

The Tale The Years Unfold

History of the Dalby Chamber of Commerce and Industry

1910-1974

**List of Presidents
DALBY CHAMBER OF COMMERCE AND INDUSTRY
1910-1973**

1910 –11 Mr. E. Geisel	1961 Mr. M Sheehan (resigned because of illness
1911-26 Mr. V. Drury	1961-63 Mr. N. V. Ryan
1926-30 Mr. P. Garrow	1963-64 Mr. J. W. Flower
1930-38 Mr. V. Drury	1964-65 Mr. L. J. Mulkearns
1938-43 Mr. H. T Anderson	1965-66 Mr. R. W. Walker
1943-47 Mr. W. J. Napier	1966-71 Mr. R. W. Aland
1947-61 Mr. H. S. Williams	1971 Mr. J. F. Carberry

**DALBY CHAMBER OF COMMERECE
EXECUTIVE 1973-74**

President: Mr. J. Carerry
Vice-presidents: Messrs J. W. Flower, S. Powell
Secretary: Mr. F. H. Dickman3
Treasurer: Mr. D. Grant
Committee: Messrs. N. V. Ryan, O. Muller, A. Fremlin

Appreciation is expressed for the invaluable assistance given to the author of the Dalby Town council and many others who have assisted in numerous ways, and without whir help this story could never have been written.

A. FREMLIN

DALBY CHAMBER OF COMMERCE AND INDUSTRY

LIST OF FINANCIAL MEMBERS 1973-74

R. W. Aland and Co Accountants	A. Fremlin (Retired)
Allison Autos	French's Bakery
A.N.Z. Bank	Garrows Dry Cleaners
Bank of N.S.W.	Gateway Stockfeeds Dalby
Barnes Milling Co. Ltd. Four Mullers	Gyral Implements Pty. Ltd. Farm Machinery
Beaurepaire Tyre Service	Col Harwood and Co. Farm Machinery
Betros Bros. (Dalby Pty. Ltd) Fruiterers	Hartland and Walker. Plumbers and Plumber's Supplies
Bowden and Stagg. Carriers and Petrol Supplies	Imperial Hotel
Carberry Motors	Johnson's Hardware
Carrick Ashmead and Co Accountants	Johnson's Furniture
Carvosso and Winship. Solicitors	Johnson's Garage
Chesterfield Machinery Pty. Ltd	John's Menswear
Clark Bros. Earth Moving	H. J. Kessler. Dentist
Commercial Hotel	Tom Knox and co. Auctioneers
Commonwealth Trading Bank	Lynch and Redding. Building and Concrete Contractors
Commercial Bank of Australia Ltd	McKay's Sawmills
J. W. Cook and Lester Solicitors	A. R. and J. Mouritz. Groceries and Smallgoods
C.H.Y Motors	Marcol Industries. Farming Equipment
Coulson's Shoe Salon	National Bank of A/Asia Ltd
Dalby Auto Sales	Nearhos Chemists
Dalby Cabinet Makers	Olsen and Co. Building Supplies
Dalby Health Store	Queensland Primary Producers' Co-op Assn. Ltd.
"Dalby Herald"	R. & D. Radiator Works
Dalby Inn Pty. Ltd. Restaurateurs	Ron Roney. Tyous and Sporting Goods
Dalby Miling Co. Pty. Ltd. Four Millers	Ryans' Men's Store
Dalby Panel Works	R. and J. Body Shop
Dalby Radiator Works	Shell Dalby Roadhouse
Dalby Star Service Station	Stewarts Radio, TV, and Electrical
Dalby Squash Centre	Thomas Jack and Co. Pty. Ltd.
F. Dickman. Insurance Representative	Tynan and Jackobsen Share Brokers
Daleen Beauty Salon	Waine's Newsagency
Dalgety (Aust). Ltd	R. V. Warren Chemist
Deacon's Seed Co.	Ward's Drapery
Dunn's Food Stores	M. Wells. Drapers
"Drews" Jewellers	Western Downs Co-op Trading Society
Dunlop Tyre Service (Qld). Pty. Ltd	F. G. Wilkes. Industrial Gases and Welders
Engine Rebuilders (Sales) Pty. Ltd	H. S. Williams and Co. Real Estate and Valuers
M. Evans and Co. Pty. Ltd. Garage	Wilson and Wilson Pty. Ltd. Seed Merchants
Farmers' Centre (Dalby) Pty. Ltd	Windsor Hotel
Flanders Music Centre Pty. Ltd	Woolworths Ltd
Bruce Wuth. Chemist	

**Dalby Chamber of Commerce and Industry
1910-1973**

THE TALE THE YEARS UNFOLD

There is no continuous written history of the above Chamber of Commerce prior to 1930, for in that year, a devastating fire destroyed what records there were, and in spanning the first twenty years, the writer has had to rely on odd scrapes of information gleaned from old diaries, an occasional dusty newspaper clipping, and little facets of gossip given by some of the oldest citizens in the district.

The whole resembles something of a patchwork with big patches missing.

So before sweeping on into the main theme of the story of the latter years when records are still extant, let us for a moment pause and, in our minds eye, recall what we can of Dalby in 1910.

DALBY 1910

Mayor: Mr. Victory Drury. Population 1500

Streets -

Dust bowls in summer, with the dust ground to the consistency of fine, sifted flour that swirled and twirled before every puff of wind, or a passage of any vehicle, horse or other animal. After a short, sharp shower, it became a sea of slippery ooze; after a deluge, the main street became churned into a quagmire of mud, sticky, tenacious, irritating. The streets were alive with horseman, buggies, gigs, sulkies, coaches, heavy wagons drawn by teams or horses or bullocks straining against their yokes.

Many of these heavy jinkers were loaded with hoop pine from the Bunyas on their way to the local saw mills, or stores to, or wool from, the stations around the area.

On fine days, ladies daintily picked their way along the streets, trim parasols in hand, and dresses held to keep the hems from dragging in the dust. No kerbing, no defined gutters, extremely poor lighting, no real footpaths.

This is the backdrop against which our unfolding pageant of the years occurs.

From 1910, the new Dalby began to take shape and form. The council started channelling in Cunningham Street. Bigger and better churches arose, better hotels, and better boarding houses – then a very important factor in Dalby – and newer and bigger schools. And in 1910, The Dalby chamber of Commerce and Industry had its birth.

It was formed from a group of citizens calling themselves the Businessmen's Association, and some suggested that they bank themselves together as the Dalby Chamber of Commerce. Late in the year this was done, and Mr. E. Geisel became its first president, to be followed in 1912 by Mr. V. Drury, who occupied the position for 14 years till 1926.

Electricity came in 1921, and in 1925, bituminising Cunningham St began. An immediate outcry arose over the cost, so in 1928 a poll was taken to settle the issue. Voting was 737 for, 316 against.

Jimbour was opened for closer settlement in 1908, and between 1911-1920, the land office dealt with 2233 applications, totalling 2,693,178 acres.

Branch railway lines followed; Dalby to Kaimkillenbun to Bell in 1909; in 1911 to Jandowae and Tara. The ambulance dates from 1913, but if the roads were impassable, there was rail motor available were practicable.

The Downs Co-operative Dairy Association Ltd was opened in 1915, and by 1938, this factory was making 24,917 tons of butter worth 2,790,704 pounds. Street lighting was so poor and complaints so widespread, that people said it was a disgrace that streets had to rely in moonlight.

It is freely admitted that much of the early story is really not strictly matters of Chamber of Commerce only, and in the mainstream of the story, soon to follow, other subjects may come into the same category; but everything has bearing on the progress of Dalby, with which the Chamber of Commerce has been and is, inextricable involved.

Particularly so was this case with the Town Council, and the Chamber met in the old Council Chambers until they were destroyed by fire. The Chamber of Commerce joined the Federated Chambers of Commerce of Queensland in 1920 and is still affiliated with that body.

In these early days, bestriding the Dalby scene like a colossus, was Mr. Victor Drury, Mayor and President of the Chamber. On April 5, 1927, a letter in Smith's Weekly (long since defunct) said, "Mr. Drury, Mayor and President of the Chamber for 13 years, and other local authorities, is a hustler, enjoys good health, keen judgement, broadminded outlook to life, and these have helped him to success."

The same year, Mr. Drury said the Royal Commission on Boundaries, "Dalby's location makes it a trading centre for surrounding districts. It has excellent electricity, ample industries." He said that "in 1926 there had been 20,000 pound worth of building. Dalby also had fair roads and educational facilities, and because of this, Dalby does not want any amalgamation or extension of its boundaries. Dalby can be best administered in its present form of government." (Note: The commission made no boundary changes to Dalby)

In 1929, concrete pathways were started in Cunningham Street. In the same year, the Town Council and Chamber sent a delegation to Mr. Hooper about the railway service to Toowoomba so that the train would arrive in ample time to catch the mail for Sydney. A small motor train was tried, and this successfully made the connection.

