

Local Government

The shire's future has always been in the good hands of timbermen, dairy farmers, graziers, and town businessmen bred with shrewdness to know how to protect the Brisbane Valley's interests. Many have spent decades on the Council and some families such as the McConnells, Lords, Conroys and Nunns have served for generations. They have all been tenacious fighters for the Brisbane Valley and their industries. Timbermen have prevailed — Duncan and Archibald Munro, E.W. Pechey, Lars Andersen, Carl Blank, Charles S. Langton and Edwin Hine. Dairymen, led by men like Mr Jim Brough, Walter Francis, the Handleys, George Graham, E.A. Josey and James Barbour took the shire through the heyday of the industry. Then there were auctioneers such as William Gorrie, Thomas Pryde, and Matthew Kavanagh.

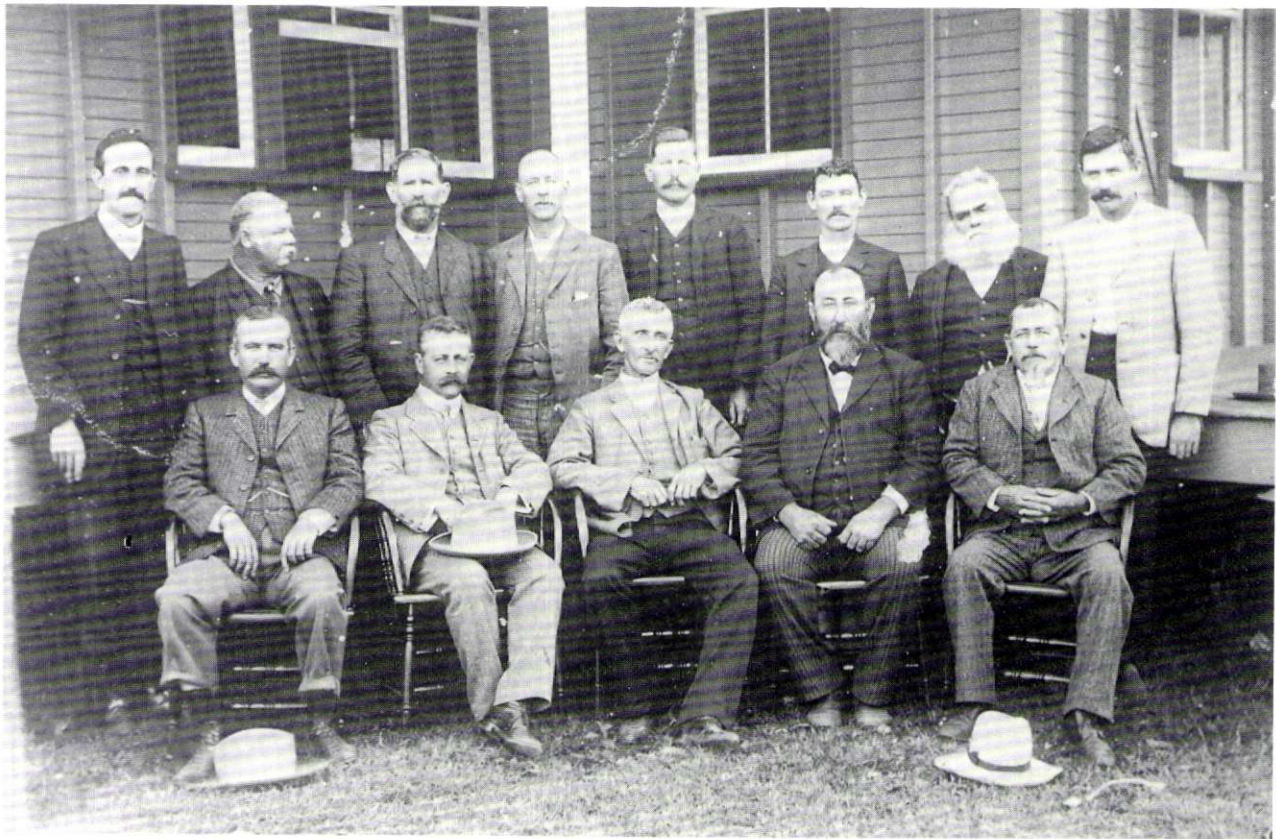
For some — H.P. Somerset, R.W. Bell, E.F. Lord — service on council was a stepping stone to State Parliament. Two, Joseph Henry Frisby and William Wells, came from the city to the Valley and served it admirably. Frisby and his brother came from a store in Brisbane to take up dairying at Colinton when it was prospering. He served on the Council from 1921 to 1932 when the brothers sold out to return to storekeeping in the city. William Wells came to Linville as the school teacher and never left. He opened a profitable store in Linville and became a successful investor, Councillor from 1936 and Shire Chairman from 1952 to 1961. He never married and had a unique pride in the Valley demonstrated by his willingness to invest in speculative local schemes. However the Cleveland Hotel in Brisbane was a steady income earner for him. By contrast the other representatives of the northern area of the shire have been timbermen, dairymen, and graziers — P. Leo, George and Joseph Bishop, Gerald Ryan, D.S. Carseldine and the Lord family.

The Esk Division was for many years represented by a storekeeper. In the eighties there were Patrick Clifford, Lemuel Bolden and John Poole at Fernvale; but since the first war the division has been represented by farmers from the eastern side of the river — the centre of the Irish settlers in the Valley. Tradesmen such as plumber, Schanck, mechanic and storekeeper, Wilf Hawken, and railwayman, George Launder, have all ably represented ratepayers. German settlers and their

descendants have also prevailed; members with names like Golinski, Granzien, Zabel, Kohn, Dargush, Litzow, Jackwitz, Schultz, Sakrzewski, Feldahn, Beutel, and Banff have appeared over the decades. The Council has traditionally been conservative, very few, such as L. Seib and George Launder, identifying themselves as Labor supporters. In recent years the Councillors have continued to come from the wide range of occupations — principally from private enterprise and investors in the region.

The first meeting of the Durundur Divisional Board was held on 5 March 1880 with the following elected members present: Subdivision 1: Lemuel Bolden, Henry Grosvenor Simpson, Peter Thomson; Subdivision 2: Frederick Lord, James Henry McConnel, George Glencross Smith; Subdivision 3: D'Arcy Texas McDougall, Francis A. Primrose and Duncan Munro (the last member appointed by Governor-in-Council for lack of nominations). Frederick Lord was elected Chairman on the motion of Thomson and Munro, and Esk was selected as the headquarters of the Division. The first Finance Committee was comprised of McConnel, Smith, and Lord. One of the rules decided upon was that voting by proxy was not to be allowed at either Council or Committee meetings. At their second meeting on 2 April 1880, the Division was renamed the Esk Divisional Board.¹

Local Government was established as an administrative structure in Queensland to provide a co-ordinated road network based on local financing initiatives. The colonial government had insufficient funds to finance a balanced road construction programme and in the 1860s the allocation of road and bridge money depended on the political influence of the local Parliamentarian. In 1860 the government allocated £23,000 for construction of roads and bridges and sought to encourage the establishment of local road trusts to provide local infrastructure. These were to be formed to operate toll roads and ferries to finance bridges, and deep road cuttings to improve road access for rural industries. In the 1870s rural settlement in Queensland expanded rapidly as a result of the government's land policies under the *Crown Lands Alienation Acts* of 1868 and 1876 and the attraction of the mining industry. The



Esk Shire Council 1915.

Back Row L to R Newspaperman, T. Conroy, C.G. Handley, W.R. Butler, G. Bishop, J. Gannon (?), P. Leo (?), John McDonald (?).
 Front Row L to R Fred Thompson, E.W. McConnel, A. Smith, F. Seib, W.H. Warneminde (?). R C McKee

government provided a system of municipalities and divisional boards throughout the colony under the *Divisional Boards Act of 1879*. In this way there could be a co-ordinated approach by the Divisional Board raising funds through levying local rates on landholders and obtaining loans from the central government.

