meant the navigation of the narrow and tortuous bridle tracks with a skill worthy of a reef bound mariner. Galvanised iron had to be brought as the bark of the open country selection was not available, and no other material filled the bill to the confidence of the selector for keeping out the torrential rains we used to know.

Fortunately in those days there was no Inkweed, Tobacco bush, Russell Grass, or many of the weed and animal pests, which the opening of new lands to-day are subject to. Fell the scrub, get the burn, no matter how rough and the Paspalum seed when

rough and the Paspalum seed when planted or broadcasted came away in its own good time with a wealth of growth and richness that delighted the heart of the struggling selector and made amends for many of his trials. These little clearings were the stepping stones to the new dairymen's success. As quickly as possible, and as means would allow a few cows, a bull, and later on more cows were put on the new pastures and the constant work of dairying commenced, and where concentrated on, commenced successfully.

From the budding dairies the cream was for a very long time packed (good old pack horse again) many miles perhaps to the head of the slowly approaching railway, or direct to the little old Golden Grove factory established near Atherton by Mr. W. C. Abbott. In this connection I think the hats of every one of the first settlers should be taken off to Mr. Abbott. His little factory was the bi-weekly or tri-weekly Mecca of every one who hoped to make, or did make good on the Tableland. They were treated with efficiency, civility, and fairness.

Not always could the new dairyman even afford to own a pack horse, or get his cream from his farm with a horse and one of our most prosperous and highly respected dairymen of Malanda to-day for a very long time carried in his then small cans of cream to the nearest point of transport on his head. I am sure Mr. W. Thomas of Malanda is not the type of man who regrets having done so or would feel annoyed at my public remembrance of his very game and happily successful efforts. There were others who thought nothing of the trip so often necessary per boot to Carrington or Atherton to obtain the necessary provisions. To them it was only a tramp of sixteen long miles in

only a tramp of sixteen long miles in the cause of good settlement.

The English family, boys and girls, among the very first had many a weary journey to Atherton before becoming established in their new Northern home. Mr. Allen Ross young athletic and determined, made many such journeys to fill his position on the Atherton Hospital Committee. Young Harry Hannus, now a successful returned soldier settler near Atherton, then a very young lad, often commanded my attention and admiration by the jaunty, contented and confident manner in which he would set out from Maianda, never empty handed to do the sixteen long and lonely miles to the still newer settlement at Millaa Millaa. As the boy is father to the man, so young Hannus successfully carries on where many have failed.

#### OTHERS WHO BLAZED THE TRACK.

No article would be complete in writing up any of the Tableland centres that did not gratefully mention the great work and generous assistance of the early surveyors. Wet and dry the network of survey lines were kept ever steadily pushing out into the wildness of scrub marking out the blocks that were to become the homes of to-day and designing the roads of access to them. The task was indeed a difficult one and there are none to-day to say it was well done. Mr. F. W. Drewe, Mr. H. R. McGuire, and the late Mr. Brian Cusask were the first pilots of the bush. In the work all were genuine good fellows, open handed and helpful to the vanguard of settlers who were following them up. A camp or a feed was never asked for, both would be freely given before being asked for. Their fine staffs of hardy axemen were able and generous lieu-

axemen were able and generous lieutenants to their employers. Several of them are fine settlers to-day. Harvey Jurd, Jimmy Dalziel, Nat Witham, Bob Griffiths, Jim Clarke, Lou Compton, Jim McFadden, Tom

Vigor, D. Sinclair, Bob Robertson, Fred Armstrong, (cook) Ted Foster, Jerry Foster, Jack Sewell, Snow Marsden, Parnell Cusask, and Fred Watson were all good bushmen and from the nature of their employment hardy athletes. A few of the list have regrettably passed out. The effects of the hard life or the casualty lists of the big war in which most of them took part with distinction has somewhat thinned the ranks of this hardy vanguard of civilisation. Anyhow to sum up the personnel of the survey staffs of the pioneering stage of this district the least one could say is that both rank and file of the staffs were gentlemen.