In 1929, too, Mr H. Yeates, President of the Toowoomba Chamber of Commerce, said he was astonished at the progress in Dalby since his last visit, especially in Cunningham St., where there were concrete footpaths, garages and electric light.

In January, 1930, the Dalby Railway Station was destroyed by fire, and in July, when the Chamber met, 11 members said that it was essential that the railway station should be re-built as speedily as possible, but it was useless calling for tenders. The railway engineering staff gave an estimate of the work costs, and it that was lower than the lowest tender, the staff did the work.

The Chamber also expressed its opposition to the Central Reserve Bank, and considered all banks should be free. (This Central Reserve Bank must not be confused with the Reserve Bank now operating, that belongs to a later day.) There was also a divided opinion in the Chamber in the proposed Gold Bonus, and both these results were passed on to the Federal Government.

Now we can pick up the threads of our story as 1930 is with us, and written records exist from that date. However a slight deviation might be of interest here, although it is out of strict time sequence.

In 1939, Mr Stan Roberts, journeying by train to Rockhampton, overheard the following conversation as he stood on the observation platform of a carriage nearing Gladstone.

One speaker was apparently from the Main Roads Commission, the other politician.

Dalby names were mentioned, and one man said, "Those Dalby fellows will get what they want. They're a rough mob, but fine and able. They're the toughest mob in Queensland and if they want anything, they will go at it till they get it." The rest of this chronicle will prove if this is true or not.

In 1931, Dalby's population was 2700, and now to our theme story.

In 1930, Mr. P. Garrow, President of the Chamber, wrote to the Dalby Herald, saying the Chamber would welcome country members at 10/- per annum. This would enable the Chamber to know how to assist country men and learn their problems, because only business people were members at present. Country members were invited to attend a meeting in November.

In the same month, there was a discussion about Dalby being included in the Wambo Shire, and over the years, this subject became a hardy perennial. It was also stated that the dipping of sheep was ignored before moving. Mr.

W. A. Russell wrote that too many inspectors would be needed to enforce the regulations, so the Chamber decided to take no action.

The price of Dalby flour was higher locally than in distant centres, and as an explanation the Prices Commissioner said that most wheat gristed at Dalby came from Cecil Plains and freight of 2 ½ d had to be added. However, the position was being kept under review constantly.

The Chamber also wrote to the Town Council asking that all electric lights be kept on all night in the main streets. Later, the council agreed to do this.

1931

At the Annual Dinner given by the Chamber in the Hotel Russell, with Mr. P. Garrow in the chair, he thanked the Railway Commissioner for his unfailing courtesy. Both Mr. J. A. J. Hunter, M.P. for Maranoa, and Mr. W. A. Russell, M.L.A., were thanked for their help in their respected parliaments.

The 12 meetings of the Chamber had been well attended, and the year ended satisfactorily. Dairying was the most important primary industry in the district at the time.

In September the following year, a dinner was tendered to Mr. Pease, Minister for Lands, who at one stage, had lived in the area. Mr. Drury called for all young men in Australia to help the country in all ways. He also said there was a clamor in the south for 1d per lb. Reduction in the price of sugar, and this meant a loss of 4,000,000 in revenue to Queensland, so employment, business and all that helped the community go around would be in jeopardy.

Mr. Pease congratulated Dalby on its Band and hoped it would soon play from the balcony of Parliament House in Brisbane. Mr. Pease also said that commerce in the cities and in the country were very necessary for building the State.

Mr. Allen (vice-president of the Chamber) attacked the Federal Parliament for its attitude to the Sugar Agreement. Help was also needed for the wool industry, which was going through parlous times. Rev. F. Knight spoke very highly of the Chamber and what it was trying to achieve, but was critical of the lighting in most streets. In some areas, it reminded him of a dark man looking in a dark room at midnight for a dark hat.

In the following year, the Chamber wrote to the Town Council asking that public tennis courts and a swimming pool be built. In Council, the Mayor (Ald. Thomas Jack) said the Chamber was overstepping the mark and should not tell other bodies what to do with their money.

Midway through the year a letter appeared in the "Herald" under the nom-de-plume of "Critic" and among other things said, "If the Chamber took over the Council's functions, it might improve its status and initiative of the Council. If a

number of members of the Chamber could be transplanted to Council, councillors could be placed on relief work.”

In September the Chamber asked the Council to water Cunningham St. because gravel placed on the bitumen had not worked into it, and this created much dust. (A few days later, rain fell, so no more dust).

Before the year ended the Chamber fully endorsed the Council's effort to obtain a town water supply, and also the extension of Malakoff's main road as far as the Wabba Ranges. Once again the cry was raised for attention to the Moonie Highway.

The next year brought little excitement, but the Chamber did suggest growing linseed on the Downs and that the pedestrian overhead bridge at the station be moved to the Cunningham St. end.

1935

Chamber Celebrated its Silver Jubilee

The year started off with a bang, when Mr. Arnold (Chairman of the Wambo Shire) said the “Chamber was a dying body. It is touting for business, particularly about roads.”

The actual Silver Jubilee was September 9, and at the end of the year, the balance stood at £1/3/-. Income was £25/1/-, expenditure £27/2/9, which included £10/6/8 owing to the “Herald,” the bulk of it since 1932. Printing during previous year had been kept at £1/1/-.

The President (Mr. Drury) said the Chamber had supported every movement towards progress in Dalby and District. It had been active in getting the Jandowae and Tara line extension to Glenmorgan. He had attended many meetings of Chambers of Commerce throughout Queensland and had always been well received, and that was why he regretted very much the hostility of the Wambo Shire, despite trying to be friendly and courteous to do it.

The Minister for lands Mr. Pease, had been most helpful and constructive. Rail motors had been a boon, especially on branch lines. The Chamber had also been responsible for getting the road from Dalby to Condamine, via Kogan, declared a State Highway.

1938 saw a combined deputation from the Wambo Shire to the Minister for works (Mr Bruce) for money to be made available to complete the unmade section of the Irvingdale Rd. The Town Council agreed to assist, and all parties were told that the work would proceed promptly by Main Roads. (The main route to Toowoomba was still via Irvingdale Road).

A “Back to Dalby week” was suggested, but nominated for Show Time instead of September, although it was finally agreed to change it further to coincide with Dalby's 75th Anniversary in October.

In August, the Chamber had a lengthy discussion on the ruling of the Health Department that no more waste water be allowed to flow into Myall Creek. It was pointed out this caused great difficulty with opening new businesses in Cunningham Street. And that it was essential that Dalby get a drainage system as soon as possible. It was decided to refer the matter to the Health Department in Brisbane, but Sir Raphael Cilento upheld the ruling of the local Health Department, owing to the health hazard to Myall Creek.

In September, the A.B.C. Broadcasting Station was erected at Hayfield by the combined efforts of J. A. J Hunter, Member for Maranoa, the council and the Electricity Department.

At the annual meeting the Chamber reported that the previous year had seen steady and continuous progress, and the main tasks ahead were drainage and sewerage. Good roads had been provided fast by the Minister of Works (Mr. Bruce), particularly in the west. More land was under wheat, and other seeds were tested for suitability. Rail motors were very efficient.

Finally, the Traders' association joining the Chamber had greatly strengthened its hand.

In October Mr. Drury asked for the Jubilee Sanitarium land to be used as an experimental form to test drought resisting fodders. Mr. F. W. Bulcock, the Minister for Agriculture and stock, declared the scheme impracticable. Later on in the same month Mr. Drury suggested the abolition of State Parliaments, but was "howled down" by many Cabinet Ministers and Mr. Slessar, Member for Dalby. For once Mr. Drury was on the losing side.

1939

In January 1939 Mr. Drury, who had served as Mayor and Chamber President for so long, and Dalby so well, decided to move to Brisbane. Mr. Drury had been in Dalby for 22 years.

The Chamber accepted Mr. Drury's resignation with regret, and asked Mr. H. T. Anderson to carry on as president. Mr Anderson, whose wife was in ill-health, said he would carry on until June, but after that he would have to consider his position. Mr. Anderson was to remain for four years as president.

In July, Mr Anderson presented his annual report. Butter increased by 373 tons in the year; building was active, and the main street improved. Roads into town were gradually improving, too. The timber industry was booming, but there had been a fall in wheat prices. The Chamber had contacted a number of Government bodies, and local authorities on matters of concern to Dalby. It was trying to get a better aerodrome.

In August, work started on the Cecil Plains Road, but would not be finalised till the 1939-40 work programme.

The stock route to the sale yards was in deplorable condition, and after rain, sheep could not use it for a week or more. In September the Chamber referred to street trees which had been planted, dying of neglect. Council's attention was drawn to this and the Council decided to ask citizens to tend and water trees.