Those qualified by the Act to be board members were to be male, natural born or naturalized citizens who were ratepayers in the particular division. Members have always been elected for three year terms but initially one third of the board retired annually. Voting qualifications did not exclude women; any person, male or female over twenty-one years who was a ratepayer in the Division and who had paid his or her rates was eligible to vote. Elections were to be conducted by postal vote only. Initially £500 was placed at the credit of the Board by the government and the borrowing rights of divisional boards were limited.

In Parliament the Minister for Lands maintained that selectors would only have to pay a farthing per acre on the annual value of the property as rates, which were to be used on construction of roads. There was strong criticism of the imposition of this form of taxation on struggling selectors, coming at

the end of three years drought. Opposition members advocated a tax on land rather than rates because rate assessors would value cultivated selections higher than natural grasslands. As it stood, land speculators and wool growers holding large estates would pay less for the roads than hard working selector families; this would militate against opening up the estates for closer settlement.

Divisional Boards also had social responsibilities in the power to take over Schools of Arts and Benevolent Institutions. The Act had most effect in closely-settled regions, like the Brisbane Valley, where roads to the market towns were essential; whereas in western areas trunk line railways were being constructed by the central government.²

The Divisional Boards were to be approximately the size of electoral districts. The Durundur Divisional Board was established by government proclamation on 11 November 1879 and incorporated the whole of the Brisbane and Stanley River Valleys. The southern boundary was a line drawn across from the south-east corner of Portion 211, Parish of England on the right bank of the Brisbane River west to the watershed separating Logan and Running Creeks, then by the northern watershed of Buaraba Creek, following the eastern

and southern watershed of Perseverance Creek to the Main Dividing Range. The western boundary was the Great Dividing Range north to the watershed between the range dividing the Burnett and Mary Rivers from the Brisbane River. The eastern boundary followed the D'Aguilar Range down to Portion 52, Parish of Burnett, then north to the Brisbane River and down the river back to the point of commencement. So the Division encompassed Perseverance Creek, Crow's Nest, Cooyar, Blackbutt, and the area right up to the outskirts of Nanango town; in the east, it took in Durundur but not Fernvale, Wivenhoe, Lowood area, Tarampa, or Clarendon. The Coominya area was on the boundary.³

The Chairman acted as clerk until a permanent appointment was made, and was requested to find an office for the Division. The Board applied for £550 from the government to be placed to the Board's credit in the Queensland National Bank at Ipswich for defraying costs of valuation and necessary road construction. The Board decided that £50 be spent on improvements in Subdivision 3 (Perseverance Creek, Crow's Nest, and Cooyar areas), £160 in subdivision 1 (Esk and environs), and £90 in Subdivision 2 (northern and eastern areas). The Chairman of any Committee was empowered to accept tenders and authorize works to proceed.⁴

The first Clerk was George Challinor of Ipswich, cousin of Dr Henry Challinor, MLA for Ipswich. He had been a drugs dispenser in 1854, and a photographer in 1857 operating from the rear of his cousin's surgery. He later grew cotton on Warrill Creek. Challinor was appointed on 2 April 1880 at an annual salary of £250, plus a forage allowance; once the Board had a building, he lived in it rent free. In 1884 he became Valuator as well. His salary in 1888 was divided as follows: £150 as Clerk, £100 as Valuer, and £25 towards paying for clerical assistance and the cost of valuation. He was given a month's sick leave in 1887 and died in May 1888.⁵

The Board first met in rented premises on the southern side of Sandy Creek near where the present Esk Presbyterian Church stands. The next premises were rented from Denis Bergin in Ipswich Street, Esk. In April 1881 the board purchased a piece of land in Esk and in December borrowed £600 to construct a timber building. However, it was not until 27 February 1885 that the Board accepted George Nash's a tender of £600; Thomas Pryde, later a councillor and auctioneer in Esk, supervised the construction and the building was completed in September. Drysdale of Esk supplied two £8 tanks and Challinor organized a

sawn timber fence around the property and shelving for the office. That building remained shire headquarters until 1908.⁶

Meeting times changed frequently. In the first year meetings were held on the first Friday of the month. The next year they changed to the last Friday of the month and in 1883 to the second Tuesday of the month. Within a year the meetings were back to the last Friday of the month. In May 1884 a concession was made for members travelling from a distance when the meeting date was changed to the Tuesday before the full moon each month so that members could ride home in the moonlight. Distance to travel militated against the attendance of some members; Munro, Primrose, and McDougall, for instance, had to ride down a mountain track from Crow's Nest and Cooyar. They all resigned by the end of 1881 and were replaced by Littleton, E.W. Pechey, and W.H. Brodie. In fact in the first three years there was a rapid turnover of members. McConnel retired and was replaced by Alexander Raff, A.D. Campbell replaced P. Thomson, C.W.M. Bowman replaced A.D. Campbell, and William Thorn replaced Simpson. J.H. McConnel came back as a member for Subdivision 2 from the meeting of 10 March 1883 and served until 1899 and again from March 1913 until his death in May 1914. Pechey rarely attended and was replaced by J. H. Hebel on 9 October 1883.⁷

Graziers and timbermen had the strongest representations during the economic crisis years of the 1880s. Because of the huge number of watercourse crossings in the region and the rapidly expanding settlement the Board's main emphasis in the early years was on road and bridge construction. The Main North Road and Emu and Cressbrook Creek bridges were high priorities. By-laws were developed to control traffic to prevent damage to the roads, control the erection of licensed gates, and impose a wheel tax of £1 annual fee. Other by-laws prohibited fires being left alight on roads by selectors burning timber and teamsters making permanent camps, and declared Bathurst Burr, Scotch Thistles, and Noogoora Burr noxious weeds. A by-law to regulate the numbers of goats was defeated by members Lord, McConnel, Bolden, and Brodie in July 1883. By 1885 it was necessary to regulate the sale of water from wells in Esk, making the water supply a public facility. The next Board regulations controlled rubbish, prevented damage to contract road work, and prohibited ringbarking or removal of trees on roads after December 1885. New wheel tax by-laws were necessary in 1887 because the expanding timber industry was being taxed by every Divisional Board that a waggon travelled through.⁸



Esk Shire Council 1927.

Back Row (L to R): Vic Green (Jnr Clerk), Vince Gagen (Asst. Clerk), R.F.W. Smith (Shire Clerk), P.W. Hill (Shire Engineer), R.H. Neilsen (Inspector).

Middle Row (L to R): Crs James Barbour, J.H. Frisby, William Cross, W.R. Butler, George Grummitt, John Poole.

