
TABLE OF CONTENTS

Aboriginal And Torres Strait Islander Genealogy	3
Browns Plains	4
Captain Patrick Logan 1791-1830	5
Carbrook	8
Chronology Of Main Events In The History Of The Logan District	11
Cobb And Co.	25
Cotton Growing In The Logan District	29
Crestmead	32
Daisy Hill State Forest	33
Genealogy Resources - Local Studies	34
Irish Settlement In Logan In The 19th Century	36
Kingston	38
Kingston Butter Factory	45
Local Government In Logan	46
Local History & Genealogy Societies	50
Logan River Properties	51
Loganholme	54
Marsden	57
Mayes Cottage	59
Mount Gravatt And Eight Mile Plains Districts	60
Rochedale	65
Shailer Park	66
Suburbs Of Logan (Map) (as 1 Handout)	67
Bahrs Scrub:	68
Bannockburn:	68
Beaudesert – Beaudesert Is Not Within The Boundaries Of Logan City, But It Has Always Been The Business/Administrative/Community Centre Of The Region	68
Beenleigh:	70
Belivah	72
Berrinba:	73
Bethania:	73
Boronia Heights:	75
Browns Plains:	75
Buccan:	76
Carbrook:	76
Cedar Creek:	77
Cedar Grove:	78
Cedar Vale:	79
Chambers Flat:	79
Cornubia:	79
Crestmead:	80
Daisy Hill:	81
Eagleby:	81
Edens Landing:	84
Forestdale:	84
Greenbank:	85
Heritage Park:	88
Hillcrest:	88
Holmview:	88
Jimboomba:	89
Kingston:	90
Logan Central:	91
Logan Reserve:	92
Logan Village:	93
Loganholme:	95
Loganlea:	98
Lyons:	98

LIBRARIES

Maclean:	99
Marsden:.....	99
Mount Warren Park:	102
Mundoolun:	102
Munruben:	103
New Beith:	103
Park Ridge:	104
Priestdale:.....	105
Regents Park:.....	105
Rochedale South:.....	106
Shailer Park:	106
Slacks Creek:	107
Springwood:.....	108
Stockleigh:	109
Tamborine:	110
Tanah Merah:	111
Underwood:	111
Undullah:	112
Veresdale:	112
Waterford West:.....	114
Windaroo:	116
Woodhill:	117
Woodridge:	118
Yarrabilba:	121
Bibliography	126
Waterford	127
Woodridge	130
Logan City Council Local Studies Collection.....	134

ABORIGINAL AND TORRES STRAIT ISLANDER GENEALOGY

The Logan West Library Local Studies Room has a wealth of resources to allow anyone to commence their family history research. Your local library will be able to provide you with a complete listing of resources. Logan West Library holds indexes of Queensland deaths prior to 1964, marriages up to 1939 and births to 1919 for Queensland. We also hold a comprehensive range of indexes for New South Wales and Victoria, with South Australian Births and Deaths available.

Most of this material is on microfiche, but recent compilations of births deaths and marriages on a single index, are on CD-ROM. You may ask Library staff for initial assistance and if you wish to utilise the CD-ROMs you will need to make a booking on 3412 4165.

The Yugambah Museum and Language Centre, corner of Martens Street and Plantation Road, ((07) 3807 6155) offers a range of material relevant to individuals and family groups from the Logan region, with many books for sale and a well equipped reference library.

Those of you who wish to further research your Aboriginal or Islander ancestry may need to seek specialist advice.

The State Library of Queensland, Indigenous Library Services holds a range of Aboriginal and Torres Strait Islander records and photographs. The Tindale Collection, which relates to residents who were on several Queensland missions in 1938, is managed by Indigenous Library Services ((07) 3840 7911) The Margaret Lawrie Collection of Torres Strait Islander materials, includes research material, photographs, maps, music and genealogies is also managed by Indigenous Library Services.

The Queensland State Archives, situated in Compton Road, Runcorn, is the official repository of all Queensland Government records. The Department of Aboriginal Affairs and its previous agencies generated the main records on family and community links. Many recent records have access restrictions because of their personal and sensitive nature. You may need to seek permission from the relevant agency to access restricted records.

The Department of Aboriginal and Torres Strait Islander Policy (DATSIP) Community and Personal Histories Unit can assist you in gaining that access, in order to research any person who ever came under specific legislation. This includes the *Aboriginal Protection and Restrictions of the Sale of Opium Act of 1897* or the *Aboriginal Protection and Preservation act, 1939*.

Your local library can provide you with a current brochure titled WHO'S YOUR MOB? You may phone the Personal Histories Unit for assistance on Freecall 1800 650 230 or on 3404 3622.

BROWNS PLAINS

Browns Plains was used as a place name as early as 1840 by surveyor Robert Dixon. The area was initially used for grazing cattle which provided meat to the convict settlement of Moreton Bay. From 1863 onwards, the coach route to Casino (NSW) passed through Browns Plains. Land began to be taken up from the mid 1870s.

George Stretton established a post office and accommodation house in 1872. The 1876 Bailliere's Gazetteer listed Browns Plains as "a postal centre of an extensive agricultural and pastoral district" with a population of 30. George Stretton's hotel was licensed in 1876. The area was described as elevated and broken into hilly ridges of sandstone and carboniferous materials. The climate was described as healthy and heavily timbered and the soil light and sandy.

A provisional school was established in 1878 with Mrs Catherine Haynes as the first teacher. This school was financed through subscriptions from local residents. A new building was erected by Mans Stjernquist in 1900 at a cost of £110/10. This school was closed in 1902 due to low attendance, because of the major drought at the time.

Prominent early settlers included John Orr who owned the triangular pocket of land between the junction of Middle Road, and the Mt Lindesay Highway. George Stretton married Emma Webber and her brother Thomas Webber was later in charge of the Browns Plains Post Office. Other prominent settlers included the Ansells, Sideys, Goostreys, Mayes, Cronks and Johnsons. Most were timber getters or shingle splitters.

By the turn of the century, the population of the area had grown a little and residents were beginning to show diversification in their occupations. As well as farmers the area also boasted a blacksmith, basket maker, carpenter and storekeeper. In 1913 the school building was relocated to Park Ridge to replace the old school there, which had succumbed to white ants.

Throughout the early twentieth century, the Browns Plains area maintained its largely agricultural character. Timber getting, continued in the district until the 1950's and 1960's, and sand mining created a string of artificial water holes along Scrubby Creek. A post office and store opened in 1956, with the post office named Brownsleigh.

By the early 1970's reticulated water was installed land developers had realised the area's potential and were starting to move in. The first housing estate in the area was called Ranchwood Hill located just behind the Browns Plains Hotel. The developer was Alfred Grant. The Browns Plains Tavern opened in 1976; a century after the first hotel had opened. New shops were constructed on the corner of Browns Plains Road in 1980, including a new post office. The place name reverted to Browns Plains. The Grand Plaza Shopping Centre opened in 1994.

St Bernadine's Catholic School opened in 1982 followed by the Browns Plains State School in 1983, Browns Plains High in 1985, Boronia Heights School in 1990,

LIBRARIES

Regents Park State School in 1994, and Yugumbir State School in 1986. A new college opened just north of Browns Plains in 2006 named Stretton State College.

CAPTAIN PATRICK LOGAN 1791-1830

Patrick Logan was born at East Renton in Berwickshire, Scotland in 1791, the youngest son of Abraham Logan and his second wife, Janet Johnston. There is no record of his exact birth date. His baptismal entry, dated 15th November 1791, records the baptism of twin children, Mary and Peter, a name which seems to have been corrupted almost immediately to Patrick.

The Logans were an extremely ancient Scottish family, dating back to the days of Robert the Bruce when two of Patrick Logan's ancestors accompanied the Bruce's heart to the Holy Land. In accordance with the traditional career options of younger sons of good families at this time (the Army, or the Church), the young Patrick Logan purchased a commission as ensign in the 57th Foot in 1810. In view of his subsequent reputation amongst the convicts at Moreton Bay this was perhaps an ominous choice; the 57th had such an unenviable reputation for flogging its soldiers that it was popularly known amongst the forces as the "Steelbacks". At this time, the 57th was fighting against Napoleon in the Peninsular Campaign and, in 1811, Logan was sent to Spain as part of a relieving force. Acquitting himself well in some of the heaviest fighting of the campaign, he was promoted to lieutenant in March 1813, and following Napoleon's defeat he served in Canada, in France with the Army of Occupation and in Ireland, where he met and married Letitia O'Beirne, the daughter of a fellow officer. About this time he purchased a captaincy, presumably with a legacy from his father's estate.

A year after Logan's marriage in 1823 the 57th Regiment was transferred to New South Wales, and in early 1825 Logan, his wife and their baby son Robert set sail for Sydney on the convict transport *Hooghly*. After a year spent in garrison on their arrival, they were posted to Moreton Bay penal settlement, where Logan assumed the duties of Commandant in March 1826. The settlement had been established mostly of re-convicted criminals from other parts of New South Wales. Conditions were harsh; owing to limited resources and lack of skilled labour, there were no permanent buildings, and neither of Logan's predecessors as Commandant, Lieutenant Miller and Captain Bishop, had proved satisfactory in what was admittedly an extremely difficult posting. In his four years as Commandant, Logan was to change all this, and from a struggling outpost, the future city of Brisbane grew into a viable settlement of more than a thousand people. More than any other early Commandant of Moreton Bay, Patrick Logan can be said to have laid the foundations of the future state of Queensland.

A professional soldier, Logan was a man of action, and by the end of his first year of office, work had commenced on a hospital, surgeon's quarters, gaol and barracks for the soldiers and convicts. These were the first permanent buildings to be erected in Queensland, and two buildings from this period, the Commissariat Stores in George Street, and the notorious Windmill of Wickham Terrace (both dating from the late 1820s) are still standing.

Farms were established at South Brisbane and Kangaroo Point and the first school, opened shortly before his arrival, continued to grow under the auspices of Mrs Esther Roberts. The township of Dunwich on Stradbroke Island was set up as a depot for ships arriving from Sydney and a quarry and coal mine established at Limestone Hill, the site of the future city of Ipswich.

As soon as he and his wife had settled into the routine of the settlement, Logan wasted no time in setting forth on a formidable programme of exploration. It has been suggested by various historians that Logan found the restrictive desk duties associated with his position as Commandant irksome, and that his exploratory activities provided a good excuse to escape from them. His first expedition, in August 1826 saw the discovery of the Logan River (originally named the Darling as a compliment to the Governor) and the re-discovery of the Southport Bar. In later expeditions he explored the Bremer River as far as Ipswich and accompanied Allan Cunningham, the Government Botanist on part of his journey to the gap which now bears his name. On this occasion Logan climbed to the summit of Mt Barney, then Mt Lindesay. This was then the most elevated point in Australia reached by a white man.

Nevertheless, despite his remarkable achievements as Moreton Bay's first real administrator, Patrick Logan is popularly remembered today as a "hard man"; a cruel tyrant and persecutor of convicts, a merciless and unimaginative despot whose power was wielded through the treadmill, the noose and the cat-o'-nine-tails. That he had no sympathy for the convicts he was responsible for is obvious from the horrific stories which circulated about him even in his own lifetime, though his brutal behaviour would seem to stem less from any inherent sadistic streak than from an unshakeable belief in his own authority. An autocrat in every sense of the word, as far as Logan was concerned, the convicts were less than human; they had been sent to Moreton Bay to be punished, and idleness was not to be tolerated under any circumstances. In many instances he meted out punishments which he was not legally entitled to impose, lengthening the sentences of prisoners who had absconded by up to three years. This behaviour drew only mild reproof from the authorities in Sydney. Other people however, did not share Logan's convictions, and at the time of his death he was involved in a libel case with the editor of the *Monitor*, a liberal newspaper which had published the "confessions" of a Moreton Bay convict named Thomas Matthew, and which was threatening to prosecute him for murder.

Revisionist historians have tried to justify Logan's worst excesses by concentrating on the positive aspects of his administration, and by highlighting the immense difficulties under which he laboured. There is certainly no denying that during his time as Commandant the population exploded from about one hundred to over one thousand convicts, and that this placed severe strains on the settlement's extremely limited resources.

Crops failed due to severe drought, relations with the aborigines deteriorated, convicts were absconding in unprecedented numbers (approximately one in ten in the difficult year 1828-1829) and, exacerbated by the primitive conditions and poor food there were outbreaks of dysentery and fever amongst the prisoners which sent their death rate soaring. Most of these factors were outside Logan's control, and it is remarkable in retrospect that he was able to achieve as much as he did.

In 1830, after five years in Australia the 57th Regiment was posted to India. Logan, who was waiting to testify in the *Monitor* libel case, decided to occupy his last days in the colony with yet another exploratory expedition. It was a decision which was to prove fatal. Exploring in the region of Mt Beppo in the Brisbane River Valley, he set off on his own and became separated from the rest of the party. An extensive search failed to find any trace of him other than his saddle and, about a week later, some leaves from his notebook, part of his compass and the bloodstained ruin of his waistcoat. By now hopes of finding the Commandant alive must have been fading quickly and, on the twenty-eighth of October the search party discovered the body of his horse, lying in a creek and camouflaged with boughs. Logan's own badly decomposed body was found lying face downward and covered with sticks in a shallow grave on the other side; he was naked, and had been partially disinterred and eaten by dingoes. An examination by the settlement's Surgeon Dr Cowper, revealed that his skull had been crushed by native waddies, and the official version of the story, as it subsequently appeared in the *Sydney Gazette* was that he had been surprised and killed by aborigines. The convicts, whose gleeful reaction to Logan's death is recorded in the ballad "Moreton Bay", preferred to believe that he had been murdered by escapees from the penal colony, a tradition which gains some credence from the fact that the aborigines of the area were not accustomed to burying their dead.

Logan's body was shipped back to Sydney, and after a state funeral in St James' Church he was buried in the Protestant burial ground in Surry Hills. He was survived by his wife, Letitia and two young children, Robert and Letitia Bingham. Logan's widow returned to England, where she made various ineffectual attempts to obtain a pension from the British Government. After thirteen years persistent application she was eventually granted a beggarly seventy pounds per annum and drops out of the pages of history. Robert Logan was later to become a Colonel in his father's old regiment, and gave distinguished service in the Crimea, in India during the Mutiny and in New Zealand during the Maori Wars.

CARBROOK

The first to take up land in Gramzow was Christian Kruger. He leased the eastern most allotment in the Logan Agricultural Reserve here in 1867. His property was on the river to the east of Skinners Reserve. In 1868 he was joined by Herman Meissner, John Sommer, Auguste Fischer, Carl Habermann, Christian Lehmann and John Shears, who settled downstream. The German settlers were originally part of Paster Haussmann's Bethesda Mission on the Albert River, established in 1867. John Shears is believed to have been one of the earliest timber getters on Mount Cotton. The name Gramzow came from a village in Uckermark, in northern Germany. Families travelled across the river to attend church in Alberton or Eagleby. By 1875, Pastor Haussmann purchased 10 acres of land halfway between Mt Cotton and Gramzow to build a new church to serve both these communities. St Paul's church was designed by August Von Senden and built by local farmers in the traditional north German style with hand made brick nogging in a timber frame which had been axe dressed and fixed with wooden pegs.

Charles Wilson of Waterford set about establishing a sugar mill on a site to the west of Skinners Reserve (Portion 202) in November 1872. Even before the sale of the property was registered, he advertised for someone to make 70,000 bricks at the site on California Creek at Gramzow. Earlier that year he had advertised a sugar mill for sale from his property in Waterford. By August 1873, the mill at Gramzow was still being completed. It was described as being a compact mill fuelled by the ample timber available in the area. Wilson grew no sugar of his own and relied on crushing the sugar of local farmers. JJ Walker managed the mill. The establishment was known as the Logan Sugar Factory. A wharf was built on the river with a tramway up to the mill.

During 1878, a new road was cut through the property linking the mill with the Mt Cotton Road, presumably to give access to Mt Cotton farmers. However, they were already in the process of building their own mill under the guidance of JJ Walker. By November 1879, Wilson's mill was in financial difficulty and passed into the hands of the Queensland National Bank. At that point it was managed by Mr Muir who continued to run the mill and make improvements to the machinery.

Meanwhile, Mount Cotton farmers continued to prosper and many mills were established. Henry Heinemann, Chairman of the Tingalpa Divisional Board, built one of the largest mills. In March 1882 he obtained a special land lease of 50 perches within the Gramzow wharf reserve, in order to erect a store, (presumably to store produce) adjacent to the wharf. He initially took out a five-year lease at £1 per annum. The remainder of the reserve was held for wharfage.

The Gramzow Provisional School was established in November 1877, although the children still attended the German School at Elkana (Alberton) on Thursdays to learn their native language and be instructed in religion. The schoolteacher, Horace Heywood, distributed the mail from 1878. Mail was deposited in a slot in the wall of the school building. At that time it was delivered twice weekly from Beenleigh via Alberton. In 1882, Fred Stern, who lived nearby (Portion 110), took over the role of Receiving Office Keeper for the mail.

During 1880, many farmers began erecting small mills on their own property, which would have undoubtedly affected the viability of the Logan Sugar Factory. In 1882, a section of the land was alienated for wharfage purposes (now Skinner's reserve). At that time Mr Norman Ruddle, who was formerly at Ageston, managed the mill. By July 1884 the property passed into a partnership of local German farmers comprising Freidrich Brauer, Freidrich Stern, Christian Lehmann, Christian Kruger, and Christian Mohr.

The 1887 floods destroyed many sugar plantations along the river and even though this mill remained in-tact, local farmers had no cane to mill that year. The mill partnership went into liquidation in late 1887 and the mill and farms of many of the partners were offered for sale. The mill site was on the river front and included a four-roomed house and blacksmith shop, as well as the mill, which was housed under an 80 foot by 70 foot galvanised iron roof. Properties offered for sale in this liquidation were located in both Gramzow and Eagleby.

Christian Kruger's house remains on the other side of Skinners Road. The family arrived from Germany in 1865 and initially settled at Bethania. Christian Kruger leased land at Gramzow in August 1868 and purchased it in December 1872. The house was apparently built in 1871, in the style typical of northern Germany. Presumably the bricks came from the same brick yard as those used in the neighbouring sugar mill.

Christian Kruger gave evidence at the 1889 Royal Commission into the sugar industry and stated that he had grown sugar for 12 years and had also successfully grown cotton in the past. At that time he had 10 acres under cultivation, and grew maize, oats and potatoes. From July 1888, Kruger was the overseer of the wharfage reserve adjacent to his property. In 1892, it was proposed to make the reserve a ferry reserve, and from 1901, Kruger cultivated an area of two acres adjacent to his fence under a leasing agreement with the Tingalpa Divisional Board.

For a brief time in 1889, the Alberton Ferry was relocated to the Gramzow reserve adjacent to Wilson's disused sugar mill. The old ferry had washed away in the floods of July 1889 and the Tingalpa Divisional Board was eager to relocate the ferry here. Beenleigh Divisional Board was not so keen, nor were the 50 Tingalpa Board ratepayers who petitioned the Board to return it to Alberton. The Tingalpa Board continued to argue that the Alberton site was useless to most Tingalpa ratepayers. However it would seem that there was a need for family and religious interaction cross-river at Alberton. Nevertheless, an application was made in 1892 to make this a ferry reserve.

In August 1910, John Burke and Sons, who operated steam boats on the river, sought permission from the Tingalpa Shire Council to move the Mt Cotton wharf and shed about one chain downstream to avoid the rocks in the river at that point. The council had no objection and the wharf was moved the following month. Councillors were invited to inspect the new facilities with the hope that they would fund road improvements leading to the wharf.

During WWI in May 1916, the postal name for Gramzow was changed to Carbrook under a government policy of the time aimed at removing German place names. At

that time the Stern family ran the post office from their home, diagonally opposite the school, and the postal business was taken from them. The school name was changed in November that year. The Sterns, however, were running the post office again in 1924 and by that time also boasted the first public telephone in the area.

Carbrook remained an agricultural community. A new sugar mill was established by Musch and Appel, late in 1905. The mill was situated on land originally selected by John Shears and later owned by William Stern. A four acre lot was subdivided for the mill in January 1906, with Rudolph Musch and Adam Appel both listed as sugar millers when the transfer was registered. They took out a £1,000 (\$2,000) mortgage on the property in June 1906. An increase in traffic on the Alberton Ferry was noted in May 1906, due to the new mill. In 1911 the adjoining house site was transferred to Musch and Appel. The sugar mill operated until 1926 and was then converted to a sawmill. Adam Appel died in 1932, and the estate was transferred to Rudolph Musch's wife Helena. The sawmill remained operational through to WWII.

Neighbour Hermann Lehmann established an arrowroot mill on his riverfront property from 1918. It was managed by his son Dick, who manufactured 20 – 30 tons of flour per year. During the 1930s, sugar was still grown and milled at Eagleby. Other produce included bananas, potatoes and other vegetables. Most farmers also had a small herd of dairy cattle and sent cream to the Kingston Butter Factory. Pigs were also raised.