The War Years

In September, Mr. A. Fadden, Minister for Air, was in Dalby, but refused to receive a deputation from the Chamber about establishment of the Sanitarium grounds as air training school or military camp.

At the annual meeting of the Chamber in August it was report that all country towns were suffering because of the war and scarcity of money for public works or business generally. Primary products were uncertain about prices. Despite this an attempt was being made to get a new post office. One bright feature was that the Dalby-Wambo Saleyards had been a great success.

In 1943 the Chamber pressed for the opening of the Bell-Kingaroy rail link, and decided to write to all political parties and local councils likely to be involved in the project

In July the Chamber recommended that wheat silos on Downs be one of the first post war jobs. In November the Chamber asked for a new town clock, owing to the demolition of the Post Office Tower, and the Council was asked to look into the matter. A taxi rank was sought in Patrick Street, and the Minister of Traffic was approached on this topic.

Before the year ended, the Railways shelved the Bell-Kingaroy line indefinitely and the Government Traffic Department turned down the taxi rank in Patrick Street.

The grain growers said they were not in favour of silos. Queensland only produced six million bushels, but used seven million. Silos were there for uneconomic.

The question of the P.O. Clock was to be taken up with P.M.G., and it failed, the Town Council would try to provide one.

In September, 1944 Mr. H. T. Anderson, president of the Chamber, said perhaps Dalby was not doing enough to help itself. It tended to rely in help from government departments. He suggested a bus service for Dalby, and that the Showground, now handed back by the military, should be updated. Some of the buildings were 70 years old. Perhaps also, sporting events could be held at the Showgrounds and the Racecourse was to be moved to it.

The Railway commissioner visited Dalby and was asked to reduce freight on fencing wire and galvanised iron as these were urgently needed in the district, and lower freights would definitely help the man on the land. The deputation was led by Mr. W. Napier, now president of the Chamber.

In August, the Chamber and Traders' association wrote to the Department of Supply seeking Federal aid in establishing a clothing factory at Dalby.

The Department of Air flatly refused to improve Dalby Aerodrome as it was of no military use and had been deregistered. The Chamber returned to the attack and again pressed its claims. But the Minister of Air quickly quashed the appeal and said there would be no aid then but it might be considered post-war.

1945

In February that State Transport Board turned down a Chamber suggestion that a bus service be provided for Dalby. Nothing daunted, the Chamber asked the Dalby Town Council to provide one. It was well satisfied with the Council's efforts to improve streets, and also decided to press on with agitation for an aerodrome.

In September a Tourist Bureau was suggested by the Chamber and an experimental junior training farm at Dalby advocated. Freight rates were also being looked into pending further talks with the railways.

In October, Toowoomba suggested that a Tourist Bureau be set up for the Downs. Literature could be displayed in our School of Arts.

Mr. Sproxton of Gympie decided to open three bus routes in Dalby, each with several trips daily.

1946

In March the Chamber asked the Council to plant more trees in the streets.

Mr. W. J. Napier, who was still the Chamber President, presented his annual Report in March, much earlier than usual. Wheat had increased to 2,270,000 bushels, an increase of half a million bushels over the previous year. Dairying was in a solid state and £235,031 was returned from it to 409 suppliers. Fat bullocks to £20, pigs calves and lambs excellent. Timber returns also high. Membership of Chamber is 40 instead of 150. Annual Report to be published in booklet form as usual. 150 to be issued.

In July it was announced that more trees would be planted in streets and houses would be numbered later. Attention was drawn to sales of land based on 1942 rates, but with five years wheat stabilisation price. But Land Court was not always pegged to that figure, and generally, Jondaryan prices were lower than those in Dalby.

In September the Department of Civil Aviation re-licensed Dalby as "C" class for private planes and Aero Club planes.

The Government refused to grant licence to car services to Toowoomba or Brisbane from Dalby.

1947

In February the Chamber and Traders' Association renewed request for footbridge at Cunningham St. over the railway lines.

In March the Chamber strongly condemned Wambo Shire Council for its support of Tipton as aerodrome site for Dalby service. Wambo was informed that Tipton was too far way, too costly to maintain, and no transport available.

In the same month Mr. H. S. Williams said he was surprised to read a member of the Town Council referred to the Chamber as dictatorial. Apparently the Alderman had ideas of 1880.

Toowoomba wanted the rail like to Kingaroy to go via Cooyar and the Dalby Chamber strongly opposed this, and wanted it to go via Bell, as recommended by the Royal Commission. Bell to Kingaroy would enable western areas to get fodder from Burnett by the shortest route in times of drought.

The Wambo Shire Council was still keen on Tipton aerodrome being handed over to the Town Council, but the Shire would pay 50 per cent costs of upkeep, plus grading and drainage to make it wet weather landing ground.

The Council supported the Chamber in its idea for a footbridge at Cunningham Street railway crossing, but would not number houses.

In April the Railway Department turned down the idea of a footbridge at Cunningham Street and said the idea went back to 1935. The Chamber decided to see the Minister in Brisbane about it.

In June Mr. H. S. Williams suggested the Baby Clinic be given room at Council Chambers until the government built a special clinic. The Railways commissioner said he would come to Dalby to discuss the footbridge.

In a surprise volte face, Dalby Town Council decided it wanted a subway, not a footbridge, at rail crossing. It said a bridge would be too difficult for women with prams, young children. At the same time, it announced it had no accommodation at Council Chambers for a Baby Clinic.

July brought the resignations of Mr. W. J. Napier and Mr. Hockings from the Chamber. Mr Napier was president for three years. Mr. H. S. Williams (vice-president) said he thought lack of support from the Council was behind the Mr. Napier's retirement. "The only difference between the Council and Rip Van Winkle was the Rip Van Winkle woke up," said Mr. Williams. Other speakers said that the two bodies did co-operate. Mr. Williams was elected as President, and Mr. J. A. O'Hagan as secretary, positions that each was to hold for another 14 long years. The credit balance was £33/3/3.

In July the Chamber asked Wambo Shire Council to contact the Main Roads Commission to have roads improved; but Wambo Said it would cost £250,000 for road repairs and construction. The Chamber decided to go it alone and approach the M.R.C. itself.

1948

In February, Mr. Williams asked that Dalby aerodrome should get Oakey plane service from Brisbane to Toowoomba, and made an application to Transport Commission. A temporary licence was granted with the extended air service, that would start in May. However, Chamber was told that Dalby would have to build three runways, two of 5000ft each and one of 4000ft.

The Council also found accommodation for the Baby Clinic in Council Chambers.

In July the question of a subway at the railway crossing was held in abeyance till the sewerage scheme was further advanced.

The Chamber decided to call a further meeting about a new hospital.

In September any chance of a subway in the near, or distant future, was vetoed by the Railways. It stated a census had been conducted of traffic over the Cunningham Street crossing for three days and it was found that the crossing was blocked six times in the period for periods of five minutes. Average time was three minutes; so no subway.

In November the Chamber submitted plan of a swing and asked council to erect some in parks. Council replied that branch of Playgrounds and Recreation Association of Queensland would be contacted to see if it would sponsor swings in Children's playgrounds. The Chamber said it was "buck passing" again, and at the same meeting discussed the Council lack of enterprise in supplying any public conveniences in Dalby.

The Council demanded an apology from the Chamber for its alleged undulating remarks, "which had brought ridicule on the Council." There was no record of an apology, and ere long two bodies were working in harmoniously again.

In December the Chamber asked for "stop sings" in busy streets and voted in favour of plates from Napier's Foundry if house numbers used at any time.

In the same month the Chamber called a meeting of district bodies to press for new hospital. The president was thanked for his concern and public spirit. A Committee of five including Mr. Williams, was appointed. Stalls were set up in the main street for signatures.

In May, Mr. Geisel passed on. Mr. Geisel had been the first president of the Chamber in the 1910-11 period.

1949

Mr. L. Tait, back in Dalby after many months was surprised to see so much progress in so short time. There were "stop signs," public telephones, taxi phone, lights at dangerous corners and he congratulated the Chamber on its splendid work.

The Annual Report had again been published in booklet form and widely distributed.

In June the Chamber said it was right being the Council in its "save the trees" campaign. Numbering of houses got under way at last and plated form Napier Bros Foundry were chosen.

The population was now 4470, and increase of 1600 in ten years.

June also saw the hospital petition containing 1552 names, presented to the Government.

The Chamber was still firm in its objection to the railway line to Kingaroy going through Cooyar instead of Bell as recommended by the Royal Commission and Wambo Shire Council was asked to help. Mr. Duggan, Minister for Railways, said no discussion regarding the line to Kingaroy had been held and it was, the report of the royal commission would be carefully studied.

Another point raised by the Chamber was that flour in Dalby cost £1 more a ton than in Brisbane, with Brisbane because of freight anomalies. Freight to Chinchilla, Tara Jandowae and Bell were the same as to Dalby from Brisbane.