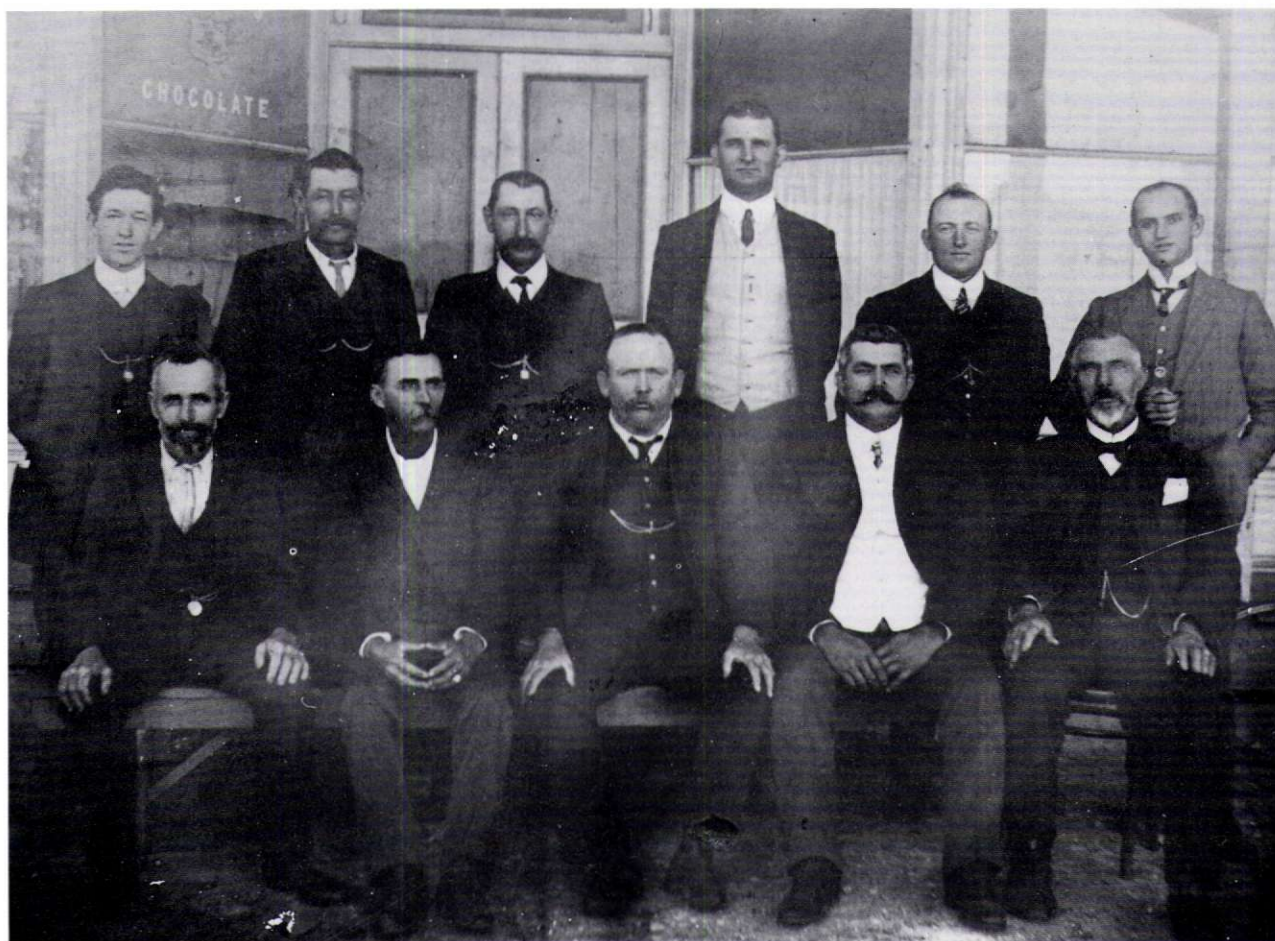
Front Row (L to R): Crs Charles Litzow, E.J. Cannell, Gerald Ryan, Alex Smith (Chairman), William Lewis, Fred Seib, Lars Andersen.
Esk Shire Council

In 1889 solicitors, Foxton and Cardew, revised the by-laws covering wheel tax on carriage of more than two tons (and tax was greater for narrow tyres), prohibition of trailers, provisions to promote town cleanliness and prohibit pollution and straying cattle, careless horseriding, cutting timber or digging gravel on roads. The by-law relating to wheeled traffic was altered again in 1890, increasing the license fees. By December 1893 the Board's by-laws compelled Esk townspeople to install earth closets.⁹

The Board had to estimate its expenditure before it could set a rate and, as there were so many low-level bridges to be built, a rate of sixpence in the pound was set, to be paid by 1 September 1880. They were hampered by the provision in the Act that the rates had to be spent in the subdivision in which they were raised; business and personal rivalries obviously played a part in how money was allocated. Furthermore, there was no redress if one subdivision absorbed more than its rates entitled it to. Ratepayers in the distant Subdivision 3 were particularly disadvantaged because their members were often unable to attend meetings.

The *Valuation Act of 1887* changed the rating method radically. Improved land was valued at not less than 5 per cent of the fair capital value of freehold and unimproved town land was valued at eight to ten per cent of capital value. Unimproved country land was valued at a fair average of comparable unimproved land in the neighbourhood. This was further improved by the *Valuation and Rating Act of 1890*, which meant that rates could be reduced to about one farthing in the pound; if Divisional Boards wanted to spend more they had to raise the money locally and if they did not want to undertake local works then they did not have to tax themselves.

The Royal Commission on Local Government in 1896 recommended a number of financial changes, including audit by government auditors. Under the new *Local Government Act of 1902* local authorities could borrow from non-government sources under the *Local Works Loans Act* or issue debentures; but in both instances the approval of governor-in-council was required. A further check was provided in that 10 percent of the ratepayers could petition for a ballot on the need for a



Lowood Shire Council 1912.

Back Row (L to R): C. Scott (Reporter), Crs A. Feldhahn, C.F. Truloff, W. Banff, O. Sakrzewski, W.E. Michel (Shire Clerk).
Front Row (L to R): Cr C.J. Kohler, E.C. Nunn, M.O. Kavanagh, E.C.F. Beutel, N.J. Linde.

John Oxley Library

particular loan. In 1910 the state government legislated so that if one-fifth of ratepayers petitioned the Government a shire council could be dissolved and a new election ordered.

Probably the most controversial issue after 1910 was the franchise. The Ryan Labor government tried to introduce universal suffrage in local authority elections and many councils including both Esk and Lowood, protested. It was not until 1920 that plural voting was abolished (including companies, such as pastoral companies having three or more votes) and adult suffrage introduced.

Early boundary changes to the Esk Division all revolved around the problems of distance and maintenance of main roads. In 1880 the Board approved the removal of the environs of Nanango from the Esk Division. In October 1883 members Brodie, Littleton, and Pechey applied for the removal of subdivision 3 from Esk Division, and this was done in February 1884, with a reduction in the number of Esk Board members to six. Although Subdivision 1 (based on Esk) then contained twice as many voters as Subdivision 2, the casting vote of

the Chairman prevented any change in representation. In 1888 the Board decided to divide itself into three subdivisions. There were continuing discussions with Walloon Divisional Board regarding representation of the Fernvale area and control of the two bridges over the Brisbane River near there. However, in a period of enveloping depression the Esk Division was unwilling to take over the Fernvale-Wivenhoe area. In 1892 it was directed to do so by the government; it then took eight years of argument to obtain a grant of £211 for repairs to those roads.¹⁰

In the first twenty years the Board had six Clerks — Challinor, Thorrold, R.F.J. Gore, Kenneth G. Buchanan, Edward Sherman, and J.W.C. Hunter. Both Thorrold and Gore had been appointed as Foremen of Works but worked as Clerks on the death or dismissal of their predecessors. Thomas Brennan was appointed Assistant Clerk and Burman Assistant Foreman on 28 September 1889. J.D. Handley became Bridge Inspector on 4 November 1887 and A.A. Henderson Superintendent of Bridges in 1890. R. Gore resigned as

Foreman of Works in August 1901 and Patrick Shine was appointed the following month. Hunter resigned in 1901 and there were two clerks (Lloyd and G.H. Graham) over the next five months before James McBean was appointed after eighty applications were considered in a meeting lasting six hours. Patrick Shine was killed in May 1905 and R.J. Fraser of Gympie was appointed as Foreman of Works and Sanitary Inspector. A.G. Whipman was appointed Herdsman and Moore Health Officer in 1909.¹¹

The first plant that the Board purchased was in July 1881 when the Board purchased a pile driver for bridge building. It was also loaned out to contractors at a charge of 10s. per week. It had been used on the Cressbrook and Coal Creek bridges by contractor John Parsons, in 1884 and had to be repaired and new chains and fasteners obtained.¹²

In 1892 the Board decided to prepare plans for a four ton wooden road roller. By comparison with other Boards the Esk Division had meagre plant and this situation existed until P. Hill became the engineer. Although Esk Division had a thriving timber industry and a main road traversing it, the road-making plant was inefficient. Most work was done on small contracts and after the depression the Board realized that it could save £25 per year using its own plant rather than hiring day labour on the roads; and in spite of this it refused an offer of a stone crusher from Lars Andersen in 1908.¹³