Timber from Mount Cotton continued to be loaded on to barges during the 1920s, but the river trade ceased once the Logan Road was bitumened in the late 20s, and the Loganholme bridge opened in 1931.

Electricity came to Carbrook in September 1936.

The old Carbrook wharf reserve was converted to a recreation reserve in 1950. The Albert Shire Council assumed responsibility for installing facilities and maintaining the site as a picnic reserve in March 1951. Water ski-ing became a popular pastime on the river in the early 1960s and the Carbrook Water ski park developed during the late 60s and early 70s under the ownership of Herb Gardner.

Sandmining began in Carbrook in 1974. Part of the land was then leased to the Carbrook Golf Club, which was established in 1977. The ongoing sand mining creates constant changes in the course. This is a significant deposit of fine to medium grade sand, up to a depth of 20 metres. It is used in concrete production or as bedding sand.

Carbrook still maintains its rural atmosphere and much of the area is rural residential land and large areas of wetlands in the area have been reserved as conservation parks. A new private school, Calvary Christian College operates not far from the Carbrook Primary School. Kimberley College relocated from Mt Cotton to establish its campus in Kruger Road in 2003. The original Carbrook School is now owned by the Logan City Council and has been heritage listed.

CHRONOLOGY OF MAIN EVENTS IN THE HISTORY OF THE LOGAN DISTRICT

- 1826 - On August 21st 1826, Captain Patrick Logan, Commandant of the Moreton Bay Penal Settlement, explored the river which today bears his name. At that time the Jagera people occupied the region. Logan named the river the Darling River and noted that it was “navigable by the largest class of Colonial vessels for eighty miles and running through the finest tract of land I have seen in this or any other country.”
- 1840s - Browns Plains was a grazing outpost.
- Cedar cutters were actively working the Logan region. Logs were rafted downstream or hauled by bullock teams to rafting grounds where they would be picked up by steamers and taken to sawmills:- Pettigrew’s in Brisbane from 1855, Daniel’s in Cedar Creek from 1864, Lahey’s in Waterford from 1880, Burnett’s in Wellington Point from 1883.
- 1860 - Low bridge built on Logan River at what is now Maclean. It was known simply as Logan Bridge.
- 1861 - Land was surveyed by Surveyor Warner and named Logan Reserve or Logan Agricultural Reserve.
- The American Civil war ultimately led to the establishment of a cotton industry in the Logan area, as raw materials were no longer available from America for the cotton gins of England.
- 1862 - The Logan Reserve in its original sense meant about 500,000 acres reserved for agricultural settlement in 1862 and comprised a large settlement and population on the banks of the Logan River.
- Waterman’s punt established at the end of Tygum Road, Waterford.
- 1863 - Irish settlers arrived at Waterford.
- Robert Towns imported kanaka labour for his plantation ‘Townsvale’ at Veresdale, initially growing cotton.
- The Queensland Co-operative Cotton Growing and Manufacturing Company was allocated 700 acres on the Logan River. Manchester Cotton Company workers came to work this plantation.
- Town of Maclean surveyed.
- 1864 - Flood: Loganlea farmer John Ferris drowns.
- German migrants travelled along the river on the ‘Diamond’, originally settling at Bethania and later elsewhere in the district.
- A post office was established at Logan Reserve and mail was carried by horseback between Brisbane and the post office once a week.
- By the end of the year, all the land along the river had been taken up. Crops included cotton, potatoes, maize, oats and sugar cane.
- Joseph Baker established a hotel on the site now occupied by the Glen Hotel at Eight Mile Plains.

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- 1865 - The first bridge over the Brisbane River was opened and the Logan River area became more accessible. Traffic began to head south through John Slack's property 'Mungaree'. The road became known as Slack's track. The Logan Reserve Catholic Church was built.
- Severe drought led the local churches to hold a day of prayer for rain.
 - Logan River Ferry at Waterford gazetted, with Henry Eden ousting William Stone as the official lessee.
 - Pat McGoldrick licensed to operate the Union Hotel at Maclean.
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- 1866 - Waterford township surveyed by William Fryar - town unnamed at that time.
- 1867 - Flood rains caused an outbreak of disease in the cotton crops.
- Ferry operated from Loganholme.
- 1868 - Joseph Baker ran the Eight Mile Plains Post Office from his hotel.
- William Drynan awarded official ferry licence for Logan Village.
- 1869 - The first school at Waterford was opened in Charles Wilson's barn.
- Lutheran Church established at Alberton.
 - Fryar and Strachan establish Loganholme sugar mill.
 - Henry Jordan purchased Tygum Plantation.
- 1870 - Henry Jordan established sugar mill at Tygum.
- Alberton Ferry commenced.
- 1871 - A coach service from Brisbane to Nerang commenced.
- Cobb & Co. Coaches made three trips per week and travelled through Waterford on their way to Nerang.
 - The Logan River was surveyed as far upstream as Maclean.
 - Waterford Primary School opened.
 - Logan Post office relocated to Ferry Hotel at Waterford.
 - Christian and Wilhelmine Kruger built their home on the river at Gramzow, which remains today on Skinners Road. (Gramzow was renamed Carbrook in 1916.)
- 1872 - Henry Jordan won a prize for his sugar at the Beenleigh Agricultural Society Show. The sugar plantation at Tygum, Waterford, was the largest in the area, employing twenty to thirty farmers.
- Charles Kingston had worked on this property for about ten years, when he moved and established his own property on a hill near Scrubby Creek. Browns Plains Accommodation House and mail service established by George Stretton.
 - Charles Wilson built Logan Sugar Factory at Carbrook (on the western side of Skinner's Reserve).
 - Bethania Lutheran community build a brick church to replace the original timber structure.
- 1873 - John and Emily Mayes took up land adjoining the Kingstons. John built a slab hut, which remains on the property today.
- Slacks Creek Provisional School opened in the Wesleyan Church in Centenary Road.
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- The Loganholme School opened.
 - Floods: Loganholme ferry was washed away.
 - Wilson's sugar mill was in operation at Carbrook and run by J.J. Walker.
- 1874
- Improvements to the navigability of the river were carried out including the removal of an obstruction between the Basin (near Musch Road, Maclean) and Drynan's ferry at Logan Village.
 - Wharves built at Maclean (Logan River) and Beenleigh (Albert River).
 - A Timber reserve was declared in the Daisy Hill area.
 - William Underwood was running the Commercial Hotel from his land to the north of the Kuraby turnoff on Logan Road.
- 1875
- The Logan district had 3,969 horses, 40,864 horned cattle, 1,068 sheep and 3,248 pigs in 1875.
 - Residents of Gramzow (Carbrook), Alberton and Mt Cotton applied to the Department of Public Instruction for schools.
- 1876
- 'Bailliere's Queensland Gazetteer and Road Guide' 1876, stated: "Logan Reserve is an agricultural district and comprises numerous farms and plantations. Sugar is produced from cane grown by smaller farmers and is manufactured on terms by the mill owners... Farming in all its branches is vigorously carried on - maize, potatoes, pumpkins, fruit and vegetables, milk, butter, cheese, pigs, poultry, eggs, etc."
 - In October the Logan Reserve Post Office was re-named Waterford Post Office and a new Logan Reserve Post Office was opened.
 - High bridge built over the Logan River at Waterford.
 - High bridge built over the Logan River at Maclean.
 - The Loganholme Post Office was opened on October 25th with Mr. C.W. Welsh as postmaster.
 - German communities at Mt Cotton, Carbrook and Redland Bay combined to build a church on Wuduru Road and a cemetery was established adjacent.
 - Browns Plains Hotel licensed.
 - Edward Matthew Burrowes surveys a road from Goodna to Waterford.
- 1877
- Mr. Charles Kingston operated the first post office in the Scrubby Creek area from his home.
 - The Gramzow Provisional School was opened on November 5th.
 - Schnieder's store opened at Waterford.
- 1878
- Mr. J. Markwell opened a receiving office for mail in Slacks Creek.
 - The Heck family established a sugar mill at Rocky Point. (Moved two miles south from the original site in 1886.)
 - Mt Cotton mail came from Beenleigh via Alberton and Gramzow.
 - Browns Plains School established on site of Waller Park.
- 1880
- Tingalpa Divisional Board was formed and included all of the current Redland Shire and the Logan suburbs from Priestdale, Rochedale, Slacks Creek, Daisy Hill, Loganholme, Carbrook, and across to Kingston Road. The Waterford Divisional Board was gazetted.
 - Yeerongpilly Divisional Board governed the western suburbs.
 - Severe frosts destroyed much of the sugar crops.
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- 1882 - North Maclean school opened.
- 1884 - Wharf was built at Waterford and other private wharves were erected.
 - Shed built at the Logan Village Wharf.
- 1885 - Gold was discovered at Kingston.
 - The contract for the railway line to be extended from Yeerongpilly to Loganlea was completed in March 1885.
 - The next section of the railway line crossed the Logan River to Beenleigh, and was officially opened on July 25th. The opening was delayed by the late arrival of iron cylinders for the piers of the Logan River Bridge. The bridge measured 442 feet long and was named 'Overend' after the contractor.
 - When the railway line was completed, mail was collected from individual railway stations.
 - 40 sugar mills were operating in the Logan region - Fryar and Strachans being the largest at Loganholme.
 - The Walrus operated along local rivers producing copious quantities of legal and illegal rum.
 - Sugar crop was again destroyed by flood. Farmers turned to other crops such as potatoes, corn, and lucerne, as well as dairying.
- 1886 - Small dredge worked the river from this time to keep it navigable.
- 1887 - Floods: The Logan River was more than a mile wide in places.
 - Yatala Hotel was washed into a paddock at Ageston.
 - Loganlea railway bridge was washed away.
- 1888 - Beaudesert Railway opened.
 - Woodridge is subdivided, including the town of Booran.
- 1889 - Floods
- 1890 - Floods
 - Daisy Hill receiving office (forerunner of the post office) opened.
 - Mr. Charles Kingston built a new house using timber milled at Schneider's Sawmill at Waterford. The house became a landmark and still exists today as Kingston House.
 - Mr. Kingston was granted a railway siding into his quarry, which was a quarter of a mile on the Brisbane side of Kingston.
 - Kingston was officially named by the Surveyor-General after Mr. Charles Kingston.
 - Chambers Flat School opened.
- 1893 - Floods
 - The Greenbank Provisional School opened.
 - Creamery established at Waterford.
 - Park Ridge postal receiving office opened.
- 1894 - A stationmaster was appointed at Kingston Railway Station.
 - Kingston gold mine site taken up by Walter Taylor.

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- 1895 - Park Ridge Provisional School opened.
- 1897 - Mr. and Mrs. Fischer of Gramzow (Carbrook) purchased the first separator in the district.
- Logan Village bridge built.
- 1898 - Stradbroke Island broke in two at Jumpinpin with changes in the tides of up to 2 metres. Changed water flows increased erosion in the region.
- Six sugar mills operated in the region, mainly south of the river mouth.
- 1901 - St. Mark's Anglican Church, Slacks Creek, was built in May.
- 1902 - Divisional Boards became known as Shire Councils.
- Browns Plains School closes because of drought.
- 1903 - Logan Village bridge washed away.
- 1904 - The first general store was established in Kingston by Mr. Eldridge.
- 1905 - A sugar mill was erected in the Carbrook area by Messrs. Musch and Appel.
- A crocodile was shot in the Logan River. It was found floating much later and pulled to shore on June 23rd. One report stated that it measured 12 feet 8 inches.
- Waterford cattle dip established.
- 1906 - John and Mabel Cordingley took over Mr. Eldridge's general store in Kingston and his blacksmith forge, which operated alongside. They also worked the mail run for Logan Reserve, Chambers Flat, Park Ridge and Browns Plains.
- The Southern Queensland Co-operative Dairy Company formed.
- 1907 - The Kingston Butter Factory was built by Waugh and Josephson at a cost of £3,600 and the manufacture of butter commenced on May 13th. The Southern Queensland Co-operative Dairy Company operated the Butter Factory.
- Part of Yeerongpilly Shire added to Waterford Shire.
- 1908 - Waterford Shire Council opened office in Waterford (previously met in Beenleigh Shire Hall).
- 1909 - The Slacks Creek Provisional School became a State School.
- 1911 - New site chosen for Park Ridge School.
- 1912 - Kingston State Primary School was opened.
- Mr. Dugald Graham requested the construction of private rail siding in (what is now) Woodridge, as "Graham's Siding" or "15 Miles Siding".
- 1913 - The disused Browns Plains School building was relocated to Rosia Road, Park Ridge and opened as the new Park Ridge School. The old school had been damaged by white ants, but was still used for public meetings.
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- Graham's Siding established and a timber mill established in Railway Parade. Octavius Stubbs, who had purchased Mr. Graham's land, subdivided the estate which he named 'Woodridge'. (This was not registered as a placename until 1924.) The area had originally been a timber reserve and timber was the most important industry in the district. Mr. Stubbs advertised the subdivision and sale of his land (10 acres for £170).
- 1916
- A railway siding was supplied for the Southern Queensland Co-operative Dairy Company at the Kingston Butter Factory.
 - The name of Gramzow was changed to Carbrook on July 1st by the postal authorities. During WWI the government changed many German names in Queensland. The Stern Family who ran the Gramzow Post Office had the position taken away from them, and it was allocated to a family of British origins.
 - The first concrete bridge was built across the Logan River at Waterford at a cost of £7,000. Its unusual design led to it being locally known as the pig trough bridge.
 - Woodridge Progress Association established.
- 1917
- The place name Woodridge is formally adopted and Progress Hall built.
 - A State Forest was declared at Daisy Hill.
- 1918
- Kingston Hall was built. It measured 25 feet by 20 feet. Land for the hall was donated by Messrs. Thynne and Macartney.
 - Herman Lehman owned the only arrowroot mill in the Carbrook district. It operated from 1918 until 1946.
 - New Park Ridge School opened.
 - Kingston glue factory opened.
- 1922
- Kingston piggery opened.
- 1924
- The Postmaster General's Department advised the Department of Public Lands on January 1st, 1924 that the name Woodridge, at first considered only temporary, should remain.
 - The Woodridge Provisional School operated from the local public hall from 1924 to 1932. The school opened with an enrolment of 21 children.
 - Kingston Piggery was established (in what is now Jacaranda Avenue).
- 1925
- The telephone service was made available to Loganlea and Daisy Hill residents.
- 1926
- Buttermilk was piped to the piggery from the Butter Factory.
 - The first butchery in Kingston was opened by Mr. Dick Mathers.
- 1927
- Start of the formation and bitumening of the Pacific Highway.
- 1931
- The Logan River Bridge at Loganholme was officially opened on July 1st. The Rochedale State Primary School opened.
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- 1932
- Kingston Gold Mines Ltd. abandoned underground mining in favour of an
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- open-cut operation.
 - Major expansion of the Kingston Butter Factory.
 - A 614 acre property was purchased by Brigadier Sam Langford between Underwood and Springwood Road (Rochedale South). He named his property Springwood. This was later adopted as a suburb name, although the suburb of Springwood was situated further south than Langford's property.
 - Woodridge State Primary School was opened by the Minister of Public Instruction on April 2nd.
- 1936 - The district was hit by a disastrous cyclone, which some called a tornado, on February 21st.
- 1938 - Telephone line installed to Browns Plains and Greenbank.
- 1940 - New concrete bridge built at Maclean.
- 1941 - The Religious Society of Friends (Quakers) established Paxton Farm in Dennis Road, Slacks Creek and set up a poultry business. They were conscientious objectors to WWII and the name Paxton is a derivative of the Latin word for peace.
- 1942 - Emergency landing fields constructed by RAAF on five sites.
- 1944 - Subdivisions marketed as Kingston Park Estate (Marsden) offered to ex-servicemen provided they plant Macadamia trees.
- 1946 - The first bakery was opened in Kingston by Phil Stevens, a veteran of two World Wars.
- The Beenleigh-Kingston Road was gazetted a Main Road.
- 1947 - Flood washed away the concrete bridge over the Logan River at Waterford and residents had to pay 6d a ride to cross the river in a row boat. A vehicular ferry was also established while a new bridge was under construction.
- Storm blew away the old Daisy Hill Post Office and Telephone Exchange at Floate's house.
- 1948 - Sid Floate set up a store and non-official post office on the Pacific Highway, Slacks Creek (now adjacent to the Watland Street overpass). He later built a separate post office building.
- Alberton Ferry closed.
- 1949 - Tamborine and Waterford Shires became part of Beaudesert Shire.
- The Albert Shire Council was created from part of the old Tingalpa, Beenleigh, Coomera and Nerang Shires.
- Resumptions begin in Greenbank to establish military training area.

1950s - Urban subdivisions begin in Woodridge.

1951 - Methodist Church opened in Railway Parade, Woodridge.

1953 - Park Ridge Hall opened.

- 1954
- The Slacks Creek branch of the Q.C.W.A. formed on April 28th.
 - New bridge over the Logan River at Waterford was completed.
 - Beaudesert Hi-top offers secondary education.
 - Salisbury High School opened.
 - Beaudesert Road no longer the New England Highway; re-named the Mt Lindesay Highway.
 - St Catherine's Catholic Church opened in Railway Parade, Woodridge.
- 1955
- The Slacks Creek Progress Association had its inaugural meeting on May 16th. The membership in July 1955 was 46.
 - St James' Anglican Church opened in Railway Parade, Woodridge.
 - Calamvale State School opened.
- 1956
- The Slacks Creek Progress Association hall opened.
 - In December the Slacks Creek State Primary School was burnt to the ground by a disastrous fire during the night.
 - Brownsleigh Post Office opened.
 - Subdivisions surveyed in Kingston Park Estate (Marsden).
- 1957
- Bridge built over Scrubby Creek on Browns Plains Road.
- 1958
- Woodridge could boast of a post office, two grocers and a butcher.
 - The Southern Queensland Co-operative Dairy Company was taken over by Peters.
- 1959
- Trinder family donated 230 acres of land to the Lutheran Church.
- 1960
- Noel Burke opened Golden Fleece Service Station at Slacks Creek, which evolves later into the Argonaut Shopping Centre.
- 1962
- Albert Shire procures land from the Lutheran Church to build reservoir – now Trinder Park.
- 1963
- Reticulated water supplied to Woodridge.
 - A new railway station and passenger platform was built at Woodridge.
 - St. Declan's Church at Daisy Hill was so named after a hermit who lived near the Irish town of Waterford. This church had originally been re-located at Waterford adjacent to the hotel in the early 1870s, having originated in Logan Reserve. In 1949 it was relocated to Eight Mile Plains and in 1963 was moved to Daisy Hill.
- 1964
- Beaudesert, Beenleigh and Sunnybank High Schools open.
 - Woodridge Lutheran Church opened in Railway Parade, Woodridge.
 - GMH plant opened in Acacia Ridge.
 - CSR Gyprock factory opened in Coopers Plains.
 - Red Comb establish poultry abattoir at Park Ridge.
- 1965
- Brisbane Transportation Study recommended the construction of the South-east Freeway and many others.
 - Logan and District Council of Progress Associations formed.
 - Woodridge Fire Station opened in Garfield Road.
 - Dairy farmers must re-equip for bulk milk collection and may leave the