Information on tree planting in street showed that palms were easiest to grow. Gums die in 15 years, pine trees in eight years. If big trees were planted, roots would interfere with drainage, footpaths and roads.

In October it was announced that the name of the Dalby Electorate would be changed to Condamine and as was to be expected, a storm of protest came from every quarter of the electorate. The Chamber also wanted the old name retained, and so did the Trader's Association.

1950

In March the Lands Department sent Chamber a map of the Condamine electorate, but no mention of the protest, so another one was sent.

In April Mr. J. W. Anderson, another worthy Dalby stalwart, moved to the Gold Coast, but before leaving praised the tree planting scheme along Dalby access roads. The Chamber was also told in the same month there would be a new water scheme in three years.

In May parallel parking was introduced in Dalby and Toowoomba. Mr. Williams said signs at many railway crossings were a disgrace. "Stop signs"

were wanted urgently. Dalby Traders and the Q.C.W.A. protested to the Town Council against parallel parking, the Wambo Shire Council and to the Chamber. The Commissioner of Police says parallel parking was best for Dalby, but the Chamber was told that more vehicles were damaged by such parking.

In August the traffic "Stop Signs" were wanted, and Mr. Williams wanted a petition against parallel parking circulated. He also agitated for an all weather 'drome at Dalby instead of Tipton.

In September there was a growing call for an all weather 'drome and T.A.A. practically promised to land at Dalby if one was provided. The Commonwealth Government turned a deaf ear to requests for help.

The same month say the restoration of angle parking, and when the Chamber was notified Mr. Williams said "people were being pushed around and enough was enough of this."

In December the Chamber was notified that regulations did not allow "stop signs."

The 12 months saw 4,000,000 bushels of wheat harvested in 1,190,327 bags. Farm machinery was still in very short supply. The butter factory paid £ 310,360 to 365 suppliers. Fat bullocks brought up to £50 and it was a good wool year. 54 ex-servicemen had been placed on the land. Chamber had 46 members. Credit balance £35/7/6.

1951

In February the Chamber suggested an advertising booklet on Dalby, for none were available. Grain growers and Chamber produced an annual booklet and these had fair distribution. It was decided to see if subsidy was available from the Government Tourist Bureau.

In April a public meeting was called in the Town Council Chambers to form a committee to assist in producing a souvenir booklet featuring Dalby and district. Anyone who felt able to assist was asked to attend. The Chamber and Council combined in offering £5/5/- for the best five-word slogan.

At the end of April Mr. Williams was elected to a vacancy on the Town Council. Thomas Jack was Mayor and Mr. Harold Thorley Town Clerk.

In May the Chamber expressed its interest in opening up a tourist roads in the Bunya Mts. This would also open up land for settlement.

Land in Stuart Street was available from Council. A Baby Clinic could be built there and the Minister was incited to see it.

In June the production of the booklet on Dalby was handed over to Mr. Benson of Hartshorne and Waller Publicity. Mr. Benson said he would be in

Dalby for some weeks seeking advertisements. And that is the last that can be traced of this project, nor could it be found if the booklet was ever published.

In June too, the Chamber pressed for a new Post Office and decided to ask Mr. W. J. Brimblecombe, M.P. for Maranoa, for his support. In July Mr. Brimblecombe stated that new tenders for the Post Office were to be called.

In September it was decided to go ahead with sewerage at Dalby.

In October the Baby Clinic was now to be in New Street, Chamber told by Mr. Allpass, M.L.A

During the year the wheat yield was down to 851,227 bags, 331,000 less than the previous term. It was a good year for dairying and butter, also for cattle. Land brought £34/10/- per acre. Credit balance was £33/14/9.

1952

In February Mr. Williams reported that business was still good despite the drought. Housing construction was brisk and bulk, handling of wheat was not far off. Mr. H. T. Anderson provided quarters for the C.W.A. in Patrick St. there had been improvements in the Railway Station yards, and it was hoped to get grants for the Bunya Mts. roads.

In May it was announced that the sewerage scheme had to be delayed again because the interest rates were too high, and at last in September it was definitely announced the new hospital was approved, but date was uncertain.

In November the Chamber congratulated the Dalby Butter factory for winning an award in world wide competition, and also felicitated with Mr. Brimblecombe on getting approval for a high level bridge at Loudoun.

In December the Chamber welcomed an excursion of 500 on a trip from Brisbane. The tourists were shown the sights and tendered afternoon tea at the railway station.

The year was a drought year and wheat harvest only produced 1,504,326 bushels. Dairying down, grazing poor. Number at meeting of Chamber improved slightly, and the credit balance was £38/0/9.

1953

In May Mr. Williams referred in glowing terms to services rendered by Thomas Jack, both as an Alderman and Mayor. The Chamber also suffered another heavy loss with the passing of Mr. W. J. Anderson.

In his annual report, Mr. Williams said that it had been an excellent year after a short dry spell. Wheat, barley and oats set new records in production. Linseed return was so poor that industry was killed off. Butter was good, and

likewise grazing. Secondary industries were growing apace, and the new P.O. was started. The Chamber was still fighting for the new hospital and "stop signs" at dangerous intersections. A buyer's market had at length returned to end the seller's market that had existed since the end of the war. All local bodies were thanked for their assistance and help.

In April the Chamber decided to assist with Coronation Celebrations and funds raised would help Spastic Children in Brisbane. Service Club promised their help.

In May it was reported that the Drayton St. bridge was in very bad condition and it was imperative it be replaced in three years.

In June there was tree planting and the Chamber recorded its pleasure at this Council activity and congratulated the body on the tremendous success of Coronation Day celebrations.

In December the Chamber was told that rate notices would be sent out annually instead of twice yearly and pounds would be saved in postage. If hardship was caused, the Council would consider such cases. The year closed with a credit balance of £13/6/3.

1954

In his Annual report in 1954, Mr. Williams expressed his delight with the splendid success of the arrangements provided for Dalbyites to see the Queen and Prince Phillip at either Oakey or Toowoomba. All office bearers were re-elected except Mr. Earle, who was living 100 miles from Dalby. Mr. F. C. Ainsworth was chosen in his place. Building continued at a steady rate and a new high school was promised. The post office was nearly finished. Crops varied, wool and stock figures good. A concerted drive was to be made for members. Wheat totalled 970,245 bags. Balance £67/18/3.

At the end of April, a new bridge of steel and concrete over Myall Creek in Drayton St. was promised by the Government. A loan of £90,00, repayable over 30 years, was arranged. The bridge would last for 100 years. It was decided to widen the roadway to 42ft. and each pathway to 12ft.

In May the new post office was opened.

In September the Chamber joined with Toowoomba in an appeal to Mr. J. Duggan (Transport Minister) that land values be modified because of a steep rise in valuation.

Dalby's population was 5050.

October 8, 1954. Dalby booklet was wanted. Chamber reported its annual report was the only publicity available.

In November the Council replied that it could not provide bicycle racks as asked for by the Chamber. The Chamber also wanted an Information Board at the Railway refreshment rooms for statistics about Dalby, and also pointed out that notices directing travellers to and on mountain highway could be improved.

A booklet on Dalby was “on the day”, it was stated, and Mr. W. Napier was getting photos.

In December Mr. Williams told the Chamber that the Works Committee of the Town Council, and the Chamber itself, were considering a sign board at Nicholson Street, with map and road direction, and a street map in the post office vestibule.

Credit balance £12.

In December prominence was given to the fact that in the following year £500,000 of works would begin in Dalby during 1955, including water, new hospital, Drayton Street bridge (£120,000), power house equipment (£50,000), new Ambulance centre, stormwater drainage, extension to High School, and street improvements over £58,000.

1955

By February the street map of Dalby was in the post office vestibule and a sign at the corner of Drayton and Cunningham Streets told of this. The Railway Department had also agreed to an information board in the station refreshment rooms but the Government Tourist Bureau would not supply this. It had to be done by local authorities.

In June Mr. Williams empathised that the Chamber of Commerce existed for the good of the town and district not for personal gain. In the same month the plans of what was to be the Charles Drew Bridge were approved by the Council.

In September the long awaited booklet on Dalby was approved, and 3000 ordered. The first 1000 cost £238, the remaining 2000 £80 a thousand. The booklet had 28 pages and 20 pictures supplied by Mr. Napier. The booklet was on sale at 3/6 a copy.

In the same month work started on the Charles Drew Bridge. The population in 1955 was 6500.

Towards the end of December it was estimated that works at present under way or commissioned, totalled £1,000,000. The hospital alone was to cost £500,000.

During this period a visitor to the Downs said the land was “so rich it should be sold for fertiliser instead of farming.”