The twenty years to the end of World War I saw several boundary changes, the significant appointment of an engineer and elections of Councillors who shaped the Shire as we know it today. The first significant plant purchase was decided in July 1913 when Councillors Lord and McDonald moved that the Council purchase a Robey-Leplastrier road-making plant of eight horsepower traction engine, portable engine, stone breaker, elevator and screen, four hopper waggons each with a double turntable, Russell grader, and a water ballast roller of eight and a half tons — all for a total cost of £2,759, as recommended by the engineer. Engineer Hill knew that such equipment was widely used in New South Wales and that it would save the Council £1,500 per year. Council obtained a loan and the machinery arrived in October 1913; it was assembled in Esk railway yard by a technician, Capper, sent by Arthur Leplastrier and Company. The road-making plant began work on 2 February 1914 on the road from the Esk railway gates in Edward Street. A quarry was opened at Glen Rocks and a demonstration was held on 3 April with the scarifier working between the Metropole Hotel and the Lyceum Theatre. The

opening was performed by the Acting Premier, Hon. W.H. Barnes, MLA. Luncheon was arranged by Mrs McDonald, lessee of the railway refreshment rooms, held in the Lyceum Hall, and R.M. Collins of Melbourne attended on behalf of the company. Esk was the first shire in Queensland to purchase such sophisticated road-making equipment and other Councils were visibly envious.¹⁴

The *Local Authorities Act of 1902* widened the powers of local authorities to deal with impounding of animals, take over reserves and other public lands such as cemeteries and commonages, eradication of noxious weeds and destruction of animal pests, construction of buildings, fire prevention, control of places of amusement, generation of electric and gas lighting, control over traffic, wider powers over roads and bridges, and the making of by-laws. There was also a major boundary change in the Shire in 1906 when the boundary retreated from the divide to the Blackbutt Range at Benarkin and the Parishes of Djuan and Emu Creek were split off into the Crow's Nest shire.

There were also claims in 1907 by Caboolture and Kilcoy people requesting a new Shire of Kilcoy, which Esk Shire opposed. Nevertheless, the Kilcoy Shire was formed on 22 February 1912 and the Crow's Nest Shire on 1 January 1913, excising the Parish of Anduramba from Esk.¹⁶

Meanwhile Lowood was sited particularly badly on the boundaries of three shires — Walloon, Tarampa, and Esk.¹⁵ The Lowood Shire was formed on 19 January 1912. **Lowood Shire** was created out of all three and parts of Laidley. Previously businessmen such as butchers, auctioneers, and taxis had complained because they had to obtain three licences to operate in the district. The Lowood Progress Association had proposed the Shire as early as 1910 and Crs Kavanagh and Nunn representing Division 4 of Walloon shire both campaigned for the formation of the new shire. The election of members was held in March 1912 and the first meeting held on Wednesday, 27 March 1912 at 12 noon. The first members were Councillors Otto Theodore Sakrzewski, Ernest Cooper Nunn, August Feldahn for Division 1, Ernest Christian Frederick Beutel, Johann Kohler and Carl Frederick Truloff for Division 2, and Frederick William Banff, Matthew Owen Kavanagh and Neils Jensen Linde for Division 3. Cr M. Kavanagh, who had been chairman of Walloon Shire since 1911, was elected Chairman on the motion of Crs. Kohler and Beutel. Walter E. Michel was appointed the first Shire Clerk at a salary of 9s. per day for a three-day week.¹⁷



Esk Shire Council traction engine and grader in front of Metropole Hotel, Esk. 1914.

Esk Shire Council

Council first met in Messrs Kavanagh and Smith's office and in April 1912 called tenders for a Shire Office. Various allotments were offered and Councillors purchased E. Bostock and Sons' allotment (one acre six perches) in Park Street for £45. F. Gutzkow's tender for £171 to construct the building was accepted.¹⁸

The Lowood Council had very little plant for road works on its difficult black soil flats. In July 1912 they two draught horses, two drays, a scoop and plough were bought and £6 was spent on blacksmithing tools for ganger W. Josephski in November 1912. In 1913 Cr. Beutel offered a log five feet long and three feet six inches in diameter, as a roller, and Cr. Kavanagh sold the Council a scoop for £12. Although the local Progress Association applied pressure the Council did not proceed with the purchase of a road grader; however they did very successfully operate a stone crusher and waggon from an excellent quarry in the hills towards Tarampa.¹⁹

In 1912 the Council's Health Officer was Dr L.P. Winterbotham and N.D. Welldon its solicitor. In 1914 Michel became Overseer and Sanitary Inspector as well as Shire Clerk. He was also local

Stock Inspector and Inspector of Prickly Pear on private property in 1914-1915; he served until the abolition of the shire receiving £180 per annum.²⁰

The Shire had four chairmen, Cr Kavanagh from March 1912 to February 1913, Cr Nunn (elected unopposed) to March 1915, Cr Linde to February 1916 and Cr. O.T. Sakrzewski until 1917. Crs. Feldahn, Nunn, and Sakrzewski represented Division 1 for the whole five years. In Division 2 there were several elections and replacements of Councillors; timbergetter, Alfred Edwin Hine of Tarampa served from October 1916 until the abolition. Cr J. Noland died in June 1915 and there were two Beutels, Crs Frederick Wilhelm and Ernest. Only Cr Truloff served for the duration of Lowood Council. From Division 3 Cr Banff went to war and returned to a public welcome as Lieutenant Banff. Auctioneer Cr Kavanagh was defeated in 1915 by Samuel John Fox and John Tapsall took Cr Banff's place that same year.²¹

Because the Lowood, Brassall, Bundamba, Purga, and Walloon Shires were not viable, the government moved in July 1916 to abolish them all. Lowood ratepayers protested and at a poll taken, 313 voted against abolition and 60 in favour.

Crs Sakrzewski, Nunn and Tapsall met the Home Secretary on the matter without success and Lowood Shire was abolished in 1916. It was divided between Esk and Rosewood Shires and the councillors decided to retain the furniture each keeping his own chair used at council meetings.²²

In the first half century of local government rates levied by the **Esk Board and Council** were moderate by statewide standards, numerous small landholders providing a sound base for revenue raising. Land valuations are always controversial. Originally freehold land was to be valued at the price it was acquired from the government; conditional purchases and homesteads were valued at the amount at which they were taken up by the selector. Each valuation was to cover all improvements except buildings. That caused controversy. The Upper Brisbane River correspondent of the *Queensland Times* reported the opposition to the principle of valuation — 'If they cultivate, they must fence; and if they fence they are taxed: If they put up sheds or barns it is the same. This [was] rather a one-sided affair. A large station owner has few more improvements than a medium farmer, unless he goes in for cultivation.' Many selectors would have preferred a toll system so that the people who used the roads, especially the timbermen and dairy farmers, would pay. Valuations were done by the Clerk or the Foreman of Works. Because of the large number of defaulting ratepayers in the Cooyar subdivision in 1880 there was no government subsidy paid, so the Board did no work in the area. There were a large number of valuation reductions in the Appeal Court in 1883 so the Board reduced rates to one shilling except for homesteads. The rate was reduced to eight pence in 1885 and rose to one shilling again from 1888 to 1890.

During the 1890s depression the rate went down to three farthings in 1891 and decreased again in 1893 when valuations were reduced. By 1900 the rate had increased to one penny halfpenny in the pound. Different rates were set for different subdivisions in 1911. Various benefitted areas were declared by Council to pay for expensive bridge works during World War I and the highest rates were three pence one farthing in the pound, in the Toogoolawah town. The Council held its first sale of properties for which the rates were more than seven years in arrears, in 1915. In 1922 the Council discovered that it was illegal to declare a special rate for a subdivision in order to pay off debts so that in 1927 the rating to pay for the Wivenhoe Bridge was spread over the whole Shire.