- industry.
- Woodridge Baptist Church opened in Ewing Road.
- 1966
- Beaudesert Shire contracts town planner and architect James Birrell.
 - Beaudesert Shire gazettes old Browns Plains School site as a sanitary reserve and garbage depot (now Waller Park).
- 1967
- Park Ridge Baptist Church opened.
 - Kingston Park Progress Association build hall in Third Avenue, Marsden.
 - Woodridge Ambulance opened in Railway Parade.
 - Greenbank telephone exchange opened.
- 1968
- New bridge over the river at Loganholme was built in conjunction with the duplication of the Pacific Highway.
 - Browns Plains to get a telephone exchange.
- 1969
- The estate of Springwood was placed on the market in 1969. The development of Springwood was a joint project of Intercapital Investments Ltd. and Cambridge Credit.
 - Woodridge North State School opened.
 - St. Paul's Catholic School Woodridge opened.
 - Trinder Park home for the aged opened.
 - Kingston State School relocates to Juers Road.
- 1970
- In May, the Ambulance Sub-centre for the district was opened by Sir Douglas Fraser, located near the new Parklands Shopping Centre.
 - The first public library opened on April 20th at Railway Parade, Woodridge in the old Ambulance building.
- 1971
- The suburb of Berrinba was gazetted in Brisbane City.
 - Ridgewood Heights estate established.
 - Emerald Hills Estate developed, now part of Regents Park.
 - Temporary police station established in Station Road, Woodridge.
- 1972
- Woodridge State High School opened.
 - Woodridge State Special School opened.
 - Springwood was gazetted as a placename.
 - Water reticulation installed in Browns Plains area.
 - Woodridge Police Station opened in Railway Parade.
- 1973
- The Kimberley Park Estate was planned and developed by Development Underwriting Ltd.
 - The Woodridge Tavern was built by Castlemaine Perkins Ltd.
 - Queens Road sewerage treatment plant built.
 - Park Ridge water tower built.
 - Loganlea Library opened in a demountable building on the corner of Chambers Flat and Kingston Roads (now Lancaster Park).
- 1974
- Serious flood damage to the south-east corner of Queensland occurred on January 26th, 1974.
 - Beaudesert Shire opened office next to the Loganlea Library and establishes a works depot on Chambers Flat Road.
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- Mabel Park State School opened.
 - Drive-In theatre opened on the corner of Logan Reserve and Beutel Roads on December 16th.
 - Springwood Road State Primary School opened.
 - Springwood Arndale Shopping Centre opened in September.
 - St. Peter's Catholic Church opened in Rochedale.
 - Woodridge Fire Station has its first permanent officers.
- 1975
- Springwood Library was officially opened on Saturday November 8th, by Chairman Muntz.
 - Woodridge Library shared its accommodation with the Albert Shire's Sub office in a new building on the corner of Wembley Road and Jacaranda Avenue.
 - Harris Fields State Primary School opened.
 - Underwood was gazetted as a suburb straddling Brisbane City and Albert Shire. It was named after William Underwood who ran the Commercial Hotel, just north of the Kuraby turn off on Logan Road, from 1874. He later managed the Mt. Gravatt Hotel.
 - Beaudesert Shire commissions strategic plan for the northern areas of the shire (now the western suburbs of Logan).
 - National Trust lists Mayes Cottage, as locals fight to save the house from Housing Commission resumption.
- 1976
- Waterford West State Primary School opened.
 - Kingston State High School opened.
 - Kingston Junior School built in Laughlin Street.
 - More serious flooding in the Logan River.
 - Browns Plains Tavern opened.
 - Milpara Shopping Centre opened in Park Ridge.
 - Beaudesert Shire installs small sewerage treatment plant in Browns Plains (Waller Park).
- 1977
- Berrinba East State Primary School opened.
 - Springwood Central Primary School opened.
 - Springwood State High School opened.
 - Slacks Creek Post Office opened in the Argonaut Shopping Centre, Kingston Road.
 - Maternal, Child and Community Health Centre opened on August 29th on the corner of Ewing and Wembley Roads.
 - Kingston Discount Shopping Village opened on Kingston Road.
- 1978
- Logan Shire was formed from the northern areas of Beaudesert and Albert Shires. The Bill to initiate this process was proposed by Russ Hinze on May 31st.
 - Springwood Ambulance Station opened in October.
 - St. Edward the Confessor Catholic Church opened in Daisy Hill.
 - Marsden State Primary School opened.
 - Timber Top Estate opened in Marsden.
 - Woodridge K-Mart Plaza Shopping Centre opened.
 - New bridge built over Scrubby Creek in Browns Plains.
 - Kingston railway platform upgraded to accommodate a 60% rise in patronage since the opening of the cross river rail bridge.
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- 1980
- Brownsleigh Post Office re-named Browns Plains.
 - Logan Shire Council commenced acquiring land for landfill at Browns Plains.
 - Catholic Church relocated from Carina to Velorum Drive, Kingston.
- 1981
- Logan Shire was declared a City on January 1st, 1981. The new administrative centre of Logan City Council was officially opened on February 21st.
 - Shailer Park State High School opened.
 - Compton Road rail bridge completed.
 - Matthews and Johnson commence \$5.5million development in Browns Plains.
 - Marsden Industrial Estate opened.
 - St Paul's Woodridge opened new church.
 - Maryfields Catholic School opened in Kingston.
- 1982
- Shailer Park State Primary School opened.
 - Electrification of rail line completed to Kingston.
 - Marsden Post Office established.
 - Park Ridge Ambulance Station opened (now Hillcrest).
 - St Bernadine's School opened in Regents Park.
- 1983
- Browns Plains State Primary School opened.
 - Chatswood Hills State Primary School opened.
 - All production at the Kingston Butter Factory ceased from April 15th.
 - Rochedale State High School opened.
 - GMH closed its Acacia Ridge plant leaving 240 Woodridge families without work.
 - Stage two of Crestmead estate offered for sale.
 - Logan West Community Centre established.
 - Browns Plains State School opened.
 - Temporary fire station opened at Park Ridge (now Hillcrest).
- 1984
- St. Matthew's College in Bryants Road opened.
 - Johnson Road rail bridge upgraded.
 - Wineglass Water Tower built at Hillcrest.
 - Westpoint shopping centre opened at Browns Plains.
 - Waller Park established.
 - Crestmead State School opened (originally to be called Hubner).
 - Mabel Park State High School opened.
- 1985
- Loganlea residents finally get reticulated water.
 - Marsden Park Shopping Centre opened.
 - New Baptist Church opened in Park Ridge.
 - Browns Plains High School opened.
- 1986
- Logan Central was gazetted as a suburb.
 - Springwood Mall opened.
 - New concrete bridge built at Loganholme - old bridge decommissioned.
 - Park Ridge Fire Station opened.
 - Yugumbir State School opened.
 - Marsden Church of Jesus Christ of Latter Day Saints established.
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- 1987
- Canterbury College at Waterford opened.
 - Marsden State High School opened.
 - Burrowes State School opened.
 - Hillcrest, Forestdale, Waterford West and Crestmead were gazetted as suburbs.
 - Construction of Logan Motorway began.
 - Residents of Diamond Street, Kingston noticed a black acidic substance oozing from their yards and the saga of the toxic waste seeping from the former gold mine began.
- 1988
- Floods.
 - St. Francis College opened at Crestmead.
 - Logan TAFE opened at Meadowbrook.
 - Seventh Day Adventist Church opened at Springwood.
 - Radio FM101 obtained a permanent broadcasting license.
 - Wembley Road Rail bridge completed.
- 1989
- Floods.
- 1990
- Logan Hospital opened.
 - New rail bridge under construction over the Logan River.
 - Boronia Heights State School opened.
 - Army chapel relocated from Wacol to Green Road, Park Ridge for use as Anglican Church.
- 1991
- Boronia Heights and Heritage Park were gazetted as suburbs.
 - Park Ridge State High School opened.
 - Park Ridge Swimming Pool opened.
 - Mt Taylor Parklands opened on former gold mine site in Kingston.
- 1992
- Chisholm College at Cornubia opened.
 - Calvary Christian College opened at Carbrook.
 - Greenbank RSL opened.
 - New Police Station opened in Civic Parade Woodridge.
 - Crestmead Community Centre opened.
- 1993
- Logan West Library opened at Hillcrest.
 - Woodridge Library relocated to council Administration Centre and re-named Logan Central Library.
- 1994
- Regents Park School opened.
 - Grand Plaza Shopping Centre opened at Browns Plains.
- 1995
- Booran Park Neighbourhood Centre opened.
 - Methane gas extracted from Browns Plains landfill.
 - Browns Plains recycling mart opened at landfill.
 - Logan Art Gallery established.
- 1996
- Floods.
 - Berrinba incorporated into Logan City.
 - Greenbank Military Training area added to the Register of the National Estate.
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- 1997 - Karawatha Forest added to the register of the National Estate.
 - 1998 - Griffith University Logan Campus opened at Meadowbrook.
 - St Maximilian Kolbe Catholic Church built in Macarthy Road, Marsden.
 - Islamic Mosque opened in Third Avenue, Marsden.
 - Radio FM101 moves into the former Woodridge Police Station buildings.
 - Suburb of Logan Central boundaries extended.
 - 1999 - Groves Christian College established in the former Kingston Junior School Campus.
 - Marsden Tavern opened.
 - St Philomena's School Park Ridge opened.
 - 2000 - Olympic Torch relay comes to Logan Gardens.
 - 2001 - Parklands Christian College opened at Park Ridge.
 - 2002 - Logan Entertainment Centre opened.
 - 2003 - New Logan West Library opened at 69 Grand Plaza Dr, Browns Plains.
 - 2004 - Brisbane City Council upgrades Compton Road and builds a major wildlife over bridge.
 - Gould Adams Park Community Centre and pool opened.
 - 2005 - Cambodian Buddhist Temple opened in Third Avenue Marsden.
 - New Community Health Centre opened in Woodridge.
 - Plans for the Metro Sports Park at Browns Plains released.
 - 2006 - Stretton State College opened.
 - South West Enterprise Park and Berrinba Wetlands project commenced
 - Extensions to Greenbank RSL.
 - New Marsden Library opened at 35 Chambers Flat Road, Marsden.
 - Grand Plaza Extensions completed.
 - 2008 - New Logan North Library opened on cnr Sports Drive and Springwood Road, Underwood.
 - Logan's borders expand with the Local Government Amalgamations.
 - Award winning Berrinba Wetlands and South West 1 project opened to public.

COBB AND CO.

COACH ROUTES IN 19TH CENTURY - LOGAN

For almost the first ten years following settlement in the Logan Agricultural Reserve in 1861, transport in and out of the Logan District was limited to three very primitive options. A traveller either rode or drove his own horse, travelled by river, or walked. Not until the 1870's did the introduction of regular road connections to Brisbane alleviate this isolation, and provide a reliable means of contact with the outside world.

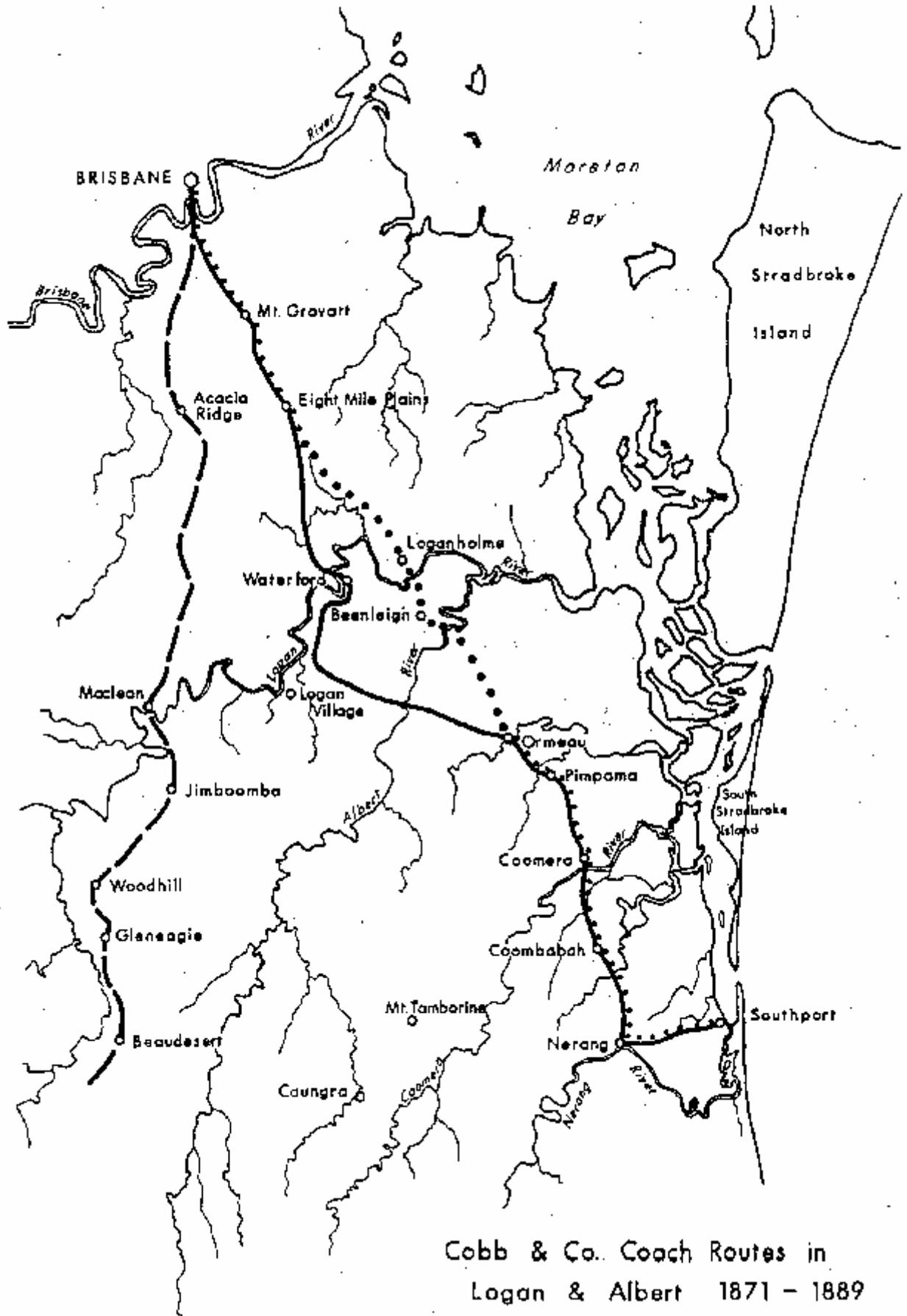
The Origins of Cobb and Co.

The name Cobb and Co. has become so associated with the Australian myths that many people today are surprised to discover that it was originally an American venture, established by American citizens with Concord Coaches imported from the United States. Begun by Freeman Cobb and J.M. Peck as a service to the Victorian goldfields in 1854, Cobb and Co. was to become, over the next seventy years, the largest coaching network of its kind anywhere in the world. At the height of its powers in the 1870's, Cobb and Co. operated services not only in Australia, but also in New Zealand and even Japan, where a line between Yokohama and Tokyo was established in November, 1869.

Cobb and Co. come to Logan

Information about Cobb and Co. routes in Logan is extremely contradictory. All that can be stated with certainty is the fact that Logan was on at least two, possibly three coach lines, and that the frequency of the services as well as the stops changed from time to time in response to public needs. Even the exact date of the first service is open to doubt. There is evidence of a coach service through Browns Plains as early as 1863, but presumably this was not Cobb and Co. Cobb and Co's first official route in Queensland was not established until 1865 when a line started up between Brisbane and Ipswich. Initial services tended to operate westward, and it was not until the 1870's that services began operating to Nerang, via Logan.

Part of this reluctance to establish a service must be attributed to the poor state of the roads which were still little better than goat tracks. Logan Road itself, a former aboriginal trail was known disparagingly as "Slack's Track" (after William Slack of Slacks Creek), and in 1865 a letter from the Engineer of Roads described it as "at present almost impassable". The earliest reference to a coach service in the area thus dates only from 1870, when a mail service between Brisbane and Pimpama began operating on a twice weekly basis. Whether this coach was actually a Cobb and Co. coach is debatable, since early records do not always distinguish between Cobb and Co., and the various private carriers operating during this period. It is for this reason that tracing early coach routes is today such a frustrating exercise.



Cobb & Co. Coach Routes in
Logan & Albert 1871 - 1889

The Nerang routes

The first definite reference to a Cobb and Co. route, as such, dates from January, 1871, when a weekly service commenced between Brisbane and Nerang. This coach is known to have carried the mail and it would appear that the service which commenced in 1875 and which is occasionally postulated as Logan's first coach route is a separate service entirely. The 1871 Nerang service ran through Eight Mile Plains, Waterford (site of Logan's first post office) where it crossed the river by ferry, down Dairy Creek Road to Bahr's Scrub (Logan Breakthrough), and onto the Albert River by way of Windaroo Lane (Bannockburn). The coach then continued south to Nerang Creek via Stanmore and Ormeau. Horses were changed at Eight Mile Plains, and at Beenleigh, where the Beenleigh Hotel (corner of City Road and George Street) was later to serve as a depot.

Demand for the service was such that within weeks of its establishment its frequency was increased to three services a week. Later, it ran every day, and in 1875 a second Nerang route seems to have commenced, running every three weeks via Loganholme. Cobb and Co.'s official breakdown of the route was as follows:-

South Brisbane to -

<i>Eight Mile Plains</i>	<i>8 miles</i>	<i>Breakfast at wayside inn.</i>
<i>Loganholme</i>	<i>10 miles</i>	<i>Cross Logan River by ferry.</i>
<i>Beenleigh</i>	<i>2 miles</i>	
<i>Pimpama</i>	<i>10 miles</i>	<i>Breadsell's Inn. (Pimpama was then the centre of the arrowroot growing industry).</i>
<i>Coomera</i>	<i>6 miles</i>	<i>Mrs Bozier's house for refreshments. Cross Coomera River by ferry. Hilly stretch ahead to Coombabah.</i>
<i>Coombabah</i>	<i>6 miles</i>	<i>Road to Southport branched here. More hills to traverse on next section.</i>
<i>Nerang</i>	<i>6 miles</i>	<i>Kennedy's Commercial Hotel.</i>
	<hr/> <i>48 miles</i>	

The route terminated at Nerang. Passengers wishing to go to Southport travelled by boat down the Nerang River until the service was extended to Southport in 1882.

The Inland routes

One very early coach route which is known to have passed through the Browns Plains district was the Casino - Brisbane mail coach, which commenced operation in 1863. This route many not have been one of Cobb and Co's., since it pre-dates their arrival in Queensland by some two years, and was abolished in 1872 when the Nerang service had become established and began carrying the mail. The service, which was jointly financed by the New South Wales and Queensland Governments, ran once a week from Brisbane, through Coopers Plains, Browns Plains, Jimboomba, Mundoolun, Nindooindah, Beaudesert, Tamrookum and Telemon. The coach then crossed the border and continued to the Casino Post Office.

Other coaches running from Brisbane to Beaudesert are known to have stopped to change horses at George Scott's Rose and Crown Hotel at Coopers Plains (now Acacia Ridge), at the Greenbank Hotel (later burned down and replaced by the Teviot) and at McGoldrick's Union Hotel in Maclean. The Greenbank Hotel was located in Meadows Road, and stabling facilities were provided by a dairy farm in the adjacent lane. The first driver on this route appears to have been called Howard. He was later succeeded by a Mr Markwell.

A Journey by coach

Road travel, whether by Cobb and Co. or one of the private carriers was always an uncomfortable experience. The slung suspension of the coaches did little to alleviate jolting caused by the unsealed, rutted tracks which sufficed for roads, whilst wet weather turned the roads into impassable bogs. Transport could therefore be slow. In 1975, Julius Holland of Bundall wrote an acerbic letter to the Postmaster General in Brisbane, remarking that "if the Coachman did not spend so much time on having his dinner at Eight Mile Plains, we might have some chance of the mail arriving at Nerang by 2 pm and being delivered on the same day."

Perhaps the best description of a Cobb and Co. journey in Logan is provided by the irate traveller who wrote to the *Logan Witness* in 1878:-

Sir, I desire through your columns, to call the attention of the proprietors and managers of the line of coaches running between Brisbane and Beenleigh, to the disgraceful and dirty state of the coaches.

It is common practice for the grooms, and others in charge of the coaches to put under the seats, dirty cans of grease, or tar, and even oil for use of Cobb & Co., which filthy compound by the shaking of the coach gets driven all about, whereby the dresses of the ladies travelling are totally ruined, at a cost to these passengers of perhaps four or five pounds.

I have seen this happen many times these last few years. Another nuisance is that instead of the space under the seats being clear for passengers feet they are more often filled up with old harness, collars, rusty chains, swingle trees, and other rubbish, which belonging to Cobb & Co. should be put elsewhere so that passengers can travel with a little more comfort than they have ever done on this run before.

Yours, etc. Traveller."

The Demise of Cobb and Co.

Cobb and Co.'s heyday is usually regarded as being the 1870's, yet, even then, the seeds of their destruction were already being sown. Queensland's first railway, to Grandchester in Moreton Shire was completed in 1865, and as the network of rail transportation is slowly spread throughout the State, the coaching lines were pushed further and further west, into the country areas where there was no competition from trains. Logan's first railway line was completed in 1888, and in 1889 the daily Cobb and Co. service finally ceased. The coaches were not to return until 1988 when the Bicentennial Coach Run passed through Logan on its way from Melbourne to Cairns.

Cotton Growing in the Logan District

During the period of the American Civil War (1861-65), production of cotton in the plantations of the Southern United States was drastically reduced. Cotton prices soared from 4 pence halfpenny per pound in 1860 to 26 pence per pound in 1863, and as supplies of raw cotton to the great Lancashire mills in England were cut off, mill owners and manufacturers began looking for different markets from which to buy.

One of the new markets investigated was Australia, in particular the fledgling colony of Queensland. Large sums of money were invested by interests in Manchester and Liverpool and following the decision of the Australian Government to guarantee the price of cotton and that of the Queensland Government to offer a bonus of 10 pounds sterling per bale, the cultivation of cotton seemed set to become Queensland's new growth industry.