Bulk handling of wheat was on the increase and silos were going up. Wheat reached 1,880,770 bags from 218,168 acres. Dairying was down and indifferent so it was only natural that the number had decreased. Grazing was good and secondary industry flourishing. Credit balance £57/4/9.

1956

In March Mr. Williams referred to the sad lack of interest in the Chamber among business and professional men, and the secretary (Mr. J. A. O'Hagan) said that while the Chamber on its own would never accomplish any thing spectacular, much good was done by bringing matters to the attention of Government Departments.

In March too, Mr. Williams said Mr. J. O'Hagan, who were becoming "institutions" were re-elected to their posts as president and secretary respectively for a further term. A letter was written to the Council asking that the Southern Electric Authority give some compensation for the assets of the Dalby Electricity Department when and if it took over supply to the area. There would surely be a loss of staff and increase in unemployment.

The Chamber decided to promote the week 10th-17th May, using the slogan, 'Shop and do you business locally and support you district.' Stickers were available at 2/-.

In May the annual report booklets were distributed over a wide area, and proved very popular. It was stated the flood menace was an ever present threat, and measures should be taken to mitigate it. In Dalby, products were expanding; dairying had recovered and was now a good year. Stock sales were increasing and focussed much attention on Dalby. Secondary industries were in healthy state and increasing steadily.

Barley crops had been a record, wheat produced 2,151,099 bags from 228,750 acres. Credit balance was £33/1/8.

In May tributes were paid to the late Mr. H. T. Anderson, who earlier had been president of the Chamber for some years. Sincere sympathy was extended to his family.

It was stated that areas served by S.E.A. benefited from change for local suppliers, and views of the Chamber were unfounded. It would remain cheaper electricity, as bulk supplies were taken from S.E.A. and then sold to Dalby and district users.

However, the Chamber was still firmly of opinion the S.E.A. should not take over Dalby Electricity, but Wambo Shire Council supported the take over. Mr. Williams said the "law of the jungle" was being applied, but that the move was sure to come. The Town Council also supported the idea of Compensation.

In June the Council wrote to the Chamber saying that the S.E.A. had made no definite suggestion, or made any move, to take over Dalby supply, so the

“council cannot protest.” If Dalby was to find other ways of supplying electricity in bigger and cheaper quantities, a gas turbine would be needed for power house, and this was being investigated. If it could not be done, supplies must come from S.E.A.

Mr. R. Lynam suggested that sufficient businessmen should join Chamber, to form a committee of Dalby Traders within the Chamber in view of the approaching centenary.

In August, the Chamber was told that £200 on tree planing would be spent in the financial year, and country roads would be repaired as soon as possible. In the same letter the Council revealed the School of Arts Library was still running at a loss. It also revealed that the gas turbine at the power house would cost £16,000, so before the end of the year, the Council decided to take bulk supplies from S.E.A. by 1959. No unemployment would follow.

In October the Chamber discussed the recurring losses on the School of Arts Library. Members were told the books were all mixed up together with no classification and no catalogues. A working bee of members offered to classify the and this would be taken up with the Council.

The Chamber asked for lights on the Edward St. weir and white posts at each end.

1957

In May, Mr. Williams made the gloomy prediction that the Chamber might have to go out of existence if more support was not shown and more members induced to join, just as the Traders' Assn had died. Both Mr. Williams and Mr. O'Hagan wanted new men to take over their posts.

In June, the Council decided to close the School of Arts and its Billiard Room.

The service of a competent female librarian was sought.

At the annual meeting Mr. Williams reported that the town was still growing and the new water supply was completed. New stock saleyard were under construction, while secondary industries were in a health condition.

The population had risen to 6500, and at long last a start had been made on building the new hospital. Stock sales were fair. Wool prices were high and grazing good. Wheat harvest was well down at 848,270 bags. The flour mill was turning out 762 tons of flour a week. Credit balance £49/2/3.

Once again in June the Chamber offered the services of a working bee of members to fix the library and catalogue the books.

In September the Chamber decided not to affiliate with the Brisbane Chambers of Commerce, as it was felt these were mainly business men. The Associated Chambers of Commerce with which Dalby had been joined since 1920 served primary industry better.

Two other items were discussed the same month. The Chamber joined the movement of "Putting Christ into Christmas" and schoolmasters were asked for their views on pedestrian crossings near their respective schools.

It was revealed that vandalism, particularly among flowers and shrubs in parks was creating quite a problem and the Chamber offered three prizes £1/1/- each for the best slogans given by children,

A free library was promised for 1958, and in the middle of December the Charles Drew Bridge was opened with great éclat and gala ceremonies.

1958

In March the new Dalby-Wambo Library was opened in the Council Chambers. It was also decided that the site of the Memorial clock should be at the P.O., not at the cnr of Cunningham and Patrick Sts.

In April Ald. Williams, the president, expressed satisfaction with the main Roads for so promptly putting warning disc on Bowenville Rd. Traffic created problems for pedestrians, especially elderly people and young children in Cunningham St.

The Chamber expressed its concern at the extra railway fee charged for passengers from Dalby to Brisbane, as it doesn't guarantee a seat it should be abolished.

Two guineas were given to the Town Band and a banner was suggested for the band with Dalby Coat of Arms in gold lettering on a green background. Help was promised with the flag by the Chamber.

The Chamber would publish its usual annual booklet and business houses would be canvassed for advertisements.

The annual meeting was held in May. The long dry spell had adversely affected primary industry. Napier Bros. Ltd. had expanded and the Barnes Flour Mill was being erected. Building was generally brisk.

The new Dalby-Wambo Saleyards had been opened and the first portion of the new hospital was nearing completion. The price of wool had fallen very sharply, with serious repercussions. Wheat yield was down to 768,101 bags but stock sales were still high. Butter was still well down. Balance £93/13/10. The Chamber had served the community well and all executives were re-elected it was stated.

In August the Chamber was told that as a result of its representations to Railway Commissioner the surcharge of 12/- on a seat in the Westlander from Dalby to Brisbane would be abolished. However the charge of 6/- a seat on air-conditioned trains travelling more than 100 miles would continue.

In October the Chamber supported banks closing on Saturday, and succeeded in getting the time of the journey between Toowoomba and Dalby by motor reduced by 20 minutes so that men could get to work on time. A letter of thanks was sent to the Minister of Transport.

During the year rust and hail badly affected crops. Business in Dalby was at a high level, despite the poor rural position the Drive-in Theatre had opened. Stock sales topped the bill and Dalby was now the Chicago of Queensland. Wool prices were rising. Balance £106/3/3. Population 7000.

1959

In February the Chamber was still smarting under the change of the name of electorate from Dalby to Condamine, but realised this was one fight it had lost.

In May the Chamber was very concerned about dismissals at Napier Bros. Ltd. following loss of railway repair contract. The Railways Commissioner said the Napiers "knew £108,000 was total of money allocated to them to June 30 and enquires showed only three men were out of work, although some were in temporary jobs."

The Annual Report tabled in May showed there had been an increase in cereal yield and prosperity, through rust was again prevalent. Engineering was expanding and a second flour mill (Barnes Milling Co.) was operating.

Memorial Clock completed outside post office 16 years late. Building was very high.

A home Gardens competition was suggested as part of Dalby's centenary celebrations. The Chamber also asked for a policeman in peak hours in Cunningham St. at fixed crossing points.

The new hospital ward block opened on May 16 and on June 30 the Dalby Town Council started taking bulk electricity from S.E.A.

In August the Chamber expressed interest in a figure emblem for Dalby and asked for suggestions.

On 14th of the same month the Chamber pointed out to Mr. Morris (Minister of Labour and Industry) that an air survey of Bunya Mts. would clearly show its potential as a Tourist attraction for all Southern Queensland.

June too, saw the appointment of a full time traffic policeman to Dalby, and it was noted the bicycles were becoming a growing problem and nuisance.

In September Mr. Morris wrote to Chamber about Bunya Mts. saying that poor access roads held back development. He was glad to learn that shires had set aside money for road improvements and as soon as received, Dept. of Main Roads would study them.

In October prizes for garden competition were given and winners were very pleased with the result. The judge was Mr. Richardson from Toowoomba and he said the gardens were of a high standard and agreed to give a series of gardening talks over 4 QS.

In October it was announced that Bunya Rd. would be completed by 1960, as Wambo Shire and Nanango Shire were on the job and a subsidy from Forestry Dept. had been promised. It was also suggested that TV relays made from the Bunyas.

The Silky Oak was chosen as the Floral Emblem of Dalby. Pictures and blocks of this were available for use on stationery, etc.

In November the Chamber discussed the air services to Dalby. Only two flights a week and two seats only on each flight allotted to this town. Ald. Williams said he hoped the position would improve when all-weather strip (being built by Clark Bros. of Dalby) is finished.

The Chamber was very disappointed that Railways would not accept responsibility for lights at level crossings, but insisted it was a local responsibility. There were too many accidents not to merit action by the Railway Department.