The enveloping depression caused a significant reduction of 20 per cent in the valuations done in

1932. The Council had been obtaining the services of auctioneers, such as Thomas Pryde or James Barbour, as valuers for the Shire at a fee of around £100 per year. But in 1934 the Council could no longer afford that; the Shire Clerk was appointed as valuer and the Council reigned in its budget.²³

Council offices were always one of the top priorities. In 1908 a contract worth £306.7.9 was let to W. McConachie for a new office; the building was supervised by Lars Andersen over three months. In 1909 stables were built and in 1910 the old Council site was converted to a public park. A store and a special shed to house the new grader at the back of the Council office were constructed in March 1914 and the Offices were painted in 1918 by A. Christensen and a brick room built in 1926 for two safes to be installed. It was not until 1937 that Councillors again considered building new premises on a new site; but they had to borrow heavily in the depression and the project was abandoned — road maintenance being considered a higher priority.²⁴

Up to 1930 the staff remained relatively constant. James McBean resigned to become a Crown Lands Ranger in December 1911 and John Greig Smith was appointed Clerk on 21 December 1911. Fraser resigned as Overseer in 1913; P.W. Hill, a practical shire engineer, became Engineer in March 1913. In 1914 their salaries were £300 and £260 respectively. At the height of the war Hill was appointed Engineer, Inspector of Sanitation, Wheel Tax and Noxious Weeds at a salary of £260 per year with petrol allowance of £10 per year. In 1919 Council supplied him with a motor cycle to traverse the shire inspecting jobs. P.W. Hill also reportedly suffered ill-health and in 1923 Council obtained a car for him. Smith resigned as Clerk in February 1922 and Council appointed Archie B. Adams in his place; he only served until June 1923 when he was forced to resign through ill health and he died in 1925. R. F. W. Smith, Acting Clerk, became Shire Clerk.

Various officers served as Inspectors of Sanitation and as Herdsmen. As there was continuing criticism of the impounding role the position of Herdsmen was only filled intermittently, and from 1916 to 1918 the Engineer acted as Sanitary Inspector. The various inspectors were S. Coleman to 1912, W.H. Tapsall to 1917, G. Spencer to 1920, A.R. Andersen to 1922, A.V. Smith for nine months from June 1922, J.A. Burnup of Cloncurry from April 1923 to February 1926, R.H. Wilson for a year until February 1927, when R.H. Neilson was appointed. Neilson had first been appointed in February 1925 as a temporary member of staff as Assistant Inspector of Noxious



Engineer P.W. Hill in front of Esk Shire Council portable boiler and crushing plant. 1914.

Esk Shire Council

Weeds; he served until February 1930 when illhealth prevented him from performing all the duties required by Council. When A.C. Ditchman of Tingoora was appointed Inspector in April 1930 the job did not include noxious weeds control and registration of motor vehicles had been taken over by the Main Roads Department.²⁵

Until 1922 the Shire Clerk had to pay for all clerical assistance out of his own salary. The assistants were often sons of the Shire Clerk or relative of a Councillor. The first departure from this was the appointment of V.M. Gagen as Junior Assistant Clerk in 1922 when J.G. Smith and his son, Archie Bruce Smith had resigned over the Council's economization on administrative costs. As finances improved Gagen became Assistant Clerk in 1925 and became well-known locally as a footballer and cricketer. Victor C. Green had been Junior Clerk from 1926 to February 1930 when he went to Nanango Shire Council as Assistant Clerk. Miss Edna Engeman became Junior Clerk and it was only on the Chairman's casting vote in February 1931 that she retained her position in the

face of a move to replace her by a male junior. When V.M. Gagen resigned to go to Inglewood as Shire Clerk in May 1934 the local RSL lobbied heavily for only Returned Servicemen to be considered for appointment to the vacancy. G.G. Smith was successful. R.F.W. Smith resigned on 1 December 1936 to become Town Clerk at Warwick and W.F. Serisier was appointed the new Shire Clerk from among the forty-six applications. Serisier had been fourteen years Shire Clerk of the Waggamba Shire with headquarters at Goondiwindi and had recently worked at a public accountant's office in Warwick.²⁶

From the 1880s to the 1890s depression outdoor employees always worked in day-labour road gangs. R. Savage and Jacob Henning were the 1880s gangers and provided workers' tents, tools, horses, and dray at a cost of 14s. per day to the Council. Their wages had been reduced in the depression and there was a change to a contract system supervised by Councillors themselves until 1906. Under the new system of four or five men per gang, the gangers appointed

for Subdivisions 1, 2 and 3 were Noah Bygrave, James Francis, and J. Longlands (replaced in a month by H.T. Peters) respectively. The maintenance gang system worked effectively. Within a year a separate gang was required for the Main North Road from Gallanani bridge to the northern shire boundary. Noah Bygrave took the ganger's job, James Dennehy became ganger of No.1 gang and James Walker of No.2 gang in 1907. There were constant arguments about the gang system; Councillor Varley of Subdivision No.1 being particularly critical of the small amount of work done in wet weather. The gangers supplied their own horses and in 1912 gangers James Hunter and A. Bullock also supplied a plough and scoop, negotiating wages of £1 per day. By February 1913 the Council had eight gangs with two dozen men maintaining roads and one dozen men cutting weeds.²⁷

There were two significant periods of change in employment of Council wages staff — 1913 and 1923. The first revolved around mechanical change and the second around finance. When Engineer P.W. Hill introduced heavy machinery in 1913 his first task was to resolve problems over wage levels and efficiency of the gangs when even the Council was divided on the issues. These difficulties culminated in a strike in February 1914 when John Parsons, formerly a private bridge contractor in the Shire, and his men requested increased wages. Parsons resigned over the issue. Through Council, Hill also established wage levels for plant operators — crusher engine driver to receive 9s. per day and the traction engine driver 12s. 6d. per day. They were to be paid for the time actually worked and any time lost through wet weather was to be made up after hours. In February 1916 Council agreed on a schedule of wages and this was approved by the Industrial Board in April 1916.²⁸

The financial changes came after 1920 and were due to the effect of the Main Roads Commission contracting out the construction of roads to private companies and the requirement that Shire Councils fund a percentage of these costs. The effects were felt slowly by the Council but after several years the Council was forced to re-organize its roads workforce. In 1921 there were six road gangs led by Josephski, Bullock, Leisemann, Deger, Teske and Granzien. They worked a five day forty-four hour week. Josephski left in 1923 and G. Baker took his place. In the 1923 two gangs were disbanded in Subdivision No.3, as well as those of Baker, Granzien and Teske, and one in Subdivision No.4. Only married men were employed. One problem for the Council, common to all Queensland Councils, was the ever-increasing debt for Main Roads. Although annual accounts were

balanced this was only achieved through levying high rates; the problem was addressed by the new *Local Government Act of 1936*.²⁹

In the late 1920s and early 1930s there were two other changes. The flood damage caused by the January 1927 rains led to re-employment of three-men road gangs; later, however, they had to be retrenched because of the Council's poor financial state. Starting in 1932 the State Government released funds for using the unemployed men on local roads. Young school children saw the thirty-nine Relief Workers the Esk Shire Council employed doing all sorts of odd jobs in the town areas — planting trees, fencing the road reservation, cleaning streets, making parklands and cutting noxious weeds; this system continued throughout the depression, when the Council had to further reduce its own road gangs because of lack of funds.³⁰

Another Royal Commission into Local Government was appointed in 1927. It found that the transport changes made many of the boundaries and methods of selecting roads for construction or improvement nonsensical. The Commission recommended the abolition of many shires and benefitted areas and the use of subdivisions as electoral units only. It also recommended a return to the old method of the councillors electing the Chairman. No immediate action was taken and when the Moore conservative government was elected in 1929 they legislated for the councillors to elect the Chairman and limited the franchise to ratepayers again. However the Labor government reversed these decisions when re-elected in 1932.