Cotton comes to Logan

Following the establishment of the Logan Agricultural Reserve in 1862, settlement in the Logan area began to increase rapidly. In 1863, 700 acres were allocated to the Queensland Co-operative Cotton Growing and Manufacturing Company on the river at Loganholme. Formed by Charles Bushell and Benjamin Babbage, this company was one of several which sprang up in the Logan and Albert districts during this period, although large numbers of small selectors also began growing the new crop.

One of the immediate difficulties encountered by the cotton growers was the lack of suitable labour in Queensland, an almost universal problem which had wide-ranging economic repercussions on the colony generally. Few people in the colony had any experience with cotton and high wages made intensive farming uneconomical. The growers were obliged to turn to the various immigration societies operating in Queensland at this time. The Queensland Agent-General, Henry Jordan of Waterford (later the member for East Moreton and the Minister for Lands) went to the United Kingdom to recruit skilled cotton-workers, and five hundred free passages were offered to people from Manchester, Lancashire, Glasgow and Coventry. As many of these people were unemployed and in great distress, the prospect of work and land in the cotton co-operatives was very attractive. Following promotion of the Queensland Co-operatives in *The Guardian* in 1862, 1000 families left England for Queensland, arriving in 1863.

Their first experiences of life in the new colony proved to be something of a shock. Although the immigrants claimed that "they were just as willing to grow cotton as to manufacture it", most of them were urban factory workers, with little practical experience of farming.

Conditions were harsh, and the land which they were granted in the Logan district was virgin bush. As late as 1865, an anxious letter from the Loganholme Cotton Co. (by then bought out by the Albion Cotton Co.) enquires of the government what proportion of the land was required to be put under cotton, as they wished to grow "a crop of potatoes and maize so as to keep us in the event of the cotton not proving sufficient".

Before long many of these immigrants had given up, and were languishing in the South Brisbane Depot “in a desponding and almost helpless condition”, little better off than they had been in England. Eventually, some of them were offered jobs with the Victoria Cotton Company in Pimpama (where the management stressed “repressive measures will be adopted for the prevention of illicit trade in intoxicating drinks, and to prevent Public Houses being erected on any portion of the property”). Early Loganholme settlers who continued to work for the Cotton Co. included Thomas Hanlon (later of Yatala), J. Hamer and George Palk (Slacks Creek).

The first South Pacific Island labour

The labour problems continued unalleviated and other interests preferred to find their labour elsewhere. The possibility of introducing coloured labour to work in the cotton fields had been broached as early as 1861, when William Hobbs wrote to the Queensland Government, suggesting the importation of coolies from India. This scheme foundered almost immediately, but the use of indentured foreign labour was introduced two years later by Captain Robert Towns, founder of Townsville, a director of the Bank of New South Wales and one of Sydney’s foremost mercantile entrepreneurs.

Towns’ introduction of South Pacific Islanders, or kanakas, to work on his cotton plantation at Logan was the first in Queensland, and it was to mark the beginning of the state’s infamous “blackbirding” trade. Towns believed that coloured labour was the only solution to the labour shortage, and that it was the only way to make the cotton industry viable. In October 1862, a grant of 1280 acres on the Logan River was made to Towns for the purposes of growing cotton and in May 1863 his schooner, the Don Juan was duly sent to the South Pacific to “engage...fifty to 100 natives, all males”. The ship’s Captain, Greuber, and recruiter Ross Lewin returned in August, with 67 Pacific Islanders. These men were immediately put to work in the fields at “Townsvale”, Towns’ property on the Logan.

It is generally accepted that Towns’ first experiments with indentured labour did not foreshadow the brutal excesses of the later “blackbirders”. His men were reasonably well treated, and were paid regular wages (admittedly far below the rate of pay for Europeans). At one stage in the late 1860’s there were as many as 250 Pacific Islanders working on the Townsvale plantation, and despite attacks from humanitarian societies the idea of indentured labour caught on quickly, spreading particularly quickly in Far North Queensland. After the Townsvale property ceased growing cotton in the 1870’s, Towns’ original kanakas were set to work growing sugar cane.

The Heyday of Cotton

The peak period of cotton production in Queensland was from 1868 to 1873. By this stage, some of the early problems had been ameliorated, and the crop had established itself in the area. In 1867, cotton from Robert Towns’ Townvale estate was to win the gold medal at the Paris Exhibition, and a cotton mill (Fryer and Strachan’s) was established at Loganholme to gin the cotton. (It was later to become a sugar mill).

In 1871, a correspondent in *The Queenslander* reported a yield of over 1000 lbs per acre, and commented that despite a fall in prices “the cotton crop pays us better than

any other that we grow, excepting perhaps sugar.” Cotton prices, however, were already beginning to decline. A report in *Slater’s Queensland Almanac* for the same year notes that despite an exceptional season, cotton prices were lower than ever before.

The End of the Cotton Boom

Despite the enthusiasm of the government, and the interest of entrepreneurs such as Towns, the cultivation of cotton in Queensland was to prove short-lived. The reasons for its demise are varied. Shortage of labour and difficulties with pests continued, and the overly-damp Queensland climate did not prove to be as suitable as it was originally hoped. According to a government report of 1904, this problem was exacerbated by the cultivation of varieties unsuitable to the conditions, the need for intensive labour and the seasonal nature of the crop led to disenchantment with smaller producers.

By far the most important reasons however, were economic. Following the end of the American Civil War the Southern cotton plantations began producing again, and although it was some years before they recovered completely, the reappearance of American cotton on world markets sounded the death knell for the Australian experiments. As supplies increased, the price of cotton adjusted itself, and the Australian Government was forced to abolish the guaranteed price in 1873. Cotton production in Queensland - including Logan - began to decline, and despite efforts to keep the industry afloat, it was soon abandoned altogether.

Cotton continued to have its champions, and as late as 1902 James Bottomley, the socialist and philanthropist was agitating (unsuccessfully) for a government-subsidised cotton industry in Queensland. Today, the only reminder of Queensland’s cotton-growing era in Logan is Cotton Co. Road in Loganholme, one of the borders of the original Cotton Co-operative.

CRESTMEAD

The area which is now Crestmead was originally taken up by a number of Swedish settlers in 1885. The first group arrived on the *Chybassa* in January 1885. Måns Stjernqvist, a farm labourer, his wife Nilla and their seven children travelled with Per Swensen and Måns Trulsen, also farm labourers. The *Chybassa's* second voyage to Brisbane in October that year bought two Swensen families. Mattis and Johanna and their eight children, and Matis's brother Suva, wife Johanna, and three children, all travelled together. Their youngest child was born on the journey and named Godfrey Chybassa. The Swensens were accompanied by Peter and Johanna Abrahamsen and their four young children. A survey office plan dated June 1886 notes that the region occupied by these settlers, in the vicinity of Bayliss and Green Roads, had poor sandy soil, thickly and heavily timbered with oak, gum, and stringybark. The area was criss-crossed with timber-getters' tracks and there was one house at this time, which was located between Green Road and Hubner Road.

Måns Stjernqvist took up land, which is now the Crestmead industrial estate, in December 1885. His eldest son Nils apparently worked as a wheelwright for the mail coaches that frequented the area at the time. In 1886, Peter Abrahamsen, Suva Swensen, and Matts Swensen took up leases together. All grew oats, maize, potatoes and turnips and grazed cattle and horses. Måns Trulson took up land to the east of Stjernqvist in January 1887. He had a slab house with a shingle roof in the vicinity of the current location of St Francis College, Crestmead. He had three acres stumped and ploughed when his selection was inspected in 1892. Peter Abrahamsen's wife Johanna died in December 1887, leaving him with four young children. He remarried in 1898, to Inger Andersen, widow of Anders Andersen

Later residents of the area, John and George Hubner, initially took up Agricultural Farm Selections around 1893, but later forfeited and reselected these with adjoining parcels of land as Agricultural Homestead Selections. John Hubner established a flourishing estate on his property straddling Lindenthal Road at Park Ridge. When he had difficulty making a payment on his lease in 1903, he wrote to the government stating that he had a six-roomed sawn timber cottage, with a veranda, detached kitchen, underground cellar and a fireplace. The property included a toilet, fowl-house, three acres of garden with four hundred fruit trees including apples, plums, peach and orange trees. He also had pineapples and bananas planted, and a cow yard and calf pen. Presumably the severe drought of that time had led to some difficulty in making payment. Many people left the area during this drought, and numbers at the Browns Plains School fell, so that the school had to be closed.

The area remained in use for grazing and timber getting for many years to come, until the urban subdivisions of the late 1970s began. An Industrial Estate opened on the property originally owned by Mans Stjernqvist in 1981. One of the housing estates was known as Crestmead. Despite Beaudesert Shire initially allocating the unofficial placename of Hubner, Crestmead was eventually gazetted in 1987. The Crestmead State School, was called Hubner during construction, but was officially named Crestmead when it opened in 1984.

DAISY HILL STATE FOREST

History

In 1874, 925 acres of land including the present state forest park was gazetted as a timber reserve. In 1917, 435 hectares of the original parcel of land was proclaimed as a State Forest and in 1980 it officially became known as the Daisy Hill State Forest. On October 4, 1986 Daisy Hill State Forest was declared under Section 34A of “The Forestry Act” to be the first State Forest Park in Queensland.

Forestry

The forest was a popular source of timber for building purposes prior to 1900. Concern for the remaining forest led the Forestry Department to instigate regular patrolling of the reserve. A forest overseer was stationed on the reserve from the early 1920’s. His tasks included controlling timber sales and maintaining fire breaks. An additional man was assigned to these tasks in 1950. The overseers were also able to carry out treatment work, including ringbarking (destroying) of unhealthy or unwanted species of trees and stimulating the growth of healthy millable trees. The overseers also selectively marked trees to be felled and available for sale. The marking, which included the direction of felling, was necessary to ensure that damage to surrounding timber was avoided and that the forest structure was not disrupted. Ironbark was particularly popular and was used for suburban electric light poles. Selective logging still continues.

The ironbark and gum trees predominate the tree varieties which grow in the forest. Species include the narrow-leafed red ironbark, grey ironbark, white stringybark, tallow-wood, red mahogany, swamp mahogany, spotted gum, brush box and grey gum.

The forest has been used for many other purposes including grazing, honey production, water catchment and gold mining.

Wildlife

Among the wildlife frequenting the forest are koala, brush-tailed possums, ringtailed possums and many glider possum species including feathertail sugar gliders and the black and white greater glider. There are also red-necked wallabies and grey kangaroos, grey tree snakes, red-bellied black snakes and lace goannas.

Today

The Forest Park is extremely popular as a picnic spot and the Queensland Department of Natural Resources has created many facilities for day trippers. Some of these include tables, BBQ’s, disabled access and a 3 km. interpretive bushwalk.

GENEALOGY RESOURCES - LOCAL STUDIES

**The Local Studies Collection is Located at Logan West Library,
 69 Grand Plaza Drive Browns Plains
 SPECIALIST ASSISTANCE IS BY APPOINTMENT
ONLY –
 Phone Jamie Treble 3412 4165**

- ◆ Queensland Pioneer Index 1829-1889 (BDM) (CD-ROM)
- ◆ Queensland Federation Index 1890-1914 (BDM) (CD-ROM)
- ◆ Queensland Births 1850-1919 (fiche)
- Marriages 1839-1939 (fiche)
- Deaths 1856-1964 (fiche)
- Queensland Electoral Rolls (3 CD ROMs) 1860 -1884
- ◆ NSW Births 1788-1918 (fiche & CD-ROM)
- Marriages 1788-1945 (fiche & CD-ROM)
- Deaths 1788-1945 (fiche & CD-ROM)
- Census of New South Wales, November 1828
- Sydney Morning Herald BDM and Funeral Notices 1831 – 1853 (CD-ROM)
- Convicts to NSW 1788 – 1812 (CD-ROM)
- Bounty Immigrants to NSW 1828- 1842 (CD-ROM)
- ◆ Victoria Births 1836-1920 (fiche & CD-ROM)
- Marriages 1836-1942 (fiche & CD-ROM) 1921-1930 (fiche)
- Deaths 1836-1980 (fiche & CD-ROM) 1981-1985 (CD-ROM)
- Immigration 1852-1879 (CD-ROM)
- Inquest index 1840 –1985 (CD-ROM)
- Sands and Kenny’s Melbourne directories 1857-1861 (CD-ROM)
- Marine Births, Deaths and Marriages 1853 – 1920 (CD –ROM)
- ◆ S. Australia Births 1842 – 1906; 1907 - 1928 (CD-ROMs)
- Deaths 1842 – 1972 (CD-ROM)
- Marriages 1842 – 1937 (CD-ROM)
- ◆ Tasmania Pioneer Index 1803 - 1899 (CD-ROM)
- Federation Index; Births 1900-1919, Deaths, Marriages , 1900 – 1930 (CD)
- ◆ General
 - ◆ Queensland Intestacies, Insolvencies and Wills 1859 – 1900 (CD-ROM)
 - ◆ Queensland Early Pioneers (pre-separation) Index 1824 – 1859 (CD-ROM)
 - ◆ Miscellaneous Records of the Moreton Bay region 1855-1859 (fiche)
 - ◆ Queensland Cemetery Indexes-various (fiche)
 - ◆ Local cemetery lists
 - ◆ Local Schools histories
 - ◆ QFHS Lone Grave Collection (fiche)
 - ◆ QFHS War and other Memorials (fiche)
 - ◆ Index to K M Smith - Undertaker’s Records (fiche)
 - ◆ Queensland Immigration Records 1848-1923 (fiche and film)
 - ◆ Queensland Naturalisation Records 1851-1905 (film)
 - ◆ Queensland Electoral Rolls 1860-1900 (fiche)

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- ◆ Queensland Census 1861 – 1901 (fiche)
 - ◆ Queensland Post Office Directories 1868- 1949 (fiche)
 - ◆ Emigrants from Hamburg Series (fiche)
 - ◆ Shipping Arrivals and Departures Sydney 1788-1825
 - ◆ Shipping Arrivals and Departures Sydney 1826-1840
 - ◆ General Muster NSW and Norfolk Island 1811
 - ◆ General Muster NSW 1814
 - ◆ Census NSW 1828
 - ◆ General Return of Convicts in NSW 1837
 - ◆ First Fleet Families (fiche)
 - ◆ Third Fleet Families of Australia
 - ◆ Fourth Fleet Families of Australia
 - ◆ Pioneer Register (volumes 4 and 5)
 - ◆ Pioneer and Settler Register - South East Queensland
 - ◆ Australian Biographical and Genealogical Record
 - ◆ Geographical Dictionary of the Australian Colonies 1848 (fiche)
 - ◆ Almanacs, gazetteers, directories - Queensland (fiche)
 - ◆ Logan Witness [newspaper] 1879-1893 (film)
 - ◆ Beaudesert Despatch/Times 1899 – 1967 (film)
 - ◆ Albert/Logan and Albert News 1966 – 1995 (film)
 - ◆ Photograph collection of local area and families
 - ◆ Pamphlet file includes local family histories

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IRISH SETTLEMENT IN LOGAN IN THE 19TH CENTURY

THE 'ERIN-GO-BRAGH' AND THE QUEENSLAND IMMIGRATION SOCIETY

Following the "Great Hunger" of the 1840's, severe famine continued to threaten Ireland, and resulted in large numbers of people wanting to leave the country. The favoured destination of these prospective emigrants was invariably the United States; however, during the American Civil War this option was unavailable to them, and Australia presented itself as an alternative. During the 1860's, large numbers of Irish immigrants settled on the Logan River and, with German and English settlers, were to form the nucleus of the original Logan River community.

The Queensland Immigration Society

Queensland in the 1860's was newly separated and underpopulated; threatened by incipient depression and plagued by labour shortages. In an attempt to solve these problems, a number of "Immigration Societies" were set up shortly after Separation. According to Government legislation under Section 20 of the Alienation of Crown Lands Act (1860), a land order to the value of eighteen pounds was payable to any person who had paid his own passage to the colony, or failing that, to the individual or body which had paid his passage for him. By taking advantage of this land order, the Immigration Societies were able to fund large scale immigration to Queensland, and whilst the first of these, the Cooksland Immigration Scheme quickly foundered, the idea was quickly picked up by no less a person than Bishop James Quinn, the Roman Catholic, Irish Nationalist Bishop of Brisbane. In 1861 Quinn set up what was indubitably to become the most successful of all the immigration schemes of the 1860s - the Queensland Immigration Society.

Quinn's motives in setting up the Society were twofold. First of all, it was a genuine attempt to relieve the very real suffering which was being experienced in Ireland at this time, to the benefit of the struggling colony of Queensland. However, it has also been suggested, no doubt with an element of truth, that in doing so he was attempting to bolster up numbers in his own ailing diocese. Government attempts to limit the number of Irish immigrants in the past had taken their toll, and hardship in their native country meant that large numbers of people were always anxious to emigrate. Irish Catholics were generally too poor to pay their own passages to Australia. Quinn's scheme was not technically restricted to Catholics, but inevitably most of the people who took advantage of it were. This fact (coupled with an unfortunate remark by the Bishop to the effect that the colony might yet become "Quinn's Land") caused great hostility amongst Protestants, who were afraid that the colony would be turned into what John Dunmore Lang referred to as a "Province of Popery". Sectarian opposition was ultimately to lead to the demise of the Society in 1864.

Quinn began his campaign by circulating highly emotional literature designed to draw attention to the plight of the Irish people:

"From Mizen Head to Benmore - from Eagle Island to the Skerries, there is but only cry ringing through the land, and that a wall of fear, for famine impends in Ireland....it is said nothing will be done to avert (it); and as the world rolls through day and night, its hours, as they revolve, crush out the remnants of the lives of our people. God pity them today, for Government will not."

One of the people who read these stirring releases was the erratic, peripatetic Father Patrick Dunne. Dunne, who had served as Chaplain on emigrant ships in the past, and whose career as a priest in Australia was notable for his violent arguments with the Catholic Establishment in New South Wales, was at this stage living in County Meath. Dunne was fired by the possibilities offered by the Society and, working in conjunction with Quinn's brother Matthew he assembled a shipload of emigrants, mostly evictees from Geashill, a local estate. People who contributed money towards the scheme were promised a rather optimistic 100% profit on their investment, and a rich Catholic lady obligingly donated funds towards chartering a ship. This ship, the Erin-Go-Bragh, duly departed from Waterford, sailing via Liverpool and Queenstown (listed in the archives as its port of origin) for Moreton Bay. On board, under master Captain George Borlaise were 431 immigrants, many of whom were to become pioneer settlers on the Logan River.

The Erin-Go-Bragh

The first journey of the Erin-Go-Bragh to Queensland was so plagued with difficulties that, in retrospect, it seems miraculous it ever arrived at all. After spending two weeks crossing from Ireland to Liverpool, the ship (which was nicknamed the Erin-Go-Slow) took nearly twice as long as usual to make the journey to Australia. Then, four days out of Queenstown, typhoid fever broke out, followed by scarlatina (a mild form of scarlet fever). By the time the ship reached Queensland fifty-four of the original four hundred and thirty one immigrants had died from one or the other of these diseases. This, coupled with a shortage of water, attempts by frustrated passengers to drill holes in the bottom of the ship, and leakage in the bilges necessitating continuous pumping, made life on board extremely difficult, and there is evidence of at least two occasions of brawling amongst the crew. In February of 1862, only one day out of Liverpool, Luke Molinari, a seaman, attacked the ship's first mate. Later, disobeying the lawful orders of the master of the ship, he obligingly repeated the incident by attacking the second mate.

Due to the outbreak of typhoid, the Erin-Go-Bragh was quarantined on its arrival in Queensland at St Helena, on the recommendation of the Government Health Officer. The passengers were instructed to wash their underclothes, and it was further suggested that they be put ashore to allow the ship to be fumigated, presumably with lime. This was done, but a telegraph transmission from the Captain complains that the disembarking passengers had to "wade to their knees through mud and water", and claimed that they would prefer to stay on board the ship with the typhoid. Meanwhile, the ubiquitous Luke Molinari was causing further problems amongst the crew, this time inciting three other sailors to desert with him. All three were caught, and ended up in the Brisbane Water Police Court, where Molinari was fined 40/- in lieu of two weeks gaol for the assault on the second mate, and four pounds for the assault on the first mate earlier in the voyage.

The Irish Come to the Logan

Fortunately, no further cases of typhoid were reported, although a woman died of consumption following childbirth, and was buried on St Helena. Granted land orders by the government, most of the surviving immigrants from the Erin-Go-Bragh took up ten pounds worth of land, and settled just north of the Logan River near Waterford. It has been suggested that this suburb was named after their original port of debarkation, although there is no proof that this is the case. Early settlers in the Logan district who arrived on the Erin-Go-Bragh included James Deeran, Simon and Charles Corcoran, John Horan and John Rafter, all of whom settled in the Logan Agricultural Reserve, now Waterford.