The Bunya Mts. committee was thanked for its efforts to get better roads and publicity for it.

1960

In March the Chamber decided to press for sign posts on ways to Bunya Mts. Ald. Williams wanted a power house retained for Dalby and was supported in this by miners from Cooyar. Dalby could supply water for the power house.

In June the annual meeting was held, with the president and secretary re-elected. Crops were good, business was growing, more so in engineering. New all-weather drome well advanced. Mr. Brimblecombe, M.O. for Maranoa was thanked for getting £41,000 from Federal Government for aerodrome work. The Chamber pledged itself to get Bunya Mts. and Lake Broadwater developed. Dairymen were hit by fixed price, but rising costs. Stock sales very high and wool was firmer despite synthetics. Credit balance £35.

The road to Cecil Plains urgently needed attention.

In September the new all-wether aerodrome opened with air pageant. Mr. V. B. Sullivan, M.L.A. for Condamine, will do his best to get Moonie Highway sealed from Nandi to Wilkie Creek.

The road to Bunya Mts. almost completed. Mr. S. V. Baker to arrange with Manager of Tourist Bureau to see Mountains at best before opening.

In December 21, Bunya Mts. was visited by deputation of Chamber representatives (Mr. A. A. Baker and Ald. C. Rigg) and Manager of

Government Tourist Bureau at Toowoomba. All were very impressed, and said two-day round tours from Brisbane possible in future.

And in December A.B.C. finally decided on TV Transmission from Bunya Mountains. (Mt. Mowbullan).

1961

Parallel parking raised its head again. Mr. Leitch, Queensland Government Traffic Engineer, said parallel parking in Cunningham St. would give parking for more cars. Loading zones could be approved if asked for.

And after 14 years of diligent, faithful, though at times thankless work for the Chamber, both Ald. Williams and Mr. Jack O'Hagan retire as president and secretary respectively.

Unemployment was a problem for the first time in years through the continuing drought. In Dalby itself business was good and building almost booming. Water treatment plant had proved a boon, while TV on Bunya Mts was a big step forward. Stock clearance was still high and wool prices up.

Mr. M. Sheehan was elected the new president, but unfortunately, through ill health he had to retire in December. Mr. N. V. Ryan then took office as president and Mr. N. J. Bunnett as secretary.

And not for the first time there was suggestion that Wambo and Dalby amalgamate and form a Civic Centre.

In October tenders for the first stage of the sewerage scheme were called. The estimated cost was between £290,000 and £300,000.

The same month saw requests for extra T.A.A. weekly service. In November the first sod in the sewerage scheme was turned and it was estimated the final cost would be £544,353 plus.

IN DECEMBER 1961 OIL WAS FOUND AT MOONIE AND NEW DREAMS OF UTOPIA OPENED BEFORE THE JUBILANT DALBY CITIZENS.

The 1961-62 period proved to be a difficult year through the credit squeeze and many people left the town to seek work elsewhere. The oil discovery led to excellent publicity. So reads the annual report of the year, and it is also of note that the Chamber assisted in claim for a new maternity hospital section, and in getting Government finance for immediate start. Bowenville Rd. was centre lined and this was so successful that all roads leading from Dalby will be so marked. Membership was 58 and the credit balance £76/14/5.

1962

Even after the finding of oil it was not a new Utopia by any means. In January '62 there was an outcry about the proposed pipeline from Moonie going

interstate, but this fear proved groundless and the pipeline remained in Queensland.

Nevertheless there was not a new tempo in community affairs and the question of roads had become a major and vital topic; even Parliament was interested in the area as it had never been before.

It was tried to arrange a meeting between the Premier (Mr. F. Nicklin), the Minister for Mines (Mr. E. Evans) and representatives of the oil company Mr. Evans, Minister for Mines and Main Roads, was invited to Dalby, and a civic welcome arranged for him.

Jandowae, Warra and Moonie Highways were in a shocking condition, and the Bunya Mt. Road left a lot to be desired. A propaganda committee was formed to publicise Dalby now that oil had been found on its doorstep.

Almost immediately, approval was given for re-surfacing Moonie and Jandowae roads in bad sections.

In January the Industrial Sub-committee, operating within the Chamber, was formed and supported by the Town Council.

In February the Chamber sought a special grant from the Government to bituminise the road between Dalby and Cecil Plains.

In April Mr. N. V. Ryan visited the Moonie Oilfield, and Mr. Evans, Minister of Main Roads, told the Chamber that there would not be an oil research station in Dalby as it was unnecessary; but the Minister said that Dalby was a good site for a power station if natural gas was found in payable quantities.

The credit balance was £80.

In July the Chamber pressed the council to ask for Dalby to be proclaimed a City. This term would draw attention to its growth, and would lend prestige to the coming centenary celebrations. The population was 7200.

In August Messrs. Ryan and Bunnnett were re-elected as president and secretary respectively and the Chamber was highly praised by Mr. and Mrs. Logan, president and secretary of Southern Queensland Chambers of Commerce. This letter was widely published in various trade journals.

In the same month, parallel parking and centre parking was extended for one block into side streets.

In October the business community of Dalby was stunned to hear that a take-over offer for Napier Bros. Ltd. Foundry was under way from the Toowoomba Foundry. Mr. Griffiths, of the Foundry group, said his company would extend Napiers if the take-over was successful; but on November 6 the take-over was rejected by a meeting of Napier shareholders.

In December it became obvious that there way a wide divergence of opinion over the merits of parallel or angle parking, and on December 7 there was a well attended meeting at the Chamber to discuss the problem. 28 were present and a vote resulted in 26 wanting angle parking restored.

The difficulty of the Fire Brigade getting to fires, and parking metres in the centre of the street were reason given against parallel parking.

The Chamber also wanted street lighting improved in Cunningham St. and compared the poor showing in Cunningham St. made in this regard against Ruthven St., Toowoomba. The lighting question was held over till a decision on parking was finalised.

1963 Dalby CENTENARY YEAR

In January the Chamber called a public meeting for February to solve the parking question once and for all, an in the interim, petitions were circulated. In the middle of the month, DDQ Channel 10 sent a team to find out views of the people in the street. The "shots" were shown in the programme on January 20.

On February 1, St. Mary's Christian Bros. College was opened.

On February 8 a public meeting in the St. John's Parish Hall, called by the Chamber, voted for a return to angle parking by 60 for, 7 against.

On February 21 angle parking became official and a continuous line was drawn down the centre of Cunningham St. to stop driving on the wrong side.

In May the Chamber reported the Cecil Plains Rd. to be in excellent condition and asked Dalby firms, as far as possible, to get all members of their staffs to park in off streets or in rear of premises wherever feasible.

In December the Chamber wanted the Town Council to have more power to enforce traffic regulations and levy fines that it lacks at present.

The annual report of 1962-63 makes interesting reading. The president was Mr. N. V. Ryan, the secretary Mr. N. J. Bunnet. In July the Chamber joined the Council in trying to get Dalby proclaimed a City and in August 1963 it seemed likely.

The Chamber also tried to get council to reclaim portion of the old Grande Hotel site to eliminate a traffic hazard. However, greatly improved streets make this unnecessary.

The pipe line from Moonie gas field to Brisbane has been commenced and it was noticed that the oilfield had greatly improved tourist trade. Credit balance £44/12/5.

1964

In January the Chamber suggested a P.R.O. for Dalby Council to publicise the area. If it gained 200 or 250 member at a fee from 3 to 5 guineas it would yield an income of about £1000 per annum. But this plan was ahead of time and nothing came of it.

In November parking meters were mooted but the Chamber tried to get a time limit on parking instead of meters.

In December Mr. L. J. Mulkearns, who had succeeded Mt. Ryan as president, suggested that Sir David Muir, C.M.G., Director of Industrial Development, should visit Dalby and investigate industries for the district. The Chamber had already investigated housing, linseed, oil crushing, electric power, fertiliser, abattoirs, malting, wool and manufacturing of many kinds, quite an impressive record.

1965

In March the secretary of the Chamber, Mr. N. Coldham-Fussell, suggested a publicity booklet on Dalby at a cost of £4000, but then nothing came of it then.

Mr. Robertson, or Robertson and Co. Pty. Ltd., Sydney, wrote to the council in March and announced publicity that his firm would open a seed crushing factory in Dalby. The firm already had such factories at Moree and Sydney, and of course the Chamber was delighted with the news.

In August the oil rushing plant for Robertson and Co. arrived.

In November the Chamber discussed the parking plan put forth by the Council. This called for parking meters in defined area and 2 hours parking limit in specified traffic areas.

The price of parking fees was to be (and still is) 1 hour, 5 cents; 24 minutes, 2 cents; 10 minutes, 1 cent. This is the cheapest meter parking rate in Queensland.