The Council's roadmaking plant was modernized and utilized extensively during the 1920s and 1930s and it established mechanized quarries to maintain its road construction programme. At first there was a road gravel quarry at Glen Rock but it was not ideal. Foreman R.J. Fraser in 1912 suggested a hard-wearing trachyte gravel quarry at the back of the saleyards. After the abolition of the Lowood shire the Council agreed to J.H. Jackwitz's terms for lease of his quarry on Schulz Mountain on Tarampa road near Lowood. Crs. Nunn and Smith inspected the proposed site in October 1918. It took several years of negotiation and debate about whether to sell the Council's traction engine and plant to implement Cr Nunn's proposals for the Lowood quarry. Finally, in April 1922, the Main Roads Commission agreed to the arrangements for bins, water supply, tramline, elevator and rotary screen in April 1922.³¹

The Lowood quarry on Williams Hill was quite a

History of the Shire of Esk

mechanical investment aiming to supply blue metal for Lowood roads. Engineer Hill laid out the tramline so that the 'fulls' pulled the 'empties' from the crusher up a gradient of 1 in 15 to the quarry. The tramline was thirty-three chains long, laid with ironbark rails. Steel rails were used only on the curves. The stone was first loosened by jackhammer drills driven by a stationary Ford engine. The stone was crushed in a 16 by 10 inch crusher, driven by an eight horsepower portable engine. Then the rotary screen graded the metal into bins for lorries or the traction engine to remove. The metal was carted in bins by tractor to the road. Ganger O'Neil was in charge. A five horsepower engine was soon installed to haul the bins. Up to ninety-six truckloads of metal were brought down from the quarry daily. There was one tragedy on the site when ganger Josephski was killed in 1923 in the quarry.³²

In 1928 another quarry was established at Mt Beppo with Main Roads Commission approval and the plant was moved from Lowood and the new quarry was ready to commence operations on 15 October 1928. This quarry served its purpose but did not operate for long and the stone crusher was used in Somerset Dam construction work in 1936. The Council unsuccessfully tried to sell the 1914 traction engine several times in 1919; they unwisely refused an offer from the State Sawmill at Benarkin. Finally in 1934, when it was valueless, Council dismantled it to use the wheels for a road roller behind a motor truck.³³

Council purchased its first motor lorry in January 1925, a two and a half ton truck that was used by P. Newman. The following year they also bought a new car. In 1927 £2,000 was budgeted for new plant and a Spearwell motor grader was purchased in 1928; from that start more trucks and a motor grader were brought in 1934. In the depression the Council spent widely on plant, using the government Relief Labor money in 1931 to purchase a concrete mixer to lay concrete pipes on the Esk-Toogoolawah Road. To co-ordinate all the roadwork, Engineer Hill drove 2000 miles; by 1935 the Council had to purchase a new car after having purchased two trucks in 1933 (a 1929 Chev and a 1930 steel spoked wheel Whippet) for £300. In 1934 pneumatic tyres were introduced. The Diamond T Tipping Truck bought in September 1934 for £320 was considered an excellent improvement. The cab and tipping body were built by Wilf Hawken (later a Councillor). Percy Bailey drove the truck on work anywhere in the shire. Hill produced another first for Esk Shire Council with the purchase of an Armstrong Holland 'Champion Queenslander' Speed Patrol tandem type road grader in 1937 and

demonstrated it to invited guests from other shires at Ti Tree Gully on the Esk — Ipswich road on 26 January 1938. It was the first tandem type grader introduced in Queensland and 100 spectators gathered to see it in operation.³⁴

As the Main Roads department and private contractors took over more and more road construction there was less emphasis on the Council having its own modern, heavy-duty road-making equipment. The Council had provided a functional network of shire roads to serve the timber and dairying industries, but it was not until the 1960s that many of the roads reached all-weather standard.

During the period of financial rationalization after the 1936 Act W.F. Serisier, an accountant, was Shire Clerk. His other contribution to the Shire were the further changes to the Council Offices. In August 1938 the Council obtained a loan of £3,234 from the Queensland National Bank for the construction of Shire Council chambers and a residence on the land recently acquired in Ipswich Street. Atkinson and Conrad were appointed architects. The new chambers were opened by Hon. Treasurer, Hon. F.A. Cooper MLA on Wednesday 14 February 1940. The total costs were £3,509 for the chambers, £827 for the Clerk's residence, and £330 for furniture. Serisier only lived in the house for ten months before he was appointed Town Clerk at Southport. Richard James Irwin of Goomburra Shire Council took over as clerk and within a year went to the war; G.G. Smith became Acting Shire Clerk. There was enormous disagreement on Council over the appointment of a temporary Assistant Shire Clerk. Even though it was the height of the war the Council was, at first, unwilling to appoint the experienced Miss E. Engeman to the position; but at the June 1942 meeting Councillors Butler and Wells succeeded in having her appointed. In March 1944 after the resignation of G.G. Smith, she became Assistant Shire Clerk.³⁵

There were two staff changes in 1944 and 1945 that had lasting effect on the Council. In April 1944 Douglas Harris was appointed Health Inspector and in March the following year Edna Engeman resigned after fifteen years service and Miss Eileen McCarthy was appointed. Furthermore, the Hill tradition continued with the appointment of P.C.Hill as Assistant Engineer in July 1948. Staff increases occurred during the 1950s; Cost and Junior Clerks were appointed in 1952 and at the June 1956 meeting Councillors Wells and North moved that an Assistant Shire Engineer be appointed.³⁶



Esk Shire Council 1969.

Back Row L to R Cr Eric Gorrie, Mr Perry Landy (Dep. Shire Clerk), Crs Roy Williams, Simeon Lord, David Schultz, Crs Laurie Wendt, Peter Coleman, Mr Graham Wyatt (Shire Engineer).

Middle Row L to R Crs P. Conroy, J. Ward, Miss Kay Berry, Miss Diane Hertick, Miss Shane Conroy, Messrs Jeffrey Finter, Noel Gorrie, Cr F. Varley.

Front Row L to R Crs Wilfred Hawken, Ken Haslingden (Chairman), Miss Eileen McCarthy F.I.M.M. (Shire Clerk), Cr Lester Williams (Dep. Chairman), Cr Paul Dumke.

Esk Shire Council

The Esk Shire Office senior staff are noted for their long service. Engineer P.W. Hill served from April 1913 until his retirement on 31 March 1962 — a total of forty-nine years, he was farewelled in the Esk Diggers Hall in April 1962. Mr Graham Wyatt, City Engineer for Charters Towers, was appointed Shire Engineer and has now served twenty-five years.

Dick Irwin had twenty-seven years as Shire Clerk and died on Wednesday 24 January 1968. Council complimented him as a 'capable and shrewd officer, well versed in Local Government,' recognizing the difficult post-war period with lack of resources and also the trials of the installation of the water supplies. In the late 1940s Irwin and Miss McCarthy often had to take the pays in a small brown suitcase over the twenty-eight creek crossings to the northern end of the shire, paying staff all the way. He had been particularly interested in the Patriotic Committee, the Jockey Club, and the Showgrounds. In fact he had always taken a day's leave for every race meeting held in Esk. Dick Irwin was a traditional, capable, shrewd

Clerk who fitted in well with the ratepayers. He never considered air-conditioning the office when that was becoming common practice. Miss Eileen McCarthy was appointed Shire Clerk at a Special Meeting of Council on 1 February 1968.³⁷

There were a succession of three Deputy Shire Clerks in six years — P.J. Landy until September 1970, I.C. Bode until April 1973 and Mr W.R. Harris who has served since May 1973 to the present. He holds a merchant seaman's certificate, a rare qualification for a shire officer. Also with the appointment of the new shire clerk in 1968 a new Water Officer, Mr R. Law, from Biloela, was appointed and he still holds the position. His wife, Kath, operates the Esk Library.³⁸

Miss McCarthy served the Esk Shire Council until 30 April 1975. One of her most valued contributions to Council was her presentations of Shire Budgets. She lived with friends, Mr & Mrs H. Brennan, never living in the Council's house even when she was Shire Clerk. Her parents lived in Rainworth and she drove back to Brisbane most

weekends. Because of her connection to Brisbane she refused positions at other Shire offices also refusing a suggestion by the State Librarian, J. Stapleton that she study librarianship. She loved her job. Miss McCarthy introduced the first accounting machine and electric typewriter to the office in 1968. She battled against numerous bureaucratic obstacles to achieve ratepayers' goals, such as water supplies and sewerage.