Father Dunne returned to Ireland to recruit more immigrants, and in all ten ships, including the Chatsworth (Cork, 1862) and the Fiery Star followed the Erin-Go-Bragh to Queensland, bringing with them a total of 6000 immigrants.

KINGSTON

Early settlers

James Trihey applied for a selection of 80 acres on the 27th June 1868. He was the first settler in the Scrubby Creek area and is listed as a farmer in 1868. The family remained in the area for some time and daughter Johanna married Peter Rohan in 1873. He established a hotel on the corner of Chambers Flat Road and Kingston Road, which operated for a few years in the mid 1870s.

Other early immigrants included Irishman Thomas Farrell, who applied for selection No. 1306 on the 30th August 1871, which consisted of 80 acres. Farrell cultivated a portion and fenced most of the land during the first two years. In 1872 he was killed accidentally while working at Mr Jordan's sugar factory on the Logan River and the selection was transferred to his wife Alice.

In the year 1857, Charles Kingston, his wife Harriet and two children embarked from England on the sailing ship 'Hasting'. The family moved to Oxley, then Eight Mile Plains and then to the Logan River around 1863. In 1867 he acquired 11 acres near Melliodora Road, including the right of way for a dray track to access the property. Charles also worked on Henry Jordan's plantation and he also ran the Waterford Ferry for William Huston in 1871. On 20 April 1872 Charles Kingston applied for a selection consisting of 200 acres at 6 pence an acre. In 1876 he applied for a further selection of 319 acres, and in 1879 another selection of 102 acres, which were both along Scrubby Creek to the west. He built a slab hut soon after he applied for his first selection and it was this house which operated as the first receiving office for the mail from 1877. When the railway was built in 1885, the receiving office was relocated to the station. The area ultimately assumed the name of the post office.

Charles and Harriet Kingston had nine children - sons, Charles, John, George, Albert, Walter and Alfred and daughters, Charlotte, Mary-Ann and Sarah. After clearing the land Mr Kingston grew grapes and became well known for his wine. He also had an interest in coal mining and operated a metal and gravel quarry. In 1890 he was granted a railway siding into the quarry which was a quarter of a mile on the Brisbane side of Kingston. He sold the gravel for ballast and road making but the business died with the onset of the depression. Later he owned, in partnership with a Mr Payne, a firewood mill. In 1930 about 15 to 20 tons of wood fuel, mainly baker's wood was sent to Brisbane weekly from this mill. In years to come the sons would marry and build their own houses, until there were five houses belonging to the Kingstons in the area. Only two remain today - the second house built by Charles in 1890 in Collin Court and a house built by Alfred Kingston, grandson of Charles, sometime before the first World War on the site of the original slab hut.

John Mayes, his wife, Emily, and two children sailed from London on the 16th April, 1871 on the ship 'Indus' and arrived in Moreton Bay on July 19th, 1871. Mr Mayes applied for a selection of 321 acres in August 1873. The issue of Deed of Grant is dated July, 1883. He built a slab hut with a bark roof in 1873 and it is the only slab hut still in existence in the area. A sawn timber cottage was built in 1887 and this house together with the slab hut have are now on the Queensland Heritage Register.

John and Emily Mayes had seven children - Joshua, Ruth, Rachel, Mary, Josiah, Leonard and Edith. Tragedy entered their lives when their eldest children died. Ruth drowned in a well not far from home when she was twelve and Joshua succumbed to typhoid fever in Northern Queensland when he was twenty. After some years of timber-getting, Mayes cultivated tropical and other fruit and became one of the chief suppliers of fruit to Brisbane Markets. In 1885 the railway came through Mayes property and resumed some of his land - just over 7 acres. Mayes was later compensated for the resumption.

Business and Industry

The first business was a general store opened by Mr Eldridge in 1904. John and Mabel Cordingley took over Mr Eldridge's store in 1906 and also operated a blacksmith alongside. As well as the two businesses they worked the mail run for Logan Reserve, Chambers Flat, Park Ridge and Browns Plains. A two storey building which was their shop and residence was destroyed in later years by fire.

In 1944 the Cordingleys moved to the other side of the railway line. From here Mr Cordingley conducted his blacksmith business. The house faced the railway line on Kingston Road.

In the early days timber from the area was hauled to mills at Goodna and Ipswich. Timber sleepers were used in the construction of the railway. Timber-getters in the area supplied hardwood logs, telegraph poles, shingles, palings, and house-stumps. Charles Kingston built a new house in 1890 from timber milled at Schneider's Sawmill at Waterford but later there were three sawmills opposite the Kingston Railway Station. This second house built by Mr Kingston became a landmark. High on a hill overlooking Kingston it could be seen from the railway line. The house was sold in 1910 to the Collin family. Later the Marshall family lived there. It still stands today, shaded by two magnificent Moreton Bay Fig trees, in Collin Court, Kingston.

The first butcher was opened in 1926 by Mr Dick Mathers. The first bakery was opened in 1946 by a veteran of the two wars - Phil Stevens. There is a service station in this position today.

The Kingston Butter Factory

While attempts to establish a local butter factory had been made as early as 1893, it took some time to rally local support. The Logan Farming and Industrial Association was instrumental in lobbying for a local factory, because of the large amounts of Logan district cream which was leaving the area for processing elsewhere. A local co-operative butter factory would keep the profits with local farmers.

A public meeting of dairying men was held in the Beenleigh Shire Hall on 12 April 1906 with the object of forming a Co-operative Butter Factory. Around 60 dairymen attended from various parts of the district including Nerang, Coomera, Pimpama, Tamborine, Cedar Creek, Logan Village and Chambers Flat. At that time, farmers had been waiting for the price of export butter in the UK to increase, and when it was clear there was a ready market, the proposal for the factory proceeded.

At this meeting 250 shares of one pound were taken up at one shilling on the application, one shilling on allotment, and one shilling per month until the total was reached. It was decided to call the proposed company the Southern Queensland Co-operative Dairy Company.

There was much debate at the Shire Hall, Beenleigh on 17 August 1906 concerning the location of the proposed factory. All agreed that the site must be near an adequate water supply and the railway line. Yatala and Kingston were considered and a ballot resulted in Kingston being chosen. The actual site of the Butter Factory took up part of James Trihey's property - the first selection in the area.

The factory was built by Waugh and Josephson at a cost of 3600 pounds and the manufacture of butter commenced on 13 May 1907. The official opening took place on the 8th June of that year with about 350 shareholders and visitors present. The staff consisted of 1 buttermaker, 2 engineers, 1 cream tester, 2 carters and 2 labourers and the total monthly wages amounted to 36 pounds 18 shillings and 9 pence.

In the next few years, cottages were built to accommodate staff. The first was erected in 1908. A manager's residence and a cottage for the tester were built in 1910. Two cottages were built in 1911 and one in 1912 for the workmen. Four years later a railway siding was provided for the company.

The first Board of Directors consisted of the Hon. W. Stephens MLC, Chairman, Messrs. James Stodard, MLA A. Kleinschmidt, J.J. Johns, M.F. Yore, and J.D. Andrews. The Secretary was Mr W.G. Winnett, with Mr W. Lee, factory manager. Mr J.P. Juers was appointed factory manager in 1908 and remained as such until 1943.

The weekly output in 1930 was 40 to 50 tons. Cream suppliers to the factory numbered 1300 and they were at such distant places as Wyreema, Drayton, Gowrie Junction and all parts of the South Coast. The number of people employed was thirty. A new factory was built during 1932 and completed in 1933. Peak production was reached in 1934 with an output of 3367 tons of butter. Kingston butter was of the choicest quality and won awards at home and abroad.

The factory's operations changed in the early 1950s when a deal was struck with Pauls to purchase 300 gallons of cream weekly. They also produced dried milk from 1952. The final contract for buttermilk was honoured until 30 June 1953, when the factory moved into production of dried buttermilk. The piggery was sold in 1954. By 1955 the factory produced bulk butter, received and treated milk, manufactured buttermilk powder and patted and wrapped Kingston butter for sale outside the metropolitan area. The Co-operative was taken over by Peters in 1958, and in 1960 Peters and Pauls merged to form Queensland United Foods. QUF installed spray drier equipment to produce skim milk powder. From 1974 it produced cottage and baker's cheese. In June 1979 the factory ceased taking in milk and production ceased on 15th April 1983.

Kingston glue factory and piggery

The establishment of the Kingston Butter Factory led to further successful developments nearby. In April 1918 John McGuinness Williams approached the management of the Kingston Butter Factory, seeking permission to erect a building near the buttermilk tanks to manufacture casein glue. (Casein is a milk protein used in the manufacture of cheese and some plastics.) He offered £150 per annum for the unwanted buttermilk, which at that time was apparently piped into the Logan River from the Loganlea railway bridge. While the factory management were happy to dispose of the buttermilk, they would not agree to Williams building on their property. In October 1918, Williams purchased twelve and a half acres of land from the Kingston estate including the first Kingston family home known as *Oakwood*. He then established a glue factory producing casein from the buttermilk. Williams was the first manufacturer of plywood in Queensland, having established a mill in Stanley Street South Brisbane in 1915 where he designed and built the first Australian lathe to cut rotary veneers that peeled hoop pine for three-ply. He needed the glue to laminate the three-ply. By 1920, John Roebig was employed as the manager of the Kingston Glue Factory. In 1921, Williams sought permission to lay pipes from the butter factory across the road to his glue factory. By 1922 he had established a piggery on his Kingston property, and moved his plywood factory to Main Street Coorparoo.

In 1923, Williams employed his sister Marie and her husband Robert Kiepert as managers of the Kingston property. His intention was to expand the piggery, initially with an imported pair of pure bred Gloucester Old Spot pigs. He left specific instructions for John and Marie to keep a close eye on the valuable pigs. Unfortunately a wild pig got in with the sow while John and Marie were at the Waterford Hotel one day, and that was the end of the pure breed they were trying to establish. However he persevered with the piggery and again procured the contract for buttermilk in May 1924. Buttermilk fed pigs were in high demand. The Queensland Co-operative Bacon Factory at Murarrie, attempted to persuade butter factory management to ensure that pigs fed on the buttermilk were forwarded to Murarrie. The Kingston management declined to comply.

Williams sold the property to Adelaide Street stock agent Richard Grimes Watson in May 1926. He immediately mortgaged the site to smallgoods manufacturers Foggitt and Jones. Watson was granted an extension of the contract for a further five years and two months. Watson had a number of managers operating the piggery including Tom Wallace initially and later Bert Whittaker. Bert married Jean Juers, daughter of the Butter Factory manager Jack Juers, in 1933. Richard Watson had a piggery in Beaudesert where he reared Gloucester Old Spots boars including the champion of the 1930 Brisbane Show. He imported white sows from New Zealand. The piggery continued to procure buttermilk until July 1953 when his contract was not renewed. The factory was diversifying and planning to produce dry buttermilk, as well as concentrating on milk production. He could however buy the buttermilk on a price per gallon basis. Williams sold the property to Brian Belz in April 1954. Jacaranda Avenue took its name from a large Jacaranda tree which grew behind the piggery house and later cut down by Mr Belz.

Kingston in the 1930s

Kingston was described in an article by Thomas McMahon in the Courier Mail 8th November, 1930 as follows: “Fertile Kingston; record of steady progress; thriving industries; model settlement near Brisbane.

Kingston with its hills and dales is a picturesque area, 16 miles by road and 17 by rail from Brisbane. Dairying, pig-breeding, poultry-farming and market gardening are carried on successfully and the Kingston Butter Factory and the Kingston Piggery are two notable successes.”

And further on in the article the town of Kingston is more precisely described:

“Near the station is a street of cottages of the employees of the Butter Factory. A small business settlement near the station consists of a Store, a Newsagency, a Blacksmith’s shop and hall in which is the School of Arts. The State School has a roll of 33 children and the Head Teacher is Mr A.E. Leitch. The school stands on a hill commanding magnificent views of the surrounding country. The Post Office is in the Railway Station and serves 600 persons.”

In 1930 Mr W.A. Kibble was chairman of the Butter Co-operative and also one of the best breeders of Jersey cattle in Queensland. Dairying and intensive farming were the most important industries at the turn of the century. Fruit, vegetables and cereals grown in the area were also trucked to Brisbane Markets. The water supply was excellent - Scrubby Creek meandered through the district, water-holes and lagoons were plentiful and underground water could be obtained almost anywhere at a depth of 20 to 30 feet. There were poultry farmers in the area owning from 200 to 300 chickens.

Kingston School

A petition was received by the Education Department for the establishment of a school at Kingston in July 1907, but the school was not erected until 1912. At this time there were ten families with twenty children of school age.

Tenders for the construction of the school were called in February 1912 and Mr B. Christoffel was successful with his tender of 244 pounds 15 shillings and 9 pence. The building was completed in June and the school opened on the 8th July 1912 with Miss Ida Blake as Head Teacher. She had formerly been Head Teacher at Slacks Creek.

Nineteen pupils were originally enrolled and eight more attended in the first week of opening. Children travelled to the schools at Slacks Creek and Waterford until the Kingston School was established. The first school committee members of the Kingston School were Mr J.P. Juers, Mr J.B. Fredericks, Mr J. Mayes, Mr J. Cordingley, Mr Zimmerle, Mr Hollindale, and Mr F. Wilson.

Kingston Hall

Kingston Hall, which is situated on the Brisbane side of the Kingston Railway Station was built in 1915. It was 25 feet by 20 feet and the ground upon which it stood was donated by Messrs. Thynne and MacCartney. The size was doubled in 1926 and a War Memorial in the form of a new wing was added following the Second World War.

LIBRARIES

The hall was used for dances, a picture theatre and community meeting in years gone by.

Kingston - Mining

Government geologist William Rands undertook a study into the mineral potential of the region in 1887. While the report made no mention of the gold potential at Kingston, it is thought that gold had been discovered on the site that came to be known as Mount Taylor in 1885. Subdivision of the land containing the mine was undertaken in 1894, and transferred to Walter Samuel Taylor. His son Herbert then took up residence on the site in 1898, indicating his place of residence as Mount Taylor, Kingston. His profession was that of a miner and he was accompanied by Arthur and Theodore Hellingworth as mine manager and mine secretary. By 1899, samples of gold from Kingston were displayed at the Greater Britain Exhibition in London.

In 1901 Charles Kingston leased out some of his land for the purpose of coal mining. The lease was for the period of 10 years. A report of the Queensland Government Mining Journal in June, 1904 outlines the coal mining operations undertaken on Kingston land, presumably by sons Alf and George following Charles' death in May 1904. The strata revealed by the shaft gave good indication of the presence of coal. The shaft which had reached a depth of 75 feet was situated about two miles southwest of Kingston Station. The low price of coal at this time was possibly the reason the site was abandoned. In 1890 Kingston had a railway siding laid in to his quarry and this remained until 1920. Metal and gravel were mined and sold for ballast and roadmaking. The quarry was abandoned and became the local 'watering hole' where the children learned to swim.

In the years up to 1913 prospecting was undertaken in a small way, and in 1913 a geological survey report appeared in the Queensland Government Mining Journal, October 15th on Mount Taylor. This Queensland Kingston Mines and Investment Company carried out the put-sinking while the Mines Department undertook the sampling and assaying of the gold. The results of the analysis were not as good as the company had hoped. In 1932 Kingston Gold Mines Ltd. abandoned underground mining in favour of an open cut operation. A 10 head stamp battery was erected and treated nearly 3,000 tons during the year for a return of 2.21 dwt fine gold per ton. In early 1938 South Queensland Gold Mines Pty. Ltd installed additional equipment and introduced crushing in a cyanide solution. From a Government Mining Journal in 1976, a summary of operations is as follows:

- 1941 the mine was worked under a tribute system
- 1950 the mine was taken over by the Kingston (Open-Cut) Gold Mines Ltd
- 1954 operation ceased due to uneconomic grades

Unfortunately there were drastic repercussions from this mining activity. Gold-mining used cyanide during the ore-crushing process. When gold mining ceased in the 1950s the site was used as a refuse tip. The combination of cyanide waste and the dumping of used engine oils and other unidentified wastes led to a toxic site. However, this was not discovered until the late 1980s when residents in the Diamond Street area found black sludge oozing up through the ground in their properties. The area had been filled and subdivided in 1967 for housing development. The State Government took action after complaints from residents. This involved the resumption of many houses and the rehabilitation of the site, which included sealing, capping and venting. In December 1991 the Mt Taylor parklands were opened on the once contaminated site.

Ongoing development

Kingston State School had outgrown its hillside location on Kingston Road, where the quarry is located. Land was allocated in August 1967 and the school relocated to Juers Road in August 1969. However enrolments continued to rise and by 1975 the school had one thousand two hundred and five students. This led to the construction of the Kingston Junior School in Laughlin Street in 1976 and new schools such as Berrinba East School and Kingston State High School, which both commenced in January 1977.

The Kingston Discount Shopping Village opened in Kingston Road, opposite Wembley Road, on 18 October 1977. Jack the Slasher was a key tenant, along with Chandlers, Clark Rubber, Costless Imports, Carpet Call and Harpers Meats. Jack the Slasher then established its headquarters on Kingston Road near Scrubby Creek, in January 1978. In November 1978, the Station Square Shopping Centre opened on the corner of Mary and Station Streets.

Catholics in Kingston inherited the old St Munchin's church from Creek Road Carina in Christmas 1980. It was cut into three pieces for the relocation to Velorum Drive Kingston. Maryfields Catholic School in Velorum Drive Kingston began operating in 1981 with fifty-nine pupils in grades one, two and three. The school was built in four stages before its official opening by Archbishop Francis Rush in August 1987. Maryfields was closed at the end of the 2004 school year due to falling attendances.

KINGSTON BUTTER FACTORY

During the late 1880s, the Queensland Government was promoting dairying as a growth industry. New technologies assisted in this process, including the introduction of ensilage for fodder crops, which made the industry less susceptible to drought. The invention and introduction of the cream separator at this time offered the possibility of turning surplus milk into cream. The introduction of refrigerated storage and transport as well as a reliable rail network all lent themselves to the viability of local dairy factories. The Government travelling dairy came to Beenleigh in March 1889.

The Logan Farming and Industrial Association was instrumental in the eventual establishment of a local co-operative dairy company. After numerous false starts, awaiting an indication of good export prices, Secretary W G Winnett instigated the formation of a co-operative in 1905. A public meeting was held in the Beenleigh Shire Hall on 12 April 1906 and 250 shares were taken up and a board of directors was elected. The Kingston site was chosen, after much deliberation, because of its close proximity to the railway line and fresh water was available from Scrubby Creek. It was built by Waugh and Josephson for £3,600 (\$7,200) and production at the Southern Queensland Co-operative Dairy Company began in May 1907.

The original building was of timber and many extensions and additions were made to the structure and the production machinery over the years. A manager's cottage and worker's cottages were built adjacent to the factory. By 1930 weekly output was 40 to 50 tons of butter and the factory had over 30 employees. At that time the Queensland Dairy Board informed the board of the SQCDC that the old timber structure was inadequate and a new factory of either brick or concrete should be constructed. This was constructed over the old timber buildings during 1932, and completed in March 1933.

Another industry which developed in conjunction with the Butter Factory was the Kingston piggery which was established in 1922. Buttermilk was an unwanted by product of butter production and up until that time, the buttermilk had been piped along the railway line and into the river off the Loganlea Railway Bridge. The piggery was situated opposite the Butter Factory along Jacaranda Avenue. Buttermilk was fed to the pigs and this industry continued for over 30 years. In its heyday it produced over 5000 baconers per year.

The Kingston Butter Factory output declined during the 1950s as dairy farms were sold up for urban subdivisions and less cream was available. Increasing population also meant a greater demand for milk with little remaining for butter and other by-products. The factory was sold to Peters Artic Delicacy Company in 1958 and butter and dried buttermilk continued to be produced. In 1966 spray drier equipment was installed and in 1974 production of cottage and baker's cheese began. The industry continued to decline until there were only 33 farmers supplying the factory. In 1983 production ceased and the factory lay idle and susceptible to vandals.

In February 1987 the Logan City Council and the Logan City Australian Bicentennial Community Committee began a redevelopment of the old factory. The exterior was kept intact, and the interior was redesigned for use as a Community Arts Centre. The refitted building now houses the Butterbox Theatre, a museum, an arts and crafts stall and a canteen. Unfortunately little evidence remains of the butter making process.

The Butter Factory is home to the Logan City Historical Museum Society, which meets on the 2nd Saturday of each month. The museum is open every day from 10.00 am - 4.30 pm.