#### THE SCRUB CHOPPERS.

Another fine class that did much to assist in developing the district were the class of scrub choppers who reinforced the ranks of the owner settlers and stood up to the tremendous and dangerous task of felling the great tracts of dense scrub. It may have been on wages or it may have been on contract but it was a mighty work and it took the pick of men to do it. That it was, and is a dangerous job is proved by the heavy toll the timber giants took of the many fine lives ventured in the calling. The brittle tipped scrubwoods are treacherous customers to handle and in the swirl of the big drives when perhaps a quarter of an acre of timber toppled to the deciding blow of the keen edged axe there was a big rebound of flying limbs, a fatal trip, or too much time lost in removing a favourite springboard, or any of many

favourite springboard, or any of many reasons, it was all the same the few precious moments lost meant a horrible death or disastrous accident.

The game also meant that the good quick chopper had to combine the stamina of the chopper with the expertness of the acrobat, for on the big timber chopping off the ground was not yet to be thought of. Springboard chopping had to be resorted to. That meant climbing the tree board by board, cutting each board hole on the way up, till ten, fifteen, or twenty feet above the ground. Many expert choppers went higher till a suitable place was reached to chop the great scarfs into the timber giants. The well tested springboard, about six inches wide and five feet long was the chopper's precious working place till the big barrel was cut right through and let go or so nearly that the driver tree, when started, would bring it and may be scores of others in the drive, crashing and thundering to the ground. Among the great choppers as a record it is worth while mentioning Dave and Arthur James, Walter McKay, Fred McKell, Jack McFie, Ralph and Shirley Brooks, Andy Maddocks, "Kingaroy" Pakenham, Bob McHugh, Jim Foster, Peter and Harry Flegler, Bryant and Dawes, Billy Bartlett, Zeb Jeffreys, Peter and Lou Kenny, Mat McMahan, Jack McKay, Jack McLean, the Battle Brothers, Stan. Percy, and Bert Davies, Jim Snodgrass, C. Davis, (killed), Steve Carnell (killed), Tom Murphy (killed), George Rouston (killed), Dave Dobbie (crippled), Charley Bate, John Zimmerman, Charley and Jim Hyde.

There were several more, but these were prominent in the Malanda district. A fine team and when the great call of war came the choppers almost to a man enlisted, and till the Armistace their absence was keenly

Armistice their absence was keenly felt and development retarded. Many will not return, they are at rest on the great battlefields of the world.

### FORWARD MOVEMENTS OF PROGRESS.

In 1907 the nearest point of railway communication was Tolga but the line to Malanda was then being slowly constructed. It was opened to Yungaburra on March 15th, 1910, and to Malanda in December, 1910. The first official name given to the Malanda railway station, no doubt born of an insane idea to perpetuate the useless language of the aboriginals, was "Tutomoulin". The local settlers were determined that the ridiculous name of Yungaburra was quite sufficient of an official joke for one important centre and that "Tutomoulin" would have to go. It went, the iron letters of the name were torn off the board at the station and so much ridicule thrown at the railway officials concerned that the name of Malanda was quickly reverted to. It is the name of the parish, and will remain the name of its principal centre. It is also pretty and euphonious. After a spell of six years the line was continued and opened to Tarzali, and in December, 1921, opened to Millaa Millaa. As previously mentioned the settlement of the new areas between Yungaburra and Millaa Millaa seemed to be too great a task in the matter of road making for either the Tinnaroo or Johnstone shires, and the new settlers did not approve of the game of battledore and shuttlecock in which they formed the principal role between the two shires. Agitation was set on foot for a betterment of the local governing conditions and the parent shires did not offer any strong obligations. Mr. Jas. English, the first of our Malanda pioneers got to work and with the weight of his