Loans were particularly difficult for a small Shire to obtain in the late 1950s and early 1960s when the district's main industries, dairying and beef cattle, were either declining or suffering from drought. The only way to negotiate loans was to actually visit the lending authorities and Miss McCarthy learned of potential lenders by this method even obtaining a loan from the Army Superannuation Fund. She had interminable discussions with contractors. The council eventually had to take over the Toogoolawah sewerage contract and complete it by day labour. Miss McCarthy used that experience to good effect during the Lowood sewerage project, ensuring that photographs were taken of all properties before and after installation to avoid misunderstandings between owners and contractors. Miss McCarthy was known by her large white hat, worn for outside functions. One of these was the inspection of the 'Duckadang' Camp in the Monsildale area when Councillors travelled the last few miles on a trailer behind a tractor. Another time was the party she gave the workmen and landholders from whom land was resumed for the completion of the Murrumba road. On her retirement a correspondent of the *Queensland Times*, who well knew the workings of the Council, noted that 'ever since my association with this Shire and its Clerk I have had the impression that the male ego never really allowed the crumbling of the wall between the Council and its female number one officer'.³⁹

There were three significant changes during Miss McCarthy's years as Shire Clerk — subdivision, the Wivenhoe Dam project and the extension of the Council chambers. Subdivision brought renewed prosperity to the shire changing the centre of wealth to the southwest of the Shire. Miss McCarthy personally visited many of the early subdivision projects, inspecting for compliance with conditions. The subdivisions of Norman Wise, Lowood milkman and one of the earliest subdividers, were used as examples for the drafting of by-laws for future subdivisions.

The Wivenhoe project disrupted families, reduced the Shire's rateable land, and inundated considerable areas of Queensland's prime cattle-

fattening land, so altering the environment to compare with the heather plains of central Scotland from which some its pioneers had migrated. Cr. Varley summed up local feeling in his words, 'City people are going to have a lot of water but no steak to eat'. Miss McCarthy negotiated with the Co-ordinator General's Department and the Landholders' Committee throughout the period of the Shire residents' coming to terms with the project and witnessed the human trauma involved in the resumption of land held by families for a century.

The decision to extend the Council chambers and offices was made soon after Miss McCarthy was appointed Shire Clerk. On 16 January 1969 Council decided to apply for a \$28,000 loan for extensions, which was increased to \$39,800 in March 1970 after the plan submitted by architect M. Conrad was accepted. The air-conditioned extensions were completed in October 1971. In 1982 Council decided to make further extensions. At the November 1982 meeting Councillors S. Lord and R. Nunn moved that Council request architects Arthur Lumley Pty Ltd to draw up further proposals for extension of the Council Chambers. Council accepted proposal No.3, deferred it for eighteen months and borrowed \$500,000 for the purpose. There was some discussion in February 1983 about moving the Council's administration centre to the old Police Reserve near Glenrock, financed by sale of the Shire Clerk's residence and Lacey's land. The present site was chosen and work on the extensions at the current Redbank Street site commenced in January 1984 and was opened by the Minister for Local Government Main Roads and Racing, Hon. R.J. Hinze MLA in January 1985.⁴⁰

In thirty years Miss McCarthy worked with four Chairmen — James Barbour, William Wells, N.J. McInnes, and Ken Haslingden, four Deputy Chairmen — Wilf. Hawken, A.R. North, C.E. Thorne, and Lester Williams, and thirty-eight other Councillors. She worked with stirring men like Jim Brough, who served on the Council from 1936 to 1964 with a three year break for war service. As Councillor he was direct, firm, and an ethical man with fine civic pride. He came to Esk in 1915 as a boy with his family from Dundee, Scotland. They sharefarmed and he eventually bought his own prosperous farm at Glen Esk. His achievements for the Shire through the dairy industry are legendary — fifty years service as director and chairman of the Esk Co-operative Dairy Association from 1934 to 1984, director of Hamilton Cold Stores and protagonist against the margarine industry, member of the Butter Board, and member of the

Queensland Dairymen's Organization. He served the Esk Returned Serviceman's League staunchly and likewise the Esk Anglican Church, together with his petite wife who was a fine embroiderer. Amongst his notable achievements in the beef industry was his encouragement of dairy products and live exports of beef cattle to Japan in the 1960s.

Jim Barbour, Chairman from 1940 to 1952 was a shrewd, forthright and unsophisticated cattleman. William Wells, a former schoolteacher and Linville storekeeper, was quiet and a thorough gentleman as a Councillor from 1936 and Chairman from 1952 to 1961. He never married and his sister lived with him in later life. Intensely proud of the Brisbane Valley he sought to encourage local investment and prosperity through new industries in which he led the investment. Councillor McInnes of Toogoolawah was a thorough-going business man as Chairman. Both Councillors Haslingden and Williams have encouraged teamwork among Councillors.⁴¹

On Miss McCarthy's retirement, Mr Gordon P. Sorensen, of Inglewood Shire, was appointed Shire Clerk. With the considerable subdivision and increasing population in the Shire the Council has expanded the number of professional staff in the Council Office. Deputy Shire Engineer, Mr A. Knight, resigned in March 1978 to become Shire Engineer at Wondai Shire and John Tannock was appointed in his place. Mr John D. Carter, from Peak Downs Shire was appointed Development Control Officer in November 1980 and Senior Administrative Officer in May 1982. The appointment of a Town Planning Officer, Mr L.K. Kumskov, in June 1982 was a major decision for Council. Dudley Harris retired as Health Surveyor on 11 April 1983 and Mr G.G. Cumming was appointed to the position. Mr J.K. Henderson became Building Inspector on 21 February 1983.⁴²

The slow moves towards Town Planning indicates the fluidity of opinions existing in the minds of Councillors and developers about subdivision developments. The need for a Town Plan was considered by the Council as early as 1962. However it was another ten years before the Council sought advice from its Consulting Engineers on the matter. That was when many dairy farms were being sold up, land was being resumed for the Wivenhoe Dam, and land developers were applying for subdivisions with few conditions or requirements for roads, kerbing and channelling, water supply or electricity. Council addressed the problem by appointing a town planning company to determine the necessary zones and conditions and in May 1973 A.A. Heath and Partners were appointed Town

Planners for the Shire. The Council borrowed over \$17,000 for town planning schemes which began with Lowood in 1978. Two years later Council contracted Cameron McNamara and Associates to compile a Strategic Plan over two years including a Rural Land Policy. The Council rejected the broad brush approach of the engineering company in favour of retaining their discretionary powers and soon after sought an independent growth report which advocated the preservation of the rural character of the Brisbane Valley; the appointment of a Town Planner followed immediately.⁴³

During Mr Sorensen's Clerkship, Council committees and office efficiency have expanded to cope with increased Council functions and workloads. A major change in the office was the decision in May 1981 to install an on-line hard disc IBM computer, costing \$81,000, for accounting and data processing. It was installed in the Council office on Wednesday 28 October 1981. In 1982 Council decided to retain tourism, recreation, culture, environment and welfare as the responsibility of the whole Council. The necessities of policy, management, and co-ordination by Council have been taken up since 1979 by a committee of the whole Council taking an overall view of long-term policy and planning for the Shire. However the finance and works still remain the most powerful decision-making committees.⁴⁴

Council has become much more outward-looking in terms of cultural, social, and recreational matters — perhaps a library is now more obvious than a pot-hole — but expenditure on these activities is only possible if there are sufficient funds from the state and federal governments for roads and bridges. The Esk Shire Council has benefitted tremendously from the influx of ratepayers on subdivisions. This has enabled efficient development of Brisbane Valley granted the opportunities afforded by the proximity to Brisbane and the exceptional recreational potential of the Wivenhoe Dam project and the direct road to Brisbane via Northbrook Creek and Brisbane Forest Park.

ENDNOTES

1. ESKM 5 March 1880 and 2 April 1880; QT 19 February 1880.
2. QPD Vol XXIX pp521-548, 551-579.
3. QGG Vol XXV No 75 p992-993 [11 November 1879].
4. ESKM 2 April 1880 and 16 July 1880.
5. R. Fisher, 'Through a Glass Darkly: Photographers and their role in the Moreton Bay Region before 1860'. RHSQJ Vol XII No 3 (February 1986) pp297-316; ESKM 2 April 1880, 30 June 1882, 23 February 1886, 14 June 1887, 6 April 1888, and 1 June 1888.
6. ESKM 2 April 1880, 29 April 1881, 27 February 1885, 10 April 1885, 22 September 1885 and 20 October 1885.