LOCAL GOVERNMENT IN LOGAN

Local government in this region began with the passing of the Local Government Act of 1864 when the state was divided into 18 regions of administration. This proved to be inadequate in the sparsely populated rural areas. In 1879 the Divisional Board Act was passed and the colony of Queensland was divided into 72 Divisions. The Logan region was covered by a number of Divisions including Tingalpa and Yeerongpilly. The Divisions were administered by voluntary Boards, which became Shire Councils in 1902. In 1906 the western suburbs of what is now Logan, became part of the Waterford Shire. In 1928 the Royal Commission of inquiry into local government recommended a reduction in the number of Shire Councils. The Depression and World War II delayed this action until 1949. At this time Albert Shire was formed by incorporating parts of the old Waterford and Beenleigh Shires, as well as part of Tingalpa which was split between Albert and Redland Shire. Most of Waterford was incorporated into Beaudesert Shire.

During the 1960s rapid urban growth occurred in the northern areas of Albert and Beaudesert areas just outside of the Brisbane City boundaries. At this time the Queensland Housing Commission purchased large tracts of land in Kingston and Woodridge to build public housing. A further factor in the growth in Albert Shire was the planned South East Freeway which would provide easy access to both Brisbane and the Gold Coast. Initial plans forecast the completion of the Freeway to Springwood by 1970. In fact it was not completed until 1985. Development boomed in these areas because the largely rural local government authorities did not have stringent guidelines for subdivision and provision of infrastructure by developers. This meant that the purchase price of the land was significantly cheaper than in Brisbane City. Residents who moved to these areas then felt distanced from their seats of local government located in Nerang and Beaudesert and lobbied for better representation.

The Department of Local Government planned the formation of the new Logan Shire which included the northern suburbs of both Albert and Beaudesert Shires. At the time there were about 69,000 people living to the north of the Logan River. On 31 May 1978 Local Government Minister Russ Hinze introduced the Local Government (Adjustment of Boundaries) Bill which was officially approved on 8 June 1978. Elections were held with the general local government election in March 1979 and most of the elected representatives had no previous local government experience.

The first statutory meeting was held on 17 April 1979. The Logan Shire Council set about raising finance, employing staff, securing temporary premises, planning for water supply and sewerage and general administrative procedures leading up to the new financial year when Albert and Beaudesert would relinquish their caretaker roles in the Logan Shire. Temporary premises were secured in the Curry and Mooney building in Gunn Street Underwood and the Albert Shire sub-office in Wembley Road.

The fledgling council called for expressions of interest from local banks in providing finance and the Bank of New South Wales (Westpac) was prepared to offer \$1million over three years. On 15 May 1979 the council resolved to borrow this money.

A firm of management consultants was appointed to oversee the recruitment of senior managers. Staff from Albert and Beaudesert Shires were to be given precedence in recruitment of general staff.

The selection of an appropriate site for the administration centre was a priority, although the choice of sites was limited to council land inherited from either Albert or Beaudesert. Architect David Phillips investigated the available sites and concluded that the Wembley Road location was the most suitable, although some councillors preferred a site in Bega Road.

In August 1979, architects Ainsley, Bell and Murchison were appointed to design the new administration centre and the contract for construction was signed on 16 April 1980. Builders F C Upton and Sons constructed the building for a contract price of \$1.1 million. The Governor of Queensland Sir James Ramsay opened the Logan City Council Administration Centre on 21 Feb 1981. Additions to the building were completed in 1984 with further major extensions opened in November 1993.

Logan was declared a city on 1 January 1981, just prior to the opening of the Administration Centre. City status was sought in order to develop a sense of identity for the region. It would define Logan as a modern city looking to the future and hopefully attract business and industry to the area to secure its economic viability. Logan was already the fifth most populous local authority in Queensland.

Logan City Council survived initial teething problems and developed wide ranging policies and procedures aimed at ensuring efficient and accountable local government to its ratepayers.

Committee and full council meetings are generally held twice a month. All meetings are open to the public. Timetables are available on <http://www.logan.qld.gov.au/lcc/council/meetings/calendar.htm> A realignment of Council Committees was undertaken during 2006.

City Works Committee - Engineering works including road & drainage design, maintenance, and plant maintenance (infrastructure management, works & technical services)

Development & Environment Committee - Town & land-use planning, environmental issues, including waste management and water quality monitoring

Community Services - Libraries and Cultural Services, Parks, Community Infrastructure, Community Engagement, Sport and Recreation

City Governance & Finance Committee - City Governance, Marketing and Communication, Finance, Customer Service, Supply, Human Resources, Information Systems Services, Administration Services & Risk Management, Logan Waste, Logan Water, CEO matters

Health & City Standards - City Standards, Animal & Pest Services, Local laws

Water and Waste Committee – managing water supply, sewerage, and waste and meets on the Thursday preceding the Council’s ordinary meeting.

Traffic and Technical Advisory Committee – this committee of experts on traffic planning from Main Roads, Police, RACQ as well as council staff, meet approximately once every six months

Safe City Advisory Committee – meets every second month, and comprises members of the Logan Police Services as well as council staff.

Timeline

- 1879 Local government in the Logan region is administered by the Tingalpa and Yeerongpilly Divisional Boards.
- 1902 Divisional Boards became Shire Councils
- 1906 Waterford Shire took over the current western suburbs of Logan
- 1928 Royal Commission of inquiry into local government recommended a reduction of the numbers of local councils in Queensland
- 1949 Albert Shire is formed by incorporating parts of Beenleigh, Waterford and Tingalpa Shires. Much of Waterford was incorporated into Beaudesert Shire. Most of Tingalpa was incorporated into the new Redland Shire.
- 1960s Queensland Housing Commission began purchasing land in Woodridge and Kingston to build public housing.
- 1965 Brisbane Transportation Study released, which recommended the construction of the South East Freeway.
- 1968 Springwood planned as a satellite development at the end of the Freeway, which was intended to be completed by 1970. Extensive urban development occurred along the Freeway path and the Pacific Highway.
- 1978 Local Government Minister Russell Hinze introduced the Local Government (Adjustment of Boundaries) Bill on June 8 in order to form the Logan Shire. This was required because of the extent of urban development in the northern parts of the Albert and Beaudesert Shires.
- 1979 Local government elections were held in March and a council of mostly inexperienced people was elected. On 17 April the first meeting was held and on 15 May they resolved to borrow \$1million to finance the new council’s activities including the construction of an Administration Centre. In August the architecture firm of Ainsley, Bell and Murchison were contracted to design the new Administration Centre, to be located on Wembley Road adjacent to the old Albert Shire Sub-office.
- 1980 Construction began on the Administration Centre. Builders F C Upton and Co signed the contract for \$1.1 million on 16 April.
- 1981 Logan City declared on 1 January. Administration Centre opened 21 February.
- 1982 Glen Shailer appointed Mayor of Logan City by Russell Hinze after the councillors failed to make a decision on the matter.
- 1984 Extensions to the Administration Centre.
- 1993 Further extensions to the Administration Centre.
- 2004 Logan Gardens swimming pool demolished to make way for parking for extension to Administration Centre
- 2005 CEO of 26 years Gary Kellar retires
- 2006 Chris Rose appointed CEO, New Administration building completed behind Logan Art Gallery

2008 Local Government Amalgamations and elections on March 15 saw Logan's borders expand out to the Albert River and Wollaman Creek and down to include Mundoolun and Veresdale. The "new" Logan comprises of 11 divisions with Pam Parker being the first Mayor elected and Chris Rose as the first CEO for the new council.

LOCAL HISTORY & GENEALOGY SOCIETIES

- **Beenleigh & District Historical Society and Village**
198 Main Street / PO Box 283
BEENLEIGH QLD 4207
Phone: 3287 2248
- **Church of Jesus Christ of Latter-Day Saints**
Family History Centre
286 Compton Road
KARAWATHA QLD 4117
Phone: 3841 3600
- **Environment Protection Agency**
Cultural Heritage Branch
(Files on Heritage Sites)
160 Ann Street
BRISBANE QLD 4002
Phone: 3227 6499
E-mail: csc@epa.qld.gov.au
- **Genealogical Society of Queensland**
38 Fisher Street
EAST BRISBANE QLD 4169
Phone: 3891 5085
- **Gold Coast City Council Libraries**
Local Studies Library
Southport Library
Cnr Lawson and Garden Streets
SOUTHPORT QLD 4215
Phone: 5581 7217
E-mail: lslibrary@goldcoast.qld.gov.au
- **John Oxley Library**
State Library of Queensland
Cultural Centre
Stanley Place
SOUTH BRISBANE QLD 4101
Phone: 3840 7880
Fax: 3842 9126
- **Kingston Butter Factory Community Arts Centre and Museum**
Milky Way
KINGSTON QLD 4114
Phone: 3808 2900, 3808 4644
Fax: 3808 9046
- **Logan River and District Family History Society Inc.**
Beenleigh Historical Village
205 Main Street
BEENLEIGH QLD 4207
Phone: 3200 6141
- **Mayes Cottage House Museum**
36 Mawarra Street
KINGSTON QLD 4114
Phone: 3412 5446
- **National Trust of Queensland**
Federation House
95 William Street
BRISBANE QLD 4000
Phone: 3223 6666
Fax: 3229 0146
- **Queensland Family History Society**
58 Bellevue Ave
GAYTHORNE QLD 4051
Phone: 33 55 33 69
- **Queensland State Archives**
435 Compton Road
RUNCORN QLD 4113
Phone: 3131 7777
Fax: 3131 7764
- **Redland Local Studies Library**
Local History Room
Cleveland Library
Cnr Bloomfield and Middle Streets
CLEVELAND QLD 4163
Phone: 3829 8311
Fax: 3829 8500
- **Yugambah Museum, Language and Research Centre**
Cnr Plantation Road & Martens Street
BEENLEIGH QLD 4207
Phone: 3807 6155
Fax: 3807 6144

LOGAN RIVER PROPERTIES

Under The Crown Lands Act of 1836 (“An Act to Restrain the Unauthorised Occupation of Crown Lands”), prospective settlers could, for a 10 pound licensing fee virtually take possession of enormous tracts of land belonging to the Crown. Almost immediately Moreton Bay and its environs was declared open for free settlement in 1842, the graziers and pastoralists moved in, and one of the areas which this new wave of settlers was particularly interested in was the Logan River Valley. Virtually all of the great Logan River properties were established in the period between 1842 and 1868, when the government threw the leases open to freehold, and the pastoralists were to have a profound influence on the history and development of the area. Some of the more important runs along the Logan River are described in this short summary.

BROMELTON

Bromelton, just outside Beaudesert, was the first run to be taken up anywhere on the Logan River. The property was first listed in 1842, when a one-year licence was issued to Hugh Henry Robertson Aikman. By 1845, Aikman had entered into a joint-venture agreement with a young Englishman, Thomas Murray-Prior; and by 1850 the property was listed solely in Murray-Prior’s name. Murray-Prior was later to enjoy a distinguished public career as Queensland’s first Post-master General, and as a Member of the Legislative Council. (A plaque with his name inscribed on it can still be seen on the front of the GPO building in Queen Street).

The Murray-Priors stayed at Bromelton until 1850, when they left for the Burnett district. During the second half of the 19th century, Bromelton passed through a number of hands, and in its heyday, the property covered some 60 square miles. A government assessment during Murray-Prior’s tenure estimates its grazing capacity as being approximately 4000 sheep, although the property started as a cattle run, and supported about 2000 head of cattle. This pattern is typical of most of the Logan River properties where most experiments with sheep tended to fail due to unsuitable conditions. From the 1890’s onwards, the property was continually subdivided, and by the 1950’s, it had been reduced to a 330 acre dairy farm.

The Bromelton property is of particular interest in that it was the childhood home of one of Queensland’s first novelists, Rosa Campbell Praed. Mrs Praed, the eldest daughter of Thomas Lodge Murray-Prior was a prolific writer, and although she was to spend most of her life in England, her many books included several based on her Logan River origins. One book in particular, My Australian Girlhood (1902) describes station life at Bromelton in some detail.

BEAUDESERT

Beau Desert, which was later to give its name to the township which surrounded it was also taken up in 1842 by Edward Hawkins, an agent acting on behalf of Henry Suttor of Bathurst. Hawkins is supposed to have named the run after a property in New South Wales, and the name (which is Norman-French in origin) traditionally derives from a medieval Cistercian monastery in Staffordshire, England. The property was also sometimes known as “Beau Desir”.

After Suttor left in 1844, the property passed through several hands before coming into the possession of William Duckett White and George Robinson. Plagued by labour shortages, White and Robinson experienced considerably financial difficulty during the 1840’s and ‘50s, and a descendent of the White family recalls being told that her grandmother “worked at the boiling vats like a man”... quite literally keeping the pot boiling. At this time, Beau Desert was primarily a cattle run. Duckett White was later to become one of the largest landholders east of the Dividing Range, and owned large tracts of land in what is today Southport.

In 1868, the Crown Land Alienation Act opened leasehold properties up to freehold selection. Under this Act (which was understandably very unpopular with leaseholders) the government could resume up to 8 square miles of land from any leasehold run and make it available to smaller selectors. Some leaseholders circumvented the Act by turning all or part of their lease into freehold property; others did not, and were decimated as a result. From 1874 onwards, Beau Desert was subdivided into smaller blocks of land, paving the way for the establishment of the Beaudesert township and farming community which still exists today.

TELEMON

The first white man to visit the area which was to become known as Telemon was Captain Patrick Logan, who passed through the area on one of his exploratory expeditions and named it “Innisplains”. Situated near the head waters of the Logan River and bounded on the north by Beau Desert, Telemon, or Telamon as it was variously known was a large property of about 89,600 acres. Much of this land however, was unavailable for pasture.

There is some doubt as to who was the first person to settle in the Telemon area, but the land was first officially licensed in September, 1844 by Robert Tertius Campbell. In 1849, the lease was transferred to Thomas Collins, a former whaling captain and property holder on the Darling Downs. Despite official government reports, which suggested that the property could support “12,000 sheep and 1,800 cattle” Collins’ attempts to run sheep at Telemon were largely failures, and the property was primarily known as a cattle run.

TAMROOKUM

Tamrookum seems to have been settled for the first time in 1843 when, tradition has it, William Baker bought the land from John Campbell, (the brother of Robert Campbell of Telemon) for 70 pounds. The property covered approximately 64,000 acres (of which only half was available for pasture), and was described as being “situated at the head of the Logan River, and on Knapp’s Creek, the nearest postal township being Telemon, 2 miles S.”

After 1868, when the land was thrown open to freehold, parts of Tamrookum were subdivided into smaller properties. One section, The Hollow, was sold to Lord Henry Phipps, younger son of the Governor of Queensland, who in turn passed it on to Grenville Kingsley, son of Charles Kingsley, the author of The Water Babies. Kooralbyn Valley, a former grazing property which is currently the site of a golf course and development scheme was also part of the original Tamrookum estate. In 1878 Tamrookum itself was purchased by the distinguished politician R. M. Collins, member of both the Legislative Council and Legislative Assembly in the late 19th century.

Tamrookum is also famous for its associations with early Queensland poet, James Brunton Stephens. Stephens, a regular contributor to The Bulletin and other contemporary newspapers and journals came to Queensland in 1866 and was tutor for a time to William Barker’s children. Several of his best known poems were written at Tamrookum during this period.

JIMBOOMBA

Jimboomba, or Gimboomba as it is sometimes spelt started life as a sheep run under the management of Thomas Dowse, who took out the first licence on it in 1845. After changing hands briefly in the late 1840’s, the property came into the possession of the Henderson family, who held it from 1851 until at least the 1960’s. Under the Hendersons, Jimboomba ran beef cattle, and later, from 1908, dairy cows. James Henderson, son of the original owner turned the property into three dairy farms, with a total herd of 400 cows. In 1936, the property was subdivided, leaving only the homestead and 500 acres.

During the 19th century, Jimboomba was one of the stops on Cobb and Co’s Brisbane to Casino mail route.

LOGANHOLME

Loganholme evolved as a placename from the ferryman Holmes who operated the Logan River ferry here in 1867-8.

The region was originally part of three large estates established under the cotton and coffee and sugar regulations. Thomas Oldham and the Queensland Co-operative Cotton Growing and Manufacturing Company's land were both set aside in 1863. Oldham's land bordered Carbrook and The Cotton Company estate stretched from Slacks Creek to Drews Road. Surveyor William Fryar's sugar lease occupied land between Drews Road and the Pacific Motorway, and dates from 1865. The most famous Logan cotton plantation was that of Robert Towns, located at Veresdale. He was the first person to procure Kanaka labour to work the cotton fields.

The cotton plantation at Loganholme was not successful and the estate changed hands a number of times. Louis Hope, of the Ormiston plantation near Cleveland, had turned to sugar growing and in 1867, he sent his manager John McDonald to encourage Logan River farmers to plan sugar and to send it to his mill for crushing. At that time, Hope's engineer, was James Strachan, who had previously worked at Pettigrew's sawmill in Brisbane. Hope had also acquired Kanaka labourers, as did many Logan River farmers

A ferry was established on the river at Loganholme in 1867, with Henry Eden awarded the first official lease. He employed others to run the ferry and a Mr Holmes ran this ferry initially. A wharf reserve was established in 1868.

By 1869 Strachan had gone into partnership with William Fryar and established the first sugar mill on the river at Loganholme. This was initially a very successful business that employed up to 100 men at crushing time. This included labourers and punt operators, who brought the cane to the mill by river boat. James McMillan established nearby a store in the early 1870s.

The area continued to progress and in 1871 residents began lobbying for a school. The process was to take 2 years, with the Loganholme School opening in May 1873 with 37 pupils.

The Post Office was opened on October 25, 1876, presumably either located at the mill or at the store. The first post master was Charles Welsh who was listed as a manager at the time of the establishment of the school.

Pastoralist James Tyson purchased the Loganholme plantation in 1876, and Fryar and Strachan continued to run the mill. However they were declared insolvent later that year, because of problems with the delivery of new equipment from Glasgow. Tyson then installed some of his nephews as managers of the mill, and ultimately they relocated the best of the machinery to a new venture in Tully. The mill continued with old equipment, and despite the acquisition of a distillery licence in 1884, the business struggled to survive. At that time it was managed by William Castles, for the Queensland Mercantile Company which had purchased the estate.

Major flooding occurred in January 1887, with much damage to the surrounding farmlands. Up to two meters of sand was deposited along the banks of the river in Loganholme and eye-witnesses thought it resembled the Sahara. The sugar industry went into rapid decline in the late 1880s, because of the flood of 1887 and the drought of 1888. Kanaka labour was also being phased out, and many farmers relied on this cheap labour. There were 40 mills in the region in 1885 and by 1888 there were only nine.

Farmers in the region were then turning to dairying, which became of increasing importance, particularly after the opening of the Kingston Butter Factory in 1907.

The Loganholme ferry continued to be run by local men, although the ferry and the ferryman's house suffered from the regular flooding on the river. The ferry punt was lost in the 1873 floods, the ferry, punt and house washed away in 1887, and the house was again lost in 1893. At that point it was decided to relocate the house site from the Beenleigh side of the river, to a new higher location at Loganholme.

Water hyacinth became a problem on the river from around 1908. By 1914 it had increased to such an extent that a boom had to be constructed across the river to allow the ferry to cross. The first motor cars utilised the ferry from about 1910. The traffic continued to increase and by 1930, the ferry operator, Vince Kunde built a second ferry to cope with the demand. The days of the double ferry were numbered however, as a bridge was under construction at that time.

The Loganholme Bridge opened on 1 July 1931. It operated as a toll bridge with the toll collector occupying the old ferryman's cottage. The toll booths remained in operation until November 1945, although the bridge had more than paid for itself by that time. Further serious flooding occurred in January 1947, when the bridge approaches washed away. The Waterford Bridge washed away and this led to increased traffic on the Loganholme Bridge.

The Albert Shire established a park under the bridge in the early 1950s. It was known as Logan Park, and provided a pleasant stopover for travellers to the South Coast. By 1967 a new bridge was built in conjunction with an upgrade of the Pacific Highway. The new bridge catered for southbound traffic, while the old bridge carried northbound vehicles. During the 1974 floods, the southern approaches to the old bridge were washed away and only the new bridge could be utilised during the 10 weeks it took to make restitution.

The tourism industry was developing along with the urban sprawl. Both Ashtons and Bullens Circuses were lobbying the Albert Shire Council for approval to construct Lion Parks. In December 1968 Bullens were negotiating the purchase of land in Stapylton and Ashtons established their park on the corner of Bryants Road and the Pacific Highway, which opened in April 1969. It was known as Ashton's Animal Kingdom. Both of these ventures were relatively short lived. Ashtons was sold to the Myer Corporation in 1977.

Myer Queensland Stores Ltd purchased the Ashton's Lion Park site in October 1977 with the intention of building a regional shopping centre. A new Tavern opened in Loganholme in July 1979. The Wild Waters Water Slide Park began operation October 1982 adjacent to the old Ashtons site. While Myer initially shelved plans for

the major shopping centre, a more compact centre, the Loganholme Shopping Village opened on Bryants Road in December 1987. Ongoing negotiations for the Hyperdome site involved the sale of Wild Waters in 1984. The turning of the first sod on the Hyperdome project occurred in September 1988, with the official opening in July 1989.