to work and with the weight of his well applied influence in the right quarters quickly had the new shire of Eacham gazetted. This was in 1910. On February 7th., 1911, the first election for Councillors of the Eacham Shire took place, the following being elected viz Messrs C. J. E. Belson, R. Campbell, J. Emerson, W. N. Gillies, E. H. Heale, A. D. Hendren, R. E. McHugh, E. L. H. Styles, and H. S. Williams, Mr. Chas. Belson was elected as the chairman of the council, and Mr. Duncan Brown, Shire Clerk, with Mr. A. W. Jones as Overseer. Mr. Brown has continued to fill the position of Shire Clerk with credit to the present day. Considering the fact that it was all new territory, and the vast amount of money that has been spent since then, it cannot be said that the Council has by any means given satisfaction in the way of constructing their permanent works to an up to date or high standard. Particularly does this apply to the bridge and culvert work of the shire, which generally has been set to ridiculously low and inefficient levels. There has been a procession of Overseers and Engineers with indifferent results. It is only just recently that any very lengthy grading work of a satisfactory nature has been gone on with.

Mr. E. H. Heale is the present Chairman of the shire, with Messrs H. R. McGuire and Harding-Frew doing the engineering work.

Owing to the advantages of a more central position the shire offices were established in Malanda in 1913, the first meeting in the newly erected Chambers being held on April 12th. 1913.

#### PACK HORSE TO MOTOR CAR.

While the important matters of roads and shire work does not leave room for complete satisfaction, the traffic conditions to-day are a re-

traffic conditions to-day are a remarkable contrast to what they were

fifteen years ago. Where the pack horse and the bridle track then held sway and are now things of a disappearing past, we are fast following in the footsteps of those who are adapting themselves to the mechanical utilities of this progressive age.

It is now nothing new to see a very fair number of motor cars in daily use, with a strong tendency even by the conservative minded people to increase the number at earliest. With the car will come the lorry and the tractor for farm use, and then indeed will the Tableland come into its own.

#### THE KEY TO PROGRESS.

On the Tableland the dairying industry can safely be termed the "key to progress", and as far as the qualifications of the district are concerned to back it up, nothing is wanting.

The early Southern settlers recognised this and always had the definite objective of dairying in view, and though at times there have been side issues to the big industry thought of such as sugar, cotton, rice, peanuts, etc., the progress of the district is, and always will be centred in dairying.

From Mr. Abbotts little pioneer butter factory at Golden Grove three

efficient and much larger factories have been developed at date. The first big Co-operative factory was erected at Atherton and opened on the 1st May, 1914, by the Hon. John White then Minister for Agriculture. On the 28th April, 1919 a big 20 ton butter factory was opened at Malanda, thus providing for the shorter and more efficient transport of cream, and the better manufacture of butter in each

better manufacture of butter in each end of the settled district. Further factories were projected at Peeramon and Millaa Millaa, but for various reasons have not so far materialised. A somewhat stormy and unsettled state of affairs marked the earlier periods of the industry, chiefly owing to want of experience on the part of Directors and lack of business tact on the part of Managers. At the present time under the more definite and decisive policy of Mr. Day the Tableland co-operative handling of the industry appears to be entering the smooth waters of businesslike efficiency.

In 1921 the unsatisfactory handling of the Co-operative Company's affairs caused the withdrawal and setting up in opposition of The Tableland Dairy

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Products Company butter factory at Malanda. This factory was placed under the management of Mr. W. Reed, and his energy in building up the business of the new company has been creditable if somewhat distasteful to the pillars of the Co-operative movement, who by their blundering want of tact brought the opposition about.

The Atherton Tableland Dairy Products Company's factory at Malanda was opened on the 15th June, 1920. Mr. H. T. Skennar, ex-Director of the Atherton Co-operative Company, being the first Chairman of Directors, a position which he still retains to the confidence of the shareholders. Other Directors associated with him on the Board are Messrs W. Bradley, G. Windsor, A. Claringbold, E. N. Ham, S. H. Hardy and E. Prince.

The turnover of this company is approximately £32,000 per annum, thus

approximately £32,000 per annum, thus making a total for the butter industry of the Tableland of £160,000 per annum, a further sum is involved in the manufacture of cheese.

Thus Malanda is in the somewhat unique position of having two butter factories in active operation, which if not the best of things for the industry is certainly good for Malanda.