There was a poll in December to see if meters were wanted. Poll resulted in a "Yes" win. £2000 was to be borrowed, and meters were to be installed by February, 1966.

On December 20 there was a special dinner at Dalby at which the Minister of Tourism (Mr. J. Herbert) was guest of honour. Mr. Herbert said tourism had had a spectacular rise in the last nine years, but the next five or ten years would surpass that.

Mr. J. McCafferty, Toowoomba, who was also present at the dinner, said Toowoomba was prepared to branch out and take Dalby and Warwick under its wing. Bunya Mts., Carnarvon George, wild flowers at Miles and Moonie

Oilfield were natural stopovers. The dollar spent in tourism turned over three times before it got to the bank.

In March the Chamber asked for the Town Council to have a trial period for time parking limit in business section before installing meters.

It was noted that apprentices from Dalby were not attending classes in Toowoomba, even with free transport provided, as arranged by the Chamber.

In April the Council said "No" to the time limit trial parking test period.

The Chamber then suggested that the Council appoint a patrolman for three months before meters were introduced.

The Council decided on meters and to raise loan funds to pay for them. Ald. R. W. Aland told the Chamber he was lodging a recission motion at the next Council meeting against meters.

The council finally said "no," and work was to proceed on meters almost immediately. Mayor R. C. Drew resigned his high office to enjoy life in semi-retirement.

There seemed to be nothing outstanding to report in 1967.

1968

In September, 1968, Ald. Aland told the Chamber that 120 acres of Crown land had been set aside as an industrial estate for the development of industries or other business enterprises.

1969

In July the Council received a letter from Sir David Muir, C.M.G., that development of the 120 acres Industrial estate will take place in 1970. Two officers of his department would liaise with the Council. A brochure dealing with the Industrial Estate was wanted.

The Council had also been inquiring into the cost of traffic lights for main intersections, and in July, reported that traffic lights would cost \$13,000 to install, and about \$800 a year to run. The first be to installed were to be at the intersection of Drayton and Cunningham Sts., and it was hoped they would be operating by September. The traffic lights were to be traffic controlled; with push buttons for pedestrians. Thoe Council decided to proceed with the project.

In December, the Historical Museum and Gemstone display was opened in Drayton St., near the Charles Drew Bridge.

1970

The year saw the first Tourist Seminar in Dalby. It was held on February 29 to mark Tourist Development Week. A number of smaller seminars around the State had proved so successful that it was decided to hold a Tourist Week on a National level from September 21-25.

1971

Dalby Seminar was so successful that the Chamber sent two delegates to the Darling Downs Tourist Association meeting.

June 25 Mr. J. Corbett, M.P., told the Chamber that payroll exemption tax should be made where places became eligible for rebate of local authority rates. But nothing developed from this sound idea.

On July 30 Mr. J. F. Carberry, president of the Chamber, warned the Council an increase of rates for 71-72 would adversely affect business. The Mayor, Ald. H. S. Williams, had announced that there would be increases, but no budget had been presented.

In November the Chamber, along with many rural communities in the State, was staggered to learn that alterations to the Cannon Hill Abattoirs, Brisbane, would cost \$8 million. The president said the whole idea should be scrapped, and meat should be killed near the centre of production. The Chamber took a very dim view of position, and protests were sent to all political party leaders.

To rub salt into the wound, it was announced in December that Cannon Hill had lost \$725,501 in the last five years.

1972

Early in February the result of a feasibility study conducted at Dalby would be passed to Minister for Lands, Ald. Aland told Chamber.

On February 15 Mr. Carberry said that Mr. W. Meynick (president of Graziers Assoc. of S.E. Qld) in "Country Life" and U.G.A. Sun-committee chairman, had both overlooked vital interest of decentralisation. Fight was being led by Dalby Chamber of Commerce, Dalby Development Board, Liberal Party, farmer and graziers. The President pointedly asked "Who the hell is there left to lead the fight. \$7 ½ million is not peanuts." Toowoomba stated it fully supported Dalby.

In February 1972 a public meeting was called and decided to send a further deputation to Mr. J. Row, Minister for Primary Industries, Mr. J. Barton (chairman, Metropolitan Meat Board) to try once more to get Government finance for service abattoirs at Dalby, and on February 29, Mr. Carberry firmly declared that the Chamber was not made up of extremists as claimed by Mr. Row when he learned that Dalby wanted Cannon Hill re-building stopped or curtailed. Nor was it extreme in advocating a common sense attitude to such an illogical proposition as the rebuilding of Cannon Hill.

In March Mr. Carberry declared, "Dalby is fighting for it's life," Early in April it was decided to make a survey by people of Dalby. Of the number contacted, 134, almost 100 per cent declared themselves wholeheartedly in favour of abattoirs.

Later in the same month the president of the Chamber said it was pointless asking questions of Mr. J. Row and Mr. V. B. Sullivan M.L.A., until it was known what they had to say at the meeting called by Dalby branch of the Country Party on April 18. These Ministers said that the Federal Minister for Primary Industry had been asked to appoint someone to make a feasibility study into abattoirs at Dalby. This "someone" has not turned up to this day. Mr. Sullivan said that if it could be proved Dalby abattoirs were a viable and economic proposition, it would have his backing and probably that of State Government.

The Chamber was hostile to the Government reaction at the above meeting, and claimed the Country Party was loud in lip service to decentralisation, but privately probably though it was a dirty word.

On April 28 Mr. Sullivan said there was no clouding of issues in the case, and Development Board was still awaiting a reply from him. In June, Ald. Aland told Mr. Sullivan that he had almost lost his seat over abattoirs. Now it was up to him to do something about it.

In July the Chamber said the Government must help with decentralisation if Dalby was to progress.

In October it was pointed out that Dalby had the largest cattle market in Queensland, but the daily kill at Cannon Hill was only half its capacity, and the Chamber saw no reason, in the light of this, why it should not fight on for the abattoirs. But it wanted progressive reports Dalby Development Board on abattoirs. Mr. J. Carberry and Mr. J. W. Flower were appointed delegates to the Board.

In November Ald. Aland told the Chamber that talks about abattoirs were proceeding, and he hoped there would be a major statement in a few weeks.

1973

In February Ald. Aland said it now appeared certain the private abattoirs would get government backing. Costs were anticipated to be \$2 million, but no local funds were necessary.

Flashing lights at Cunningham St. railway level crossing were to be provided in '73-74 budget, but in the meantime "stop signs" were to be erected.

In march a franchise for natural gas was given to the Council to supply selected industries, and before the end of the month the Chamber gave a \$1000 precept to the Dalby Development Board, but said this amount May be subject to review in future.

In May a special meeting was called to deal with extended trading hours and the meeting was attended by leading business men. After lengthy discussion, a vote was taken; 26 were against extended hours, 1 for.

In June the Chamber agreed to hand over production of future brochures to the newly re-activated Dalby Tourist Association. Chamber believed its tourist brochures had aroused interest in tourism generally in the past 3 years.

In August Mr. Carberry was re-elected president for further term, and Mr. F. Dickman as secretary. Mr. Carberry appealed for more support from town and country people. During the year the Chamber had tried to get road tax abolished and had supported the Show Society in its clash of dated with Kingaroy. The Credit balance of the Chamber now \$1024.

In October the Chamber was the only public body that had taken an active interest in proposed resumptions for school purposes in area bounded by Cunningham, Jimbour, Alfred and Edward Sts. and the Chamber thought the Lands Department should write to property owners concerned, instead of marching in without notice, and measuring up. The president had advised householders about improvements valuation, severance allowance should be considered.

In November the Chamber opposed the removal of the District Court to Toowoomba, with consequent added expense and time to litigants. Jury accommodation could easily have been found in Dalby pending completion of the new Court House.

In the long years under review, two particular subjects have been treated separately, while other developments have been dealt with on a year to year basis. The reason for taking these items separately is to illustrate the long delays that sometimes occur to well laid plans, and the second, the abattoirs, is of such vita interest to Dalby that it merited special treatment.

THE CURLY STORY OF A STRAIGHT ROAD BOWENVILLE-DALBY

When the story of this road opens, please remember that the gravel road from Dalby to Toowoomba was via Irvingdale, 12 miles longer than the present route, and black soil road along the railway line was in bad state, so it's not surprising that on September 7, 1934 the Chamber of Commerce wanted the road between Bowenville and Dalby put in order to provide an all-weather road from Dalby to Toowoomba via Irvingdale.

Six years later in March, 1939, the state of the road was so direful that complaints came thick and fast from every quarter and the Chamber decided to write to all local authorities seeking their support for an all-weather road and to get the authorities to declare it a State Highway, with the link extended from Dalby to the Moonie Highway. But unfortunately the war clouds were

gathering fast, and public works were soon to be cut to the bone to conserve funds for the war effort.