The Logan Motorway, initially known as the Goodna–Loganholme Road, was constructed to link the Cunningham and Pacific Highways via Carol Park, Browns Plains, Loganlea and Loganholme. Initial planning scheduled completion of stage one by December 1988. By October 1995 the company announced the duplication of the road between the Ipswich Motorway and Wembley Road. This was linked with the Gateway Motorway, by the Gateway extension via Kuraby in 1997. One of the last links with the history of the area was lost in this process, with the Logan Motorway consuming the old Cotton Company Road at Loganholme.

A new bridge at Loganholme was constructed with Bi-centennial funding in 1986. This led to the decommissioning of the old 1931 bridge, while still using the 1968 bridge. Plans for the Pacific Motorway were announced in April 1996. The northern interchanges on the Motorway included the completion and integration of the duplication of the Logan Motorway. Construction began in late 1997 and was completed in September 2000. The Motorway construction led to further bridge construction during 2000.

MARSDEN

The suburb now known as Marsden was originally part of Kingston, and during the 1870s the land between Scrubby Creek and Browns Plains Road was owned by Richard Leo and T.W. Daly. Both purchases were purely speculative, with solicitor Daly transferring the property to another solicitor, who sold it to auctioneers. The land was then subdivided, but was not occupied until the 1930s when Waterford blacksmith and former Shire Chairman, Martin Schneider built a house on the current site of the Marsden Park shopping centre. The area between what is now First and Fifth Avenues was subdivided into small farms in 1944 by Mr Bill Anderson, who offered it to ex-servicemen and post war immigrants. The subdivision was known as “Kingston Park”, and was initially advertised in the *Telegraph* on 7th July 1944.

Farms

Four-acre farmlets, selected persons are offered as a gift the freehold deed to one or more four-acre Farmlets, on boundary of Greater Brisbane area, acceptors may use property for whatever purpose they so desire, but must plant a portion of area with Queensland Nut trees, which can be supplied. Applicants to call in person to Macadamia Productions Coy. 3rd Floor Dunstan House, 236 Elizabeth St., between the hours of 9.30 a.m. and noon or 2 p.m. to 4 p.m. Phone B 1508.

One of the provisions of taking up this offer was that \$100 (fifty pounds) of macadamia trees were purchased and planted on a portion of the land. The new owners were given a period of 4 years to clear the land and plant the trees. The frosts that occurred the first winter killed the trees and residents then turned to poultry and mixed farming. Amenities were extremely limited. There were no cleared roads and no reticulated water system. There was a shortage of building supplies due to the ongoing demands of World War II. Mr A.T. Wright, who settled in the area in 1945, lived in a tent on his land, and had to transport water from Scrubby Creek. Mr Wright’s children had to walk to and from school at Woodridge.

Anderson sold the Macadamia Production Company to Raymond Percy Spinks in 1950. The Beaudesert Shire Council was reluctant to undertake any work on the estate while the residents did not actually own their properties. The Southern Electrical Authority (SEAQ) would not supply electricity. But people continued to purchase land in this affordable estate. In January 1956, Brisbane solicitors sought advice from Beaudesert Shire Council as to the exact locality of the roads for clients wishing to purchase land from the Macadamia Production Company in the Kingston Park Estate. Raymond Spinks organised a survey of the land in April 1956 and residents finally got their title deeds.

Land was progressively cleared as more people moved to the area. Mr A.H. Coates brought with him a tractor and tackle to clear the land, and Mr Cottee had a tractor and a ditcher. These settlers cleared, grubbed and formed tracks which were to become Browns Plains Road, and First, Second, Third, Fourth and Fifth Avenues. The settlers also constructed a bridge across Scrubby Creek. Mr John De Meio also took up land in the area in 1945 and he grew macadamias, tobacco and strawberries.

The settlers formed the Kingston Park Progress Association, which was very active in developing the area, and petitioned for telephone and electricity services to be installed during the late 1940s. The association procured an old loading shed from Sunnybank and transported it to the site now known as Marsden Park in 1967. Members spent the next few years upgrading the building to become the progress hall. The Beaudesert Shire Council provided assistance by clearing two acres for use as a sporting field and matching the association's funds dollar for dollar to finance a children's playground. The park was named Marsden Park, after Violet Marsden who was one of the oldest members of the association. From 1 May 1976, the Beaudesert Shire Council started using Marsden as a locality name to delineate the parts of Kingston within its boundaries.

Further subdivisions in the area occurred at this time, when Beaudesert Shire began to provide reticulated water to the region. Timber Top estate was offered for sale from 1978 and the Marsden State School also opened at this time, as did a new bridge over Scrubby Creek. By 1981 the Marsden Industrial Estate opened, with a temporary post office established in a local real estate agent's office in 1981. Crestmead Estate was also offered for sale at this time. The suburb was originally to be known as Hubner, after a former councillor, but the estate name was eventually gazetted. The Crestmead School began classes in 1984. The Marsden Park Shopping Centre opened in 1985. Burrowes State School opened in 1987 and was named after the surveyor who undertook a survey of Browns Plains Road in 1876. Marsden State High School also opened in 1987, closely followed by St Francis' College, Crestmead in 1988.

In 1992 the Marsden Library opened in the shopping centre and the Crestmead Community Centre opened. The Maximilian Kolbe Catholic Church opened in Macarthy Road 1998, along with an Islamic Mosque in Third Avenue. The beautiful Cambodian Buddhist Temple was completed in 2005 following a fourteen year building program. The Marsden Shopping Centre was upgraded and extended in 2006, with a new library constructed adjacent.

MAYES COTTAGE

Mayes Cottage is one of the oldest houses in Logan City and is on the State Heritage Register.

John and Emily Mayes arrived in Moreton Bay on the ship 'Indus' on 29 July 1871 after a three month voyage from London. They had two children, Joshua, aged three and one-year old Ruth.

In 1873, John Mayes took up 320 acres of land from what is now Mawarra Street to Wembley Road, east to Kingston Road and west of Jacaranda Avenue. Mayes land was resumed for the construction of the South Coast Railway in 1884-5.

Their first home was a slab-sided bark roof hut. It was not until 1887 that the existing Mayes Cottage (known as "Pleasant Place") was completed alongside the original slab hut. By then the Mayes had five more children, Rachel, Mary, Josiah, Leonard and Edith.

The area adjacent to the house was heavily planted with fruit trees and grape vines, some of which still exist today, and they became one of the chief fruit suppliers to the Brisbane Markets.

They also grew pineapples and kept bees. Later, John Mayes bought dairy cattle and became the first dairy farmer in the district supplying the area with milk and cream.

Tragedy struck the Mayes family when their eldest son died of typhoid fever in North Queensland at the age of 20 and their daughter Ruth was drowned in a nearby well, aged 12.

John Mayes died in 1908, followed by Emily in 1933, and they were buried in the Kingston Cemetery in Bega Road. Son Josiah and his wife Daisy then lived in the cottage.

In 1954 the family sold off land bordering Wembley Road and it was subdivided into 2 ½ acre farmlets. Ten acres were kept around the house where Josiah and Daisy lived until 1972. The Queensland Housing Commission resumed most of the family property in 1974. After Daisy and Josiah's deaths the Commission sought to acquire the house too. A local action group lobbied to save the historic property, which was listed by the National Trust and gazetted a reserve for Park and Recreation in 1979, because there was no heritage legislation at the time.

Mayes Cottage today is listed on the Queensland Heritage Register and is owned by the Logan City Council. It is now open to the public as a house museum, from Tuesday to Sunday between 10.00am and 4.30 pm.

MOUNT GRAVATT AND EIGHT MILE PLAINS DISTRICTS

Few districts within the Greater Brisbane area have a history as old as that of Mount Gravatt and Eight Mile Plains. Although untainted by convict associations, the history of the settlement goes back to the days when the Moreton Bay settlement was part of New South Wales. Mt Gravatt was named after Lieutenant George Gravatt, commandant of the Moreton Bay penal settlement in 1839.

In the days before separation much of the South Coast district was used for pasturing sheep. Among the early squatters was a man named Wilson, whose sheep run took in portion of the Eight Mile Plains area. In the 1850s this bush country was dotted with small flocks of solitary shepherds, and many a tale of tragedy is told of these lonely shepherds and their deaths at the hands of the blacks.

It was these shepherds that first gave Eight Mile Plains its name, the word “eight” signifying that it was eight miles by the snakelike track that wound through the hills to the One Mile Swamp, as Woolloongabba was then called, while the word “plains” in reality meant the grassy plains towards Sunnybank and Cooper’s Plains, where the sheep were pastured during the day. These lonely guardians of the flocks habitually camped alongside the track, for it gave them a feeling of greater security as well as giving them the possibility of meeting some lonely traveller on his way to the Logan district.

The name was later perpetuated by Mr Walter Hill, botanist and one time Curator of the Brisbane Botanic Gardens, who reported to the Government on the suitability of the district as an agricultural settlement. He had been employed at the Brisbane Botanic Gardens from 1855 and purchased land in Eight Mile Plains in 1871. He retired here in 1880 and built a home he named his property *Canonbie Lea*.

Following separation and the direct emigration that followed, the rough bush track to the Logan and beyond became the scene of much activity, bullock drays, horse wagons, and stock being continually on the road. This growth of road transportation led to taking up land at Mount Gravatt and Eight Mile Plains, and marked the beginnings of the districts as farming areas.

The opening of Cobb and Co.’s line along the Logan road to Southport gave a fresh impetus to the district, and many settled on the land, which eventually became prosperous dairying and farming settlements. At Eight Mile Plains quite a township sprang into being, a general store and a blacksmith’s shop being among the first buildings erected. These were quickly followed by two hotels, the Bakers Hotel, on the site of the current Glen Hotel and the Commercial Hotel, up the hill from the intersection with Beenleigh Road. It was run by William Underwood and became a stopping place for the coaches. Similar progress was made at Mount Gravatt and German Bridge (Holland Park) and a hotel at each place were soon doing a roaring trade from the teamsters and travellers along the route to the Logan and beyond.

Among the pioneers of the Eight Mile Plains and Mt Gravatt district was Mr Charles Baker, who purchased, more than 70 years ago, a considerable portion of Wilson's sheep run, and engaged in farming and dairying. Other early settlers were the Pitts, Underwoods, Savery, Petersen, Evans, Miller, Hughes, Roche (after whom Rochedale is named), Rogers, Mann and Anger. The last named was a horse dealer and owned 133 acres extending from the Logan road up to the Sunnybank road. In addition to keeping much blood stock, he used a portion of his estate for the purpose of cultivating fodder crops, and the work of clearing being carried out by the kanakas, the story of whose importation into Queensland is a tainted page of history.

German Bridge was settled in the early 1860s by a group of German immigrants and several of their descendants still live in and around the Mount Gravatt district. Among these early settlers were the Glindemans, Dilger, Geisman, Eickendoff, Lutz and Eberhardt, all of whom took up areas of about 25 acres and devoted them to general and dairy farming. Mr C. Glindeman, who established one of the first dairies, daily carried his pails of milk to town with a yoke across his shoulders. Later Glindeman extended his property to some 100 acres and today the dairy is still carried on by his sons. The old German Bridge Hotel was built by Mr A. Glindeman about 50 years ago, and although it changed hands a score of times with the passage of the years, it remained licensed premises until recent times when the license was transferred to the Mountain View Hotel and the terminus of the Holland Park tramline. The old hotel, later a garage, and now closed, can still be seen as one journey along the Logan road towards Mount Gravatt.

The closer settlement at Mount Gravatt and Eight Mile Plains led to the settlers agitating for a school and this educational requirement was catered for by the opening of a small school at Eight Mile Plains in 1869 and five years later a school at Mount Gravatt. Since that time these schools have had many additions made to them and are today both well attended. About the same time the spiritual needs of the residents of the district were catered for by the building of a Congregational Church, which was followed by other religious denominations.

In the '90s in addition to general farming, fruit growing flourished at Eight Mile Plains and Mount Gravatt, and here and there vineyards graced the landscape. Wine was produced in the district by a man named Stegeman.

Many years ago a number of Mohammedans from India settled at Mount Gravatt on the hill on the right side of the Logan road. Although the majority of them have passed with the years, their descendants still reside on "Mount Misery", as the hill had been dubbed by a certain section of the Mt. Gravatt community. Their fine homes on elevated positions are not to be scorned, while on the top of the hill they have their own mosque, built in 1908. On the big board that graces the front of the mosque are the words: "Do your duty to your Creator. If you do not fulfil His Commandments you will be severely punished for ever. This is the Teaching of the Holy Koran".

The advent of the railway to Southport dealt a fatal blow to the carrying business along the main Logan road and consequently with the stopping of the coaches, the growth of the Eight Mile Plains and Mount Gravatt settlements was greatly hampered by the lack of easy means of access to the city. However, it remained a prosperous general, poultry and dairy farming district, with occasional fruit orchards and piggeries scattered here and there in the district, while following the war, the

Government resumed considerable property at Mount Gravatt as returned soldiers' settlement.

The coming of the tram to Stone's Corner and then to Greenslopes in 1914, brought high hopes to the residents of the Mount Gravatt district, who commenced an agitation for a tram extension to Mount Gravatt. As compensation for extending the tram to Mount Gravatt the Badger administration asked for the Mount Gravatt reserve, from where could be obtained plentiful supplies of road metal. However the residents, backed by the Progress Association and other bodies, refused to make such a gift in exchange for the tramway and consequently the extension was not made.

The chief show place of the district is the Mount Gravatt Recreation Reserve from the summit of which can be obtained some really delightful views of the surrounding country, extending to Moreton Bay and the Glasshouse Mountains. The reserve is composed of 292 acres, 160 acres of which were added in 1915. The original 132 acres was created a recreation reserve by the Government in July 1893 and was controlled, until handed over to the Greater Brisbane City Council, by several trustees appointed by the residents and gazetted by the Government.

The residents of the district, by voluntary labour and local subscription made a road up the mountain, cleared and stumped about an acre of the summit and there was built a large shelter shed, and so made it a popular attraction.

The civic pride in which the residents held their district was demonstrated by the existence of such a body as the Mount Gravatt Agricultural, Horticultural and Industrial Society and Progress Association which was governed by an energetic committee of local residents with Mr C. F. Anger as chairman and Mr Will H. Clarke as secretary. The progress body did much good work for the district and agitated for the extension of the tramline from Holland Park to Mount Gravatt.

EIGHT MILE PLAINS

There is a paradox about Eight Mile Plains - the suburb's main housing area is twelve miles by road from the city. Cobb & Co. coaches used to rumble through the district on their way to Southport. The coaches stopped at Bakers Hotel near Bulimba Creek to change horses. A check shows that where the Pacific Highway crosses Bulimba Creek, is eight miles as the crow flies from the GPO. The hotel is thought to have been in operation from as early as 1864 and was one of the major 'watering holes' for travellers south from Brisbane.

A post office opened in Baker's Hotel in January 1868. The hotel changed hands numerous times following Baker's sale of the site in 1869. William Underwood ran another hotel from his property near the corner of Beenleigh Road and Logan Road. The establishment was called the Commercial Hotel. Underwood left the hotel to take up the Mount Gravatt Hotel around 1878. It was then run by the Holcrofts. Holcroft shot himself in 1880 and his wife Catherine then applied for the licence. It would appear she was unsuccessful and William Tucker obtained a licence in 1881 and it then returned to Underwood in 1882. The Eight Mile Plains Hotel fell into disrepair and was demolished in the late 1880s. Its demise probably came about following the destructive hail storm and tornado of December 1885, which apparently destroyed the post office. The Commercial Hotel burnt down in 1895 and was not replaced. The

Eight Mile Plains Hotel was rebuilt in 1898 and remains operational today as the Glen Hotel.

The first school in Eight Mile Plains was opened in 1869. It was a bark wall and bark roof building in a paddock. Later a 24ft x 14ft x 10ft school was built on two acres of land.

The early pupils had to bring axes to school to help clear the land. The school mistress, Miss Gardiner, was paid 100 pounds a year in 1881. Miss Gardiner boarded at the Glen Hotel. However, a new licensee at the Glen allowed such riotous behaviour that Miss Gardiner was forced to leave there and so the school on 19 August 1883. Ten years later the education department decided to build a new school. The old school was converted into a teacher's residence.

A fire broke out in the teacher's residence in 1895. There was little damage but the house was in a bad state of repair and the headmaster preferred to board at the Glen Hotel. In 1932 the school house was declared unfit for human habitation and was removed. A new school was built at the present site in 1958.

When Charles Baker died in October 1890, his obituary noted that he was a respected member of the local community who had lived there for over 30 years. He would not give up his bark hut and ran bullock teams without the benefit of using course language. This was considered unusual! Charles Baker was buried on his own property at a site already occupied by many other Eight Mile Plains pioneers. The site is now occupied by the RACQ and a memorial cairn has been erected on the burial site.

In 1895 the post office was taken over by the Strombucco family. Well known Brisbane architect Andreas Strombucco had moved to Perth in 1891. His son Giovanni had been in partnership with him, but neither wife, nor son travelled to Perth with Andreas. Instead they took up the Eight Mile Plains Post Office. Mail came via the Kuraby Railway Station. It is unknown if Giovanni ever undertook any architectural work while living here, although the post office directories listed him as an architect in the late 1890s. He ran the post office until the early 1930s.

At that time it was taken over by the Clay family. Dick Clay built a brick shop on the corner of Levington Road in late 1938, which opened for business in 1939 as both general store and Post Office.

While the area progressed slowly in the early 20th century, the decision to upgrade the Main South Coast Road in the late 1920s, saw a rapid increase in traffic along Logan Road. The school committee had two warning signs erected to warn motorists of the children crossing.

HISTORICAL FOOTNOTE

Kangaroo shoots and drag hunts were popular in Eight Mile Plains into the last century. For the drag hunts meat was dragged over the hunt area leaving a scent on the ground for the hounds to follow.

LIBRARIES

The hunts were conducted like English Fox hunts and a trail of damage including broken gates was left behind. The boisterous hunts came to an end after two riders, one a young doctor, were killed.

ROCHEDALE

The area currently known as Rochedale and the suburb Rochedale South was, in the mid-1800s, part of the Eight Mile Plains district. William and Kate (Catherine) Roche applied to lease a block of land here in 1868. The land was cleared, the boundaries of the block were fenced, and a house built. The family purchased the block outright in 1875 adding other blocks until the total property comprised approximately 500 acres. The house which was built on the property was named “Rochedale”, and is believed to have been built by a Mr Lorsch, who built most of the original homes throughout the area. The property itself was referred to as “Rochedale” and the name was later used to identify the district and the road which ran through it.

The Hardy Family also settled here in the late 1860s. Charles and Sarah departed England in 1866, having married in Manchester in 1865. They named their property *Miles Platting*, which is a locality near Manchester, linked to that city via the Rochedale canal. It is difficult to tell exactly from where, the Rochedale naming originated – the Hardys or the Roches. *Miles Platting* homestead was a bark hut located on the northern side of Miles Platting Road between Gardiner and School Roads. Charles Hardy was a plumber who undertook the plumbing of the Queensland Treasury building, amongst other local projects. Charles left the family in the mid 1890s and sailed to India.

Other settlers included Mr Otto Fischer and Mr Owen Gardner as well as the Grieves, Obrists, Vanstones, Haighs, Knusts, Heinemanns, Commills, Stewarts, Broads, Halsl, Zimerlies, Cummins, Davis, Harris, Sterns, Maidens, Smiths, Mitchells and Wiles.

The area was still isolated in the late 1800s with very few local amenities. Mail was delivered by horse and cart from Eight Mile Plains Post Office, and the local roads were little more than dirt tracks. During the 1870s a Cobb & Co. coach route passed very near the area en-route to Nerang. Miles Platting Road at Eight Mile Plains was a staging place on the route, where passengers breakfasted while the horses were changed. The main route to Brisbane was originally known as Slack’s Track.

Market gardening was common in the area from the early 1900s, and was still evident in the 1990s around the Rochedale Road/Miles Platting Road area. Larger properties were broken up into small lots in the early 1920s, however they were still mainly used for vegetable and fruit farming. Such produce as pineapples, lettuce, custard apples, pawpaws, tomatoes, cabbages, bananas, strawberries, turnips and maize were all grown in the area.

A repatriation hospital operated in Grieve Road after WWI. The Rochedale State School was established in 1931. Despite requests for a post office in the 1920s, it was not established until 1947. The region began to be subdivided for housing in the mid to late 1960s. Strathlands shopping Centre opened in 1970, with a new Woolworths store added to the centre in 1974. St Peter’s Catholic School began in 1976 and the church was consecrated in 1978. Rochedale South Primary School opened in 1979. Redeemer Luthern Collage opened in 1980. Rochedale State High School opened in 1983. In 1986; the water tower was built and Ikea began construction.