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7. ESKM 25 November 1881, 27 January 1882, 24 February 1882, 10 April 1883, 9 October 1883 and 8 May 1885.
8. ESKM 15 December 1882, 26 January and 10 July 1883, 15 December 1885, 5 March 1886, 9 and 23 December 1887.
9. ESKM 17 May 1889, 16 May 1890 and 19 December 1893.
10. QGG 1877 p548; QGG Vol XXXIV No 14 p169 (19 January 1884); ESKM 16 July 1880, 9 October 1883, 26 February and 18 April 1884, 16 April 1888, 15 March 1889, 28 June 1889 and 9 January 1891, 10 May and 4 October 1892, 13 September 1899 and 28 February 1900; Q 23 July 1887 p139 c4 and 11 October 1890.
11. ESKM 2 May, 1 and 15 June, 24 August, 28 September 1888, 25 February 1889, 21 February and 24 November 1890, 26 February 1892, 31 July and 30 October 1895, 11 March 1896, 28 June and 1 September 1897, 14 August 1901, 11 September 1901, 5 March and 16 April 1902, 17 May 1905, 21 June 1905, 25 February 1909 p206 and 25 March 1909 p227.
12. ESKM 29 July 1881, 29 September 1882, 10 April and 11 December 1883, 18 April and 27 June 1884, and 17 November 1885.
13. ESKM 10 May 1892, 28 February 1904 p284, 27 August 1908 p166 and 19 November 1908 p183; BC 23 July 1884 quoting *Charters Towers Miner* 15 July 1884.
14. QT 24 July 1913 p7, 9 October 1913 p5, 6 November 1913 p6, 4 February 1914 p6, 6 March 1914 p8, 4 April 1914 p15.
15. QPD Vol LXXXIX pp741-751 (2 October 1902).
16. QGG Vol XCVIII No 24 pp 191-193 (19 January 1912), QGG Vol XCVIII No 57 pp435-437 (22 February 1912) and Vol C No 20 p335 (25 January 1913) and QGG 1916.2.1093; ESKM 25 February 1907.
17. QT 8 February 1912 p7; LWDM 27 March 1912 and 27 March 1912 p3.
18. LWDM 27 March 1912 p3, 30 September 1912 p50, and 28 October 1912 p68; ESKM 15 September 1920 p2.
19. LWDM 15 July 1912 p30, 25 November 1912 p66, 19 May 1913 p117, 3 September 1913 p163. [Cr. Kavanagh abstained from voting on the motion to purchase his scoop.]
20. LWDM 27 March 1912 p4, 9 March 1914 pp225-226, 8 June 1914 p258, 1 March 1915 p349 and 14 February 1916.
21. Lowwood Council Minutes *passim*.
22. LWDM 10 July 1916 pp149-150, 155, and 4 September 1916 p165; QT 5 July 1946; QGG 1916.2.1093.
23. ESKM 2 April 1880, 16 July 1880, 27 January 1881, 10 July 1883, 28 August 1883, 28 June 1889, 7 March 1890, 27 April 1897, 27 April 1898, 7 April 1915 p92, 7 July 1915 p114, 8 March 1922 p174, 14 December 1927 p412, 12 February 1930 p117, 27 January 1932 p615 and 15 August 1934 p392; QT 8 March 1883.
24. ESKM 9 November 1908 p186, 17 December 1908 p196, 2 September 1909 p275, 3 April 1918 p460 and 9 June 1926 p86; QT 26 February 1910 p2 and March 1914.
25. ESKM 29 March 1916 p176, 27 August 1919 p640, 15 December 1920 p36, 10 May 1922 p202, 14 June 1922 p217, 11 April 1923 p331, 15 June 1923 p352, 15 August 1923 p392, 11 February 1925 p702, 10 June 1925 p702, 10 February 1926 pp20-21, 9 February 1927 p227, 12 February 1930 p145 and 9 April 1930; QT 8 March 1912 p6, 23 December 1912 p6, 7 March 1913 p5 and 6 March 1918.
26. ESKM 8 February 1922 p153, 22 February 1922 p169, 11 February 1925 p642, 12 February 1930 p144, 11 February 1931 pp389-390 and 9 May 1934 p334, 11 and 30 November 1936; ER 5 May 1934 and 5 December 1936.
27. ESKM 22 February 1887, 4 April 1906 pp297-298, 16 May 1906 p308, 27 June 1906 p316, 27 February and 27 March 1907; QT 5 September 1912 p2 and 7 February 1913 p6.
28. QT 10 April 1913 p7, 18 May 1913 p7, 6 March 1914 p8; ESKM 14 May 1914 pp11 and 14, 18 June 1914 p25, 12 February 1916 p165, 26 April 1916 p190 and 21 June 1916 p215.
29. ESKM 19 January 1921 p47 and 10 October 1923 p417; Josephski went to work on the Council quarry at Lowood where he died in an accident in November 1923. (ESKM 14 November 1923 p432).
30. ESKM 9 February 1927 pp241-243, 12 September 1928 p633, and 8 June 1932 p725.
31. QT 6 November 1912 p6 and 12 December 1916 p7; ESKM 4 April 1917 p304, 23 October 1918 pp525-527, 12 April 1922 p189, and 14 November 1923 p432.
32. QT February 1924, May 1925.
33. ESKM 15 May 1928 p533, 15 October 1919 p653, 13 June 1928 pp562-563, 10 October 1928 p632, 14 March 1934 p300 and 14 October 1936.
34. ESKM 13 November 1924 pp600-601, 22 December 1926 p219, 9 November 1927 p411, 23 January 1928 pp445-448, 15 May 1928 p519 and 15 August 1928 p613; 20 May 1931 pp487-488, 12 April 1933 p128, 31 January 1934 p261, 12 September 1934 pp409-410, 8 May 1935 p557 and 12 June 1935 pp579-580; ER 29 January 1938; QT 10 January 1925.
35. ESKM 17 July 1938 p82, 10 August 1938 p97, 14 September 1938 p90, 18 December 1940 p235, 3 January 1941 p251, 11 March 1942 p320, 15 April 1942 p324, 10 June 1942 p334, and 8 March 1944 p441; ER 17 February 1940.
36. ESKM 12 April 1944 p448, 14 March 1945 p524, 14 July 1948 p749, 9 July 1952 p1,204, 6 June 1956 p1,655.
37. ESKM 11 October 1961 p2,029, 16 November 1961 p2,045, 1 February 1968 p5,874; QT 2 February 1968 p3; BVS 2 February 1962 and 6 April 1962; BVR 26 January 1968.
38. ESKM 21 March 1968 p5,898, 24 September 1970 p9,277, 26 April 1973 p9,732 and 17 May 1973 p9,744; BVR 26 January 1968.
39. ESKM 23 January 1975 p10,064, 17 April 1975 p10,101 and 18 September 1975 p10,185; QT 14 February 1975 p11; BVR 2 May 1975.
40. ESKM 16 January 1969 p6,024, 15 January 1970 p9,170 and 19 March 1970 p9,193, 25 and 29 November 1982 p2,714, 15 and 24 February 1983, 1 and 10 March 1983 pp2823, 2,826 and 2,845, 22 and 28 March 1984 p3,488, and 29 September 1984 p3,836; QT 8 October 1971.
41. Reminiscences about Council by Miss E. McCarthy in interview with author on 29 June 1986.
42. ESKM 23 March 1978 p23, 20 November 1979 p1,005, 20 March 1975 p10,084, 27 November 1980 p1,573, 13 May 1982 p2,378, 24 June 1982 p2,459, 24 June 1983 p2,461 and 15 February 1983 p2,823.
43. ESKM 17 May 1962 p2,121, 14 December 1972 p9,668 and 17 May 1973 p9,744, 21 November 1974 p10,038 and 2 November 1978 p460, 4 July 1980 (Town Planning Committee) p2, 3 February 1982 (Town Planning Committee) p2,250 and 17 March 1982 (Town Planning Committee) p2,313; QT 2 March 1983 p5.
44. QT 10 June 1981 p28; ESKM 4 July 1980 p1,346, 13 May 1981 p1,790, 27 May 1981 p1,817 and 4 November 1981 p2,136.