However, nothing daunted, the Chamber decided to ask for a road from Bowenville to Dalby along the railway line, despite an earlier rebuff on the same request. Mr. Thomas Jack (Mayor of Dalby) and J. Knowles formed the deputation to Brisbane in February 1941.

In July, 1941 Mr. A. R. Slessor, M.L.A., told the Chamber the direct road from Bowenville to Dalby could not be carried out owing to war exigencies but that the Wambo and Jondaryan Shires were doing nothing to influence the Main Roads Commission. These two shires were again contacted and Chamber decided to take matter up with Minister for Transport, Mr. Larcome.

With the war now over the chamber decided to seek support from all bodies and people in the area to get Bowenville – Dalby Rd. finished as an all-weather road, and on March 5, 1946, boldly asked if engineer's report on Bowenville – Dalby Rd. was completed and in April, 1946 Chamber president stated that the road was a "blot on the town." In April, 1946 Jondaryan reluctantly agreed to include Bowenville – Dalby Rd. in its next budget and get it declared a main road.

In July, 1946 Chamber asked the Premier to come to Dalby and discuss the road. This seemed to stir up some action, and in September of the same year the Main Roads Commission decided to build Bowenville – Dalby Rd. at an early date.

In May, 1947, the M.R.C. approved 15 $\frac{3}{4}$ miles of fencing along the Bowenville – Dalby Rd. By July the fencing was completed, and formation of road started; but at the end of July, 1948, the M.R.C. said culverts would have to be built on the road and this might delay work for up to two years. It did.

On July 21, 1950, finish of bitumen work on road was authorised, and by February 28, 1952, the Bowenville – Dalby Rd was finished. Almost 18 years after the first asking.

THE FIGHT FOR THE ABATTOIRS

The start of this struggle goes right back to 1941, when in February the Chamber of Commerce decided to press for an abattoirs in Dalby, but in these far off days the subject hadn't "hotted up" and it was next mentioned by Mr. W. J. Napier in 1944. Eight years later the Chamber supported a site of 50 acres on Moonie Highway as a suitable, even if building had to take place in the future. This was in 1952. Power and water ran past the site.

Ten years after, in 1962 the Chamber made further investigation into the problem, and decided to contact Mr. Bedwell, Regional Officer of Department of Secondary Industries, and graziers' organizations for their support. In November the establishment of a meat works at Dalby canvassed at a public meeting and the estimated costs were \$180,000. Early the next year, in

February, 1963, the Graziers' Association of South East Queensland came into the picture and asked for an abattoirs here, and a week later the Brisbane Meat Board rejected a plan for a branch of the Cannon Hill abattoirs to be opened at Dalby. In July of the same year the Prime Lamb section of the U.G.A. pressed for the abattoirs, and in October the Graziers, themselves sought for a Dalby branch of Cannon Hill and these claims were quickly supported by Wambo Shire. The next move came over a year later when the Dalby Graziers, in December, 1964, elected a committee to fight for an abattoirs.

Mr. Vont. ex G.G.J. Board for 12 years, visited Dalby and said the group he represented would build one for \$350,000 redeemable yearly at \$20 or \$22 per month per \$1000, or roughly 11 per cent. All attempts to get a branch of Cannon Hill were again foiled by Government decree.

In October, 1965, the Council decided to ask Mr. J. Barton of the Meat Board, if feasibility study into the establishment of a meatworks was advisable. Mr. Barton agreed to a deputation from Dalby on December 9. In the meantime Mr. Weir of Civic and Civic, a big Sydney construction firm, said his study for £1000, but envisaged a service works.

The meeting with Mr. Barton was abortive.

Another seven months passed, and in July, 1966, Ald. Aland told graziers that a firm of civil engineers interested in building abattoirs, would be in Dalby the following week, and in September the same year a meeting of all interested parties was called to discuss a feasibility study as a first step in getting an abattoirs, the cost of which was estimated at about £800,000. Parties agreed to go into finances involved. Once again Mr. Weir represented the firm of Civic and Civic, the Sydney constructing engineers firm.

In 1967, in July, hopes soared high when it was announced that Hansen and Hine, of Brisbane. Meat buyers, were in the "final stages" of negotiating for an abattoirs, and had asked for use of land on Warrego Highway, three miles from Dalby. Wambo Shire Council agreed, but alas, the time was not yet; many tides were to wax and wane before the goal came into sight.

Exactly two years later, in July '70, interest in the subject was revived by graziers, sheepmen and a large body of breeders. It was decided to re-open the subject and update all information previously gathered; and before the end of the month the Dalby Development Board, recently formed, appointed a committee to carry out feasibility study and investigate other prospects. Ald. Aland, Messrs. T. Condon, F. D. McCay, B. Thronley, D. Chameron and P.H. Littleton formed the committee and sought large meat firms to carry out work, but with outsiders to use the works if they wished. The pace was quickening and the subject was really "hotting up."

Mr. Tullock, of Civic and Civic, had urgent talks with the Development Board and said that feasibility study taking in a kill of 2000 sheep, 100 cattle and 100 pigs daily would cost \$1500 and the building would cost \$800,000.

In January, 1971, Premier J. Bjelke-Petersen visited Dalby and said the establishment of abattoirs here would be an extremely difficult financial proposition, as the Government was committed to re-building Cannon Hill; but Mr. J. A. Row, Minister for Primary Industries would meet a deputation from the Development Board. This meeting occurred in February and Mr. Row, Mr. Harris, the manager, granted that Dalby was best place for private abattoirs as stock supplies unlimited, but said there was absolutely no chance of branch of Cannon Hill being built there. Private, or service abattoirs were the only chance.

In July that year, Ald. Aland, now Chairman of the Development Board and Mr. R. H. Evans, Manager, travelled interstate to see Sydney firms interested in establishing abattoirs at Dalby, staffing and managing it and providing operating finance and profits would be shared equally.

Mr. J. Corbett, M.P. for Maranoa said that if a feasibility study proved favourable, the consideration to issuing a Meat Export Licence.

Wambo Shire raised its contribution to \$1000 for feasibility study.

In August, 1971 it was announced that Messrs. K. Painter, F. Merriful of Painter, Merryful and Associates, consulting engineers, would visit Dalby about the possibility of a feasibility study, and Mr. Painter said if the study was favourable and finance was in sight, the abattoirs could be working in 18 months.

In October, 1971 a public meeting was called to hear a report on the abattoirs. The feasibility study would cost \$2500 or which \$625 was raised from the floor, and on October 15 the Development Board commissioned a feasibility study.

In November it was learned that additions to Cannon Hill would cost up to \$8 million.

Towards the end of December, Painter, Merriful and Associated reported that an abattoir at Dalby was technically and economically feasible.

In February, 1972 Mr. Row agreed to meet deputation from Dalby on March 26 but did not think there would be any chance in the Government attitude. The deputation included, among others, from the Dalby Development Board, Ald. Aland and Mr. R. Evans (Manager), Fat Lamb Producers, Mr. P. H. Littleton; U.G.A., Mr. F. D. McCay; Chamber of Commerce, Messrs. H Redding, J. Carberry, T. Knox and numerous other town and district prominent citizens. The deputation met at the Treasury Building and put up an unanswerable case for the abattoirs. Mr. Row's statement that he didn't think there would be any change in the official attitude proved only too well founded.

In June of the same year Development Board dropped the concept of a service works in favour of private works in January, '73 Ald. Aland said the abattoirs could be established in a few months.

Hopes were running high.

In March, Ald. Aland told the Chamber of Commerce that the company would finance the works, but was awaiting news on the possibility of a Government subsidy.

In the same month the Development Board said it was ready to hand matters over to the operators.

In April, 1973 a company, the Dalby Meat Packing Company, was formed to operate the abattoirs with a work force of 250 after the completion of the third stage in building.

Plans of this third stage building were to be drawn up by Painter, Merriful and Associates and submitted to the Government. In May last year the Dalby Meat Packaging Co. Pty. Ltd was registered and the approval of the export site was awaited. There would be 65 employees in the first stage, 15 houses wanted as accommodation for them.

Finally, in September, Ald. Aland said that building would commence at the earliest opportunity. Meantime, Painter Merriful and Associates are studying auxiliary industries for abattoirs.

It is now time for this chronicler to leave the scene, for the long story of 63 years is ended. But if the events told in these pages have any lessons to teach, surely it is these. Progress does not come as an uninvited guest, it comes as the result of patient, and often heartbreaking struggle. There is often official apathy, often frustration and always red tape by the mile, or if you will have it so, kilometres. But success is not for the faint hearted, neither is the fair lady, and the cold official "no" at the first asking often means "maybe" or "try later on." It was so in the beginning, doubtless it will be so at the end.

If the Chamber Fights as hard in the next 60 years as it did in its first span, the citizen of tomorrow's Dalby will find it still a good town and one to be proud of.