### PROSPECTS AND GROWTH OF THE BUTTER INDUSTRY.

Much remains to be done to bring the Butter Industry up to the capacity of the Tableland, notwithstanding the fair amount of progress made. There is no doubt that in time with the eventual ceasing of the timber traffic and the much desired improved methods in dairy farming that there will at least two more factories established. Cultivation for fodder, drastic culling, and herd testing, are the three big factories missing, and not till they are generally put into practice will the Tableland and Butter Industry come into its own. At present we are at the zenith of what can be done by nature, and nature has been very bountiful. It remains for man and the up-to-date dairyman to subsidise and double up the productivity of nature and in doing so reap the full benefit of a fine district, and give the Tableland its due advertisement and place in the forefront of the best butter producing districts of Australasia.

The first butter factory on the Tableland was opened by Mr W. C. Abbott on the 1st June, 1909, and the progress has been as follows.—

Year	No. of Suppliers.	Value £
1909. . . . .	4. . . . .	823
1910. . . . .	30. . . . .	1,292.
1911. . . . .	61. . . . .	2,432.
1912. . . . .	72. . . . .	5,602.
1913. . . . .	110. . . . .	10,698.
1914. . . . .	145. . . . .	8,074.

1914. . . . . 145. . . . . 8,074.

The number of suppliers to-day number approximately 384, and the turnover of the company is in the neighbourhood of £122,000, that is apart from the operations of the Dairy Products Company, which total a considerable amount in addition. Another period of fifteen years will, or should see the £250,000 per annum mark reached. The first pound of butter manufactured in the new Golden Grove Factory at Atherton was sold at auction by Messrs C. Harding and J. Hinsch and was purchased by Mr. W. C. Abbott for the respectable sum of £8. It has never since reached the same level. Mr. E. F. Youngman was the first manager of the Company, and Mr. E. L. H. Styles the first Chairman of Directors. At the time of writing Capt. W. Scott is the Chairman, with Messrs E. H. Heale, F. Grau, E. L. H. Styles, T. H. Walmsley, R. Campbell, C. Roseblade, W. J. Sloan, and W. Whiting, as Directors.

#### THE BACON BUSINESS.

After several experiments the bacon and pig business, which to date has been on a somewhat unstable footing, looks like being handled in a way that should prove beneficial to the district. Mr. R. Day and an experienced Board of Directors are working along co-operative lines, while Mr. B. C. Cash, an energetic private competitor, is developing a fair market per the Northern Pork and Sausage Company of Cairns.

#### THE CHEESEMAKERS

Not all the settlers were satisfied to take the smaller profits of the cream suppliers, and a few launched out into the more independent business of establishing their own cheese factories, and the pioneer in his work was Mr. A. C. Claringbold, of Upper Barron, then came Mr. T. Baldwin

**MR. A. C. CLARKE**, of Upper Barron, then came Mr. T. Baldwin with the Boonjee factory. Bob and Pat McHugh also put in a very fine little plant near Jaggan. Mr. W. Carr, one of the best of the Glen Allyn settlers, solved the problem of avoiding the earlier dissatisfaction of cream supply by establishing the Pioneer factory, and has done very well. Mr. G. R. Davidson of the Braehead Factory is also the proprietor of a most complete plant, and exhibits very fine samples of his manufacture at the district shows. These men all deserve credit for their enterprise and independent action in trying to get the best out of a rather hard industry.

### **THE WILDERNESS OF YESTERDAY THE TOWN OF TO-DAY.**

Where the bush stood fifteen years ago stands a nice town to-day, and it is steadily and prosperously extending on the solid foundation of a permanent industry; indeed, for the first stage of a new town's career the progress has been very good.

The industrial side is represented by two important butter factories, four distinct sawmills, two blacksmiths' shops, two saddlers' shops, a cabinet and joinery factory, plumbers' and tinsmiths' works. There are two large general stores, also a drapery and a millinery establishment, stationer's shop, and other small businesses.

There is a fine State School, replacing the more unpretentious and insufficiently commodious first building used for the purpose, which in itself is official recognition of the growth of the town. Mr. S. McMahon was the first teacher, and Mr. S. V. Carne has since then very creditably filled the position (less a period of active war service).

The fact that the Shire offices are established at Malanda is responsible for a considerable volume of business. There are also two auctioneers' establishments, and in the most favorable

fishments, and in the most favorable times of the year a very considerable trade is done in the buying and selling of land and leases.

Just recently there has been established a very fine little private hospital, fully equipped with the very latest in all that is necessary to deal with any class of case. A general public hospital is about to be erected in Malanda, a most favorable position.

There are at present two doctors practising in Malanda (Drs. Quinn and McCarthy), but so far, as a very fine advertisement either for the higher qualifications of the doctors or the health of the inhabitants, there is no cemetery in Malanda.

There is rather a good show ground Malanda and an active show society, which Mr. John Foxwell is the presi-

dent for the current term. Mr. Chas. J. Belson was the first president, while, as in council matters Mr. Duncan Brown has held the position of secretary since the inception of the society. The first show was held in 1916.

Being the principal centre of the dairy cattle industry, a good showing of dairy stock is generally made at the Malanda Show. So far, at each exhibition there has been an average of fully 100 head of dairy stock shown, and the quality of the cattle exhibits has been most favorably commented on by the Southern experts, who generally adjudicate.

There is a strongly supported Masonic Lodge established, the first Master of which was Mr. E. L. H. Styles, but as yet only one church (the Wesleyan), opened by the Rev. Prouse, stands sentinel over the religious rights of the community; others are, however, projected.

The church and the turf may not go hand and hand, but a good convenient racecourse site having been developed,

racecourse site having been developed, a movement is on foot to establish a race club.

### THE MEN WHO MADE "GOOD."

Places cannot be made without some outstanding personality coming like cream to the top. If there are no personalities there are no places. Men directly and soundly interested are preferably the best. More especially does this apply to new districts like the Malanda area now under review. If places are to be developed it is a fine thing for all concerned to have the man or men who occupy the strong points of the position alive to its future possibilities, with character enough to uphold its rights, and influence enough to bring its requirements under official notice. The easy going man is no good to a new district, if he is in any leading position. His lead or influence is always looked for, his very aggressiveness has to be reckoned with when public affairs are mishandled by others. Among the average good citizens of Malanda district, in fact standing above the average, in the personality of our very first pioneer settler, Malanda has a leading citizen who fills the bill. That gentleman is

#### MR. JAMES ENGLISH, J.P.

Mr. English is a native of Jamberoo, N.S.W., now about 57 years of age, and something like nine stone in weight. That perambulating nine stone is made up of more energy and shrewdness than one would be likely to find in the combined make up of an ordinary crowd. A sober, wiry, restless, hardworking bit of human nature that never knew the meaning of the word "defeated." A true chip of the old Illawarra type of settler.

Mr. English settled with his father's family at an early age at Coonengarry, Richmond River, N.S.W., and

garry, Richmond River, N.S.W., and eventually and in due time became a dairyman on his own account, and at all times was a firm believer in the Illawarra breed of dairy stock.

In 1906 his attention was drawn to reports of the quality of the land on the famous Atherton Tableland, and at the end of that year he was authorised by the then Minister for Lands (Mr. J. P. Bell) to form a group for settlement purposes on the lands then being designed for selection in the Atherton area. The blocks in this group were all placed at the disposal of picked selectors, mostly from the Richmond River. In July, 1907, in company with Messrs. Stan and Percy Davies and A. W. Jones. Mr. English reached the area allotted to him, just North of where the town of Malanda stands to-day. The actual area on which the town stands had been allotted to his son, Mr. P. English. Although the new settlers had to carry all they wanted from Atherton, and were nearly bushed on the way, to say they were pleased with the place and prospects is putting it mildly. Tents pitched, the new selectors lost no time in starting in to fell the first thirty acres on the bank of the Johnstone, opposite where Mr. P. English at present resides, on portion 60. This was the first felling in the Malanda district. Mr. English returned South in October of that year to report to his family, and to make arrangements to bring them along. Mr. Percy Davies was left in charge, and at the end of the year, after a good burn was got, the area was planted with Paspalum, and a splendid strike of grass obtained. In May, 1908, Mr. English with his family, returned, his son coming along later with four horses.

(To be Continued.)

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