SHAILER PARK

Most of the history of Shailer Park is included in the history of the Slacks Creek/Loganholme area. Prior to 1863 Loganholme had few European settlers. It had formed part of the old squatterage of “Beaudesert Run” and did not have any direct roads. In 1863, all of Loganholme with the exception of 700 acres allocated to the Lancashire Cotton Co. and 1,280 acres held by Thos. Oldham was included in an extension of the Logan Agricultural Reserve. The two properties stretched from the mouth of Slacks Creek to the Redland Bay turn-off, taking in the whole bend of the river.

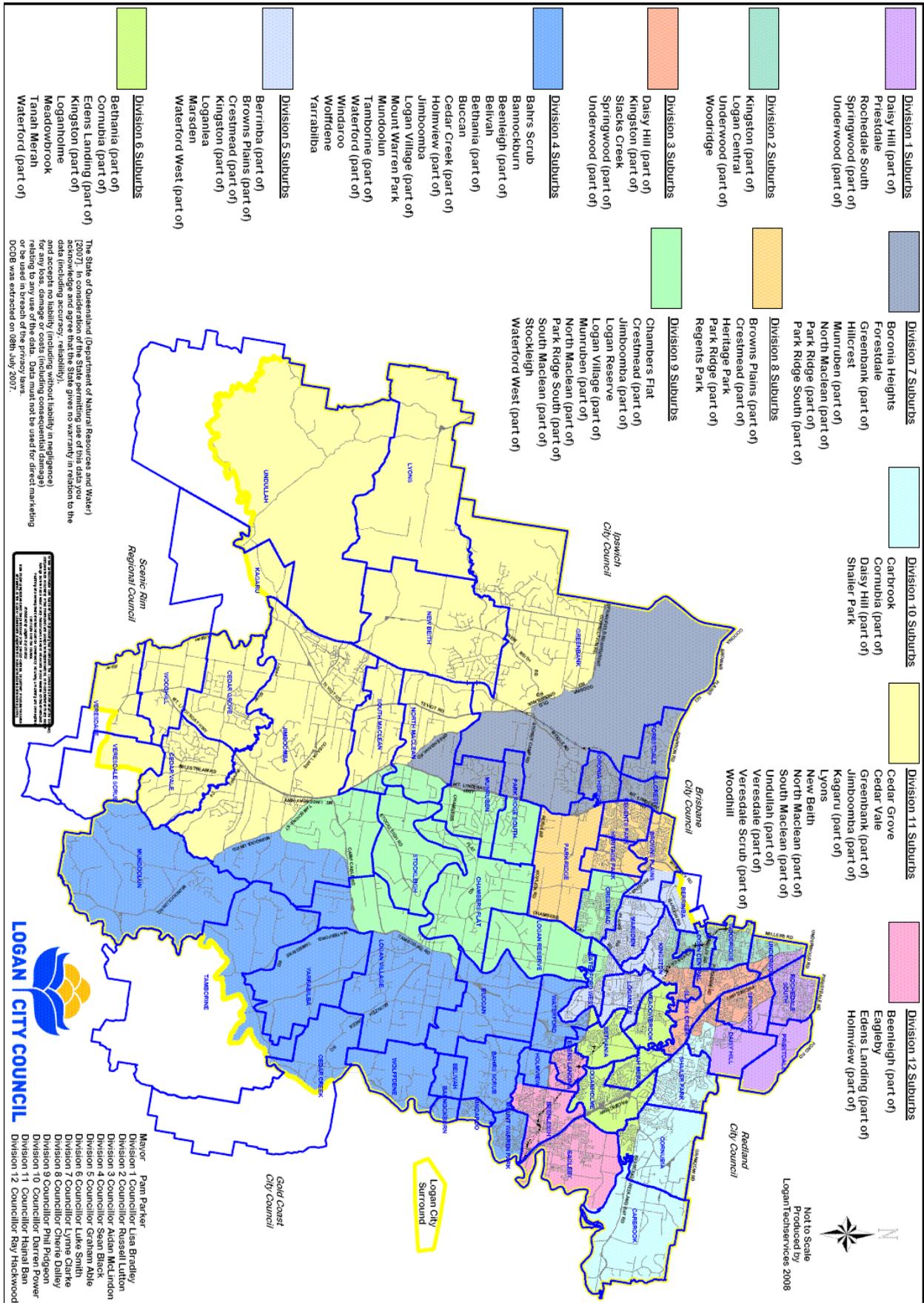
The suburb was named after Francis Frederick Shailer who came to Slacks Creek with his wife Catherine in 1866, after an eighteen week voyage in the sailing ship, the Sultana. He secured a grant of land from the Government and became a pioneer in the fruit-growing industry planting the first citrus orchard in southern Queensland, situated in what was then Slacks Creek. He also grew cotton, maize and sugar-cane. His son Francis Jnr. was Glen Shailer’s grandfather. As well as being a farmer, Francis cut timber in the area, some of which was used for the railway bridges over the Logan River. One of his sons, Alfred William Shailer was Glen’s father. Alfred married Nanny Dennis, born in 1885, 16th child of James and Mary Ann (nee Markwell) Dennis. Alfred and Nanny Shailer bought some of the Dennis land at Daisy Hill in 1914 and developed a very successful dairy and fruit farm. Most of this property is now the residential area of Shailer Park and Daisy Hill. Glen Shailer also farmed this property as well as carrying on the family tradition of involvement in local government. He was elected to the Albert Shire Council in 1961 and served Albert and then Logan City Council almost continuously until 1985. He was elected Mayor of Logan City in 1982 and served for one term.

Kimberley Park Estate, planned and developed by Development Underwriting Ltd., was opened in 1973.

The Logan Hyperdome was opened on 1 August 1989.

Shailer Park was originally named as a district by Queensland Place Names Board on 1 September 1971 and then as a sub-district of Slacks Creek in 1977. It was named as a locality in 1979 and officially named as a suburb on 31 August 1991.

SUBURBS OF LOGAN



Bahrs Scrub:

The earliest reference to this locality was by the name of Jimmy-bark Scrub reported in the Queenslander in February 1866 where a correspondent was documenting a trip through the Logan and Albert district. This name was used a number of times in newspaper articles of the time. The hill between Bethania and Holmview has always been locally known as Bark Hill, so perhaps the naming evolved from these.

In 1993 approval was given for the construction of a State High School to be known as Bahr's Scrub State High. When it opened it became known as Windaroo Valley High School, with the name taken from the housing estate being marketed at the time.

Bannockburn:

Bannockburn was the name of Alexander Watt's original sugar lease, which was taken up in 1869 with Colin Munro and John Young. Munro's property was known as *Fisherfield*. It operated from at least 1868 and possibly earlier. In 1872 the Queenslander newspaper reported that Colin Munro had installed new sugar milling machinery on his property *Fischerfield*.

Alexander and Susan Watt arrived in Brisbane aboard the *Ghengis Khan* in August 1854. Alexander was listed as a farm labourer. He was one of the pioneers of the sugar industry in the Brisbane area, initially at St Lucia. He then relocated to the Beenleigh district, taking up land on the Albert River. A visitor to his mill in 1885 described it as the oldest style mill at that time, meaning that Alex Watt had not seen the need to update his equipment as others had done. He had won numerous prizes for his sugar over the years and supplemented his income with horse breeding.

In the late 1860s James Carter operated a cross river ferry at Bannockburn Road.

Alexander's son John Stevenson Watt later established a wheelwright and blacksmith business in Beenleigh. At the 1886 Beenleigh Show he was awarded the Queensland Champion prize for Agricultural Implements and in 1887 won the prize for buggies and dog carts. This business evolved into the Watt Brothers Coach Body Works initially with works in Coomera and Beaudesert. In 1924 the business moved to Woolloongabba, where it remains today under the management of Barrie Watt, (grandson of John Stevenson Watt) in Lotus Street.

Beaudesert: – Beaudesert is not within the boundaries of Logan City, but it has always been the business/administrative/community centre of the region.

The opening up of the Moreton Bay district to pastoralists in February 1842 led to a flurry of activity in the region. Ned Hawkins came to the Logan Valley in 1842 to manage stock for Henry Suttor of Bathurst. Hawkins named the run *Beau Desert* after a property at Mudgee. The family of Thomas Fitzherbert Hawkins were original settlers in the Bathurst district. The daughter of Thomas Jarman Hawkins was married to Henry Suttor. A depasturing licence was issued to Suttor in 1842 and in 1844 was transferred to Joseph Phelps Robinson. The property was managed by his cousin William Duckett White. Younger brother George Robinson joined White on the property in early 1849, and by 1851 they purchased *Beaudesert Station* between them. William Duckett White's house was on the site of the current Beaudesert Bowls Club. In 1874 Robinson became sole owner and retained ownership until 1885.

Other significant squatters in the region included Hugh Aikman and Thomas Lodge Murray Prior who were early landholders at Bromelton, with Murray Prior later taking

up Maroon. *Tabragalba* was initially taken up by surveyor Robert Dixon, and was originally part of the Burton Vale, or Tamborine Run. John 'Tinker' Campbell first took up *Tamrookum*, which soon passed into the hands of William Barker. *Nindooinba*'s earliest documented lessee was Alfred William Compigne from 1848. Robert Towns took over the lease in 1865 and it was transferred to Ernest White in 1867.

In 1842 William Humphries and Paul and Clem Lawless, took up a depasturing licence on land on the Albert River. Humphries took up *Mundoolun* and the brothers took up *Nindooinbah*. In 1844, Humphries sold part of the property to his second cousin and her husband, Ann and John Collins. By 1847 the Collins's were in full possession of the property.

The Beaudesert town ship evolved from the subdivision part of the original estate of the Whites, which occurred in 1874. Thomas Brayford purchased some of these and established a store, post office and a hotel and also leased property to the fledgling Tabragalba Divisional Board, the forerunner to the Beaudesert Shire Council, for their office. The Tabragalba Board first met on 20 March 1880 at the Veresdale Court House and soon called for tenders for a clerk's office. The cheapest offer came from Mr Brayford in Beaudesert who offered a building, with stables and a horse paddock for £5 per annum. The acceptance of this offer further cemented Beaudesert's position as a main township in the region.

The announcement of the construction of the railway to Beaudesert in July 1882 led to a flurry of activity. Browns Plains' publican George Stretton relocated to the hotel under construction by Thomas Brayford. The township quickly grew with former Waterford resident Jeremiah Dunne establishing a butcher shop in town also. By 1885 Enrights had set up the first general store and later so did William Webb. The railway opened in 1888. By 1889 there was a Queensland National Bank, blacksmiths, saddlers, baker, wheelwright, chemist, sawmills and two hotels run by George Stretton, formerly from Browns Plains and Agnes Jennings, formerly of Waterford and Jimboomba. The Catholic congregation had been first ministered by Benedict Scortechini of Logan Village. Father Enright came to the parish in 1884 and built a presbytery in 1885, followed by the first St Mary's church in 1889. St Thomas's Church of England was built in 1888. A new St Mary's Catholic Church was opened in 1907, with the original timber building relocated to Kerry.

The Beaudesert Provisional School opened in 1882 and was upgraded to a primary school in 1887. St Mary's Catholic Primary School opened in 1901. A Rural School was opened in 1927 followed by a Secondary Department in 1954. The Beaudesert State High School opened in 1964.

Commercial interests in the region remained with grazing, dairying and timber getting. The Logan and Albert Co-operative Dairy Association established a butter factory on the northern side of town in 1904. Lahey's sawmill remained a key industry in town also. Laheys built a tunnel and railway linking Canungra with Upper Coomera in 1901. Despite further lobbying for the government to build a rail line from Canungra to Coomera, funds were not forthcoming at that time. Eventually construction was completed by day labour and was completed in 1914. Further rail construction occurred during the late 1920s with the interstate line through Grady's Gap to Kyogle opening in 1930.

Medical services in the district were well served by the Beaudesert Cottage Hospital. Land was given by Thomas Brayford. Local MP Arnold Weinholt donated his salary to hospitals in the Fassifern Electorate. The most loved local doctor, Dr Ashley Beet served the Beaudesert community for 44 years, retiring in 1947. Lahey's sawmill was sold to Enrights in 1963.

The boundaries of Beaudesert Shire have been altered a number of times since the instigation of local government in 1879. Most recently, major change occurred in 1979 when Logan Shire was formed from the northern suburbs of Albert Shire and Beaudesert Shire. At that time the boundary was located at Rosia Road and Stoney Camp Road in the west and across to School Road in Logan Reserve, with the Logan River the north eastern boundary. The 2008 Local Government amalgamations led to the absorption of more localities north from Veresdale into Logan City, and the creation of the Scenic Rim Regional Council to the south, incorporating the former Boonah Shire with the remains of Beaudesert Shire. The Albert River now forms the eastern boundary of Logan City.

Beenleigh:

Evolving from Davy and Gooding's sugar plantation, Beenleigh is often referred to as the town with three beginnings, because of three different attempts to establish a township in the region. John Davy and his brother-in-law Francis Gooding settled in 1864 and named their property 'Beenleigh' after the Gooding family property in Devonshire England. Both men arrived aboard the *Young Australia* in 1862, Davy was accompanied by his wife Mary, who was Gooding's sister.

Michael Tansey established The Planters Rest Hotel on the road to the Noyea Sugar plantation in 1867, and he was the first receiving officer for the mail. At that time he also had a butcher's shop and a store. In 1868, James Savage established a general store at the crossroads of the five roads leading to the Logan and Albert Rivers. By 1871 Tansey moved into the current Beenleigh town ship and built a new hotel of the same name. His old hotel became the National Bank.

The police station, court house and school were established in 1871. The township continued to grow with the construction of other hotels operated by Peter Betz in 1873, and Franz Meyer in 1874. Michael Tansey left Beenleigh in 1873, so presumably one of these publicans took over his hotel.

The Church of England opened in 1875. It was designed by well known architect F D G Stanley and made extensive use of yellowwood, Noosa pine, ironbark and polished cedar. Community cultural and sporting activities evolved in the town. A dramatic society, a cricket club and the show society were established in 1871 with the first Beenleigh Show held in 1872. By 1881 the town had a population of 303 and by 1885 boasted a range of services and professions including a bank, baker, blacksmith, brick-maker, builders, chemist, cordial maker, dairymen, three distilleries, drapers, an engineer, hairdresser, ironmonger, saddler, solicitor, surgeon, wheelwright, watchmaker, a telegraph office, three hotels and its own newspaper, the *Logan Witness*.

In late 1879 a new system of local government was introduced. A number of Divisional Boards were formed in the region, including the Beenleigh, Waterford, Tingalpa, Yeerongpilly and Tabragalba. The Beenleigh Divisional Board administered from Holmview Road through Beenleigh Yatala, Eagleby, Alberton and Ageston to the mouth of the river and south towards Coomera.

The German population purchased the Good Templars Hall in Beenleigh and transformed it into St Peter's Lutheran Church in 1884.

Tenders were called to construct a railway from Yeerongpilly to Beenleigh in 1883. The contract for the first section of railway to the north bank of the Logan River was given to Fountain Brothers and was due for completion by 1 July 1884. The bridge work and the extensions to Beenleigh and Logan Village were awarded to Overend and Co. to be completed by May 1885. The Beenleigh line opened on 25 July 1885.

The Beenleigh Rum Distillery evolved from the still of the old *S.S. Walrus*, a floating sugar mill and distillery that was notorious for evading state duties on its rum production. It ran aground on the bank of the Albert River in 1884.

During the late 19th century Beenleigh remained the centre of the local sugar industry, but the industry declined following the disastrous 1887 floods. At Davy and Gooding's Beenleigh Plantation, the cane crop was destroyed. Cane cuttings waiting to be milled washed away, as did more than 5,000 gallons of rum from the distillery. Many farmers left the industry at this time, and coupled with impending Federation and the white Australia Policy, the use of Kanaka labour, which many farmers relied upon, would no longer be available. The township remained viable although did not grow as quickly in the early 20th century.

The Beenleigh Ambulance service was established in 1919.

A rural school operated from 1925, which included male dominated industries such as leatherwork, metalwork and woodwork.

A new road bridge over the Logan River linking Loganholme and Beenleigh was opened in July 1931. It replaced the ferry which had operated from the site since 1868.

The Beenleigh scout den was dedicated in 1944.

Further changes occurred in a post-war local government boundary re-alignment. Beenleigh, Nerang, and parts of Tingalpa and Waterford Shire were incorporated into the new Albert Shire. The councillors initially met at Beenleigh, but quickly changed the location to Southport.

Beenleigh became an important stopping off place for travellers on the road to the south coast, which would later be known as the Gold Coast. The realignment and duplication of the Pacific Highway in the late 1960s saw the by-passing of Beenleigh and a decline in the town.

The railway between Beenleigh and the Gold Coast was decommissioned in 1961 due in part to the growth in motor vehicle ownership and the focus on road transport, both private and commercial. Yatala suffered from this decision with the 1968 closure of the hotel, which Frank Chardon had built on high ground to replace the one washed away in the 1887 floods. The old railway bridge was also earmarked for removal in 1969. However a new concrete road bridge was built at Loganholme in 1968 as part of the duplication of the Pacific Highway.

The Beenleigh State High School and the Beenleigh swimming pool opened in 1964.

The tourism industry was developing along with the urban sprawl. Both Ashtons and Bullens Circuses were lobbying the Albert Shire Council for approval to construct Lion Parks. In December 1968 Bullens were negotiating the purchase of land in Stapyhton, which became the Beenleigh/Yatala African Safari when it opened in June 1969. Ashtons established their park on the corner of Bryants Road Loganholme in April 1969. It was known as Ashton's Animal Kingdom. Both of these ventures were relatively short lived. Ashtons was sold to the Myer Corporation in 1977 and Bullens to Westmark Corporation in 1987, which intended to build an international Formula One race track and other facilities.

Continued growth in the region meant a greater demand for public transport. While the railway department maintained the line to Beenleigh, it was still removing the old

track to the Gold Coast in 1977 to make way for roads on the rail reserve. The old timber railway bridge at Loganlea was decommissioned on 25 June 1972, when the new concrete bridge opened. By 1984 the State Government accepted a transportation study which recommended the redevelopment of a rail link between Brisbane and the Gold Coast. Resumptions commenced early in 1986. Two years later the project was temporarily shelved, although the electrification of the line as far as Beenleigh was completed by March 1988. The project continued and the line was gradually duplicated with a new bridge over the Logan River built during 1990. The south coast line as far as Helensvale was completed on 17 April 1996.

Beenleigh remained the headquarters for emergency services in the region and a new fire station was built on the Pacific Highway, near the Beenleigh cemetery, in December 1981. A new Beenleigh Police Station was built in September 1983, and construction began on a new ambulance centre adjacent to the fire station the following month.

A new bridge at Loganholme was constructed with Bi-centennial funding in 1986. This led to the decommissioning of the old 1931 bridge, while still using the 1968 bridge. The Motorway construction led to further bridge construction during 2000. The Pacific Motorway project was initiated following the Goss Government's defeat in 1995, partly on the controversial issue of the proposed Eastern Tollway (South Coast Motorway). This proposal advocated a new route south and included a tunnel under the Daisy Hill State Forest, and a bridge over the Logan River between Carbrook and Alberton at the old ferry site. The project was strongly opposed by the Queensland Opposition and organisations such as VETO (Veto Eastern Tollway Organisation). Both preferred the upgrading of the existing Pacific Highway. The tollway project did not go ahead.

Plans for the Pacific Motorway were announced in April 1996 after a change of government. The northern interchanges on the Motorway included the completion and integration of the duplication of the Logan Motorway. Construction began in late 1997 and was completed in September 2000.

Bolivar:

Belivah was the property name of Peter McLean. He initially settled on Oxley Creek in 1865 and relocated to this property on the Albert River in 1867. He became a lay pastor for the Congregational Church which was established initially in the Albert Ferry house near Bannockburn, which was run by James Carter. Then Peter McLean set aside one acre of land for a church at Belivah. The building was 32 feet by 16 feet. It was formally opened with a church service on Sunday 10 November 1872. A fund raising Tea Meeting was held on Friday night 8 November with lectures from Rev. E Griffith, S Savage, J Hausmann, and Henry Jordan. Peter McLean acted as the Congregational Agent until he returned to Brisbane in 1883. McLean was elected MLA for the Logan Electorate in 1878, and briefly held the position of Secretary for Public Lands in 1879. He remained the local member until 1883. The church languished without his input and closed not long after that.

Other local settlers included Robert and Thomas Learmonth who owned land here from around 1876. Another early settler here was Richard Gannon, a timber getter, who settled here around 1874. Gannon's Creek is named after him. Timber-getter George Bowser took up land here around 1869 and also had land in the Cedar Creek area. Wesleyan Church was built on his Cedar Creek property in 1871, so it is unclear as to which location he lived.

Berrinba:

This small suburb which lies less than a kilometre from Logan Central was part of Greater Brisbane since its formation in 1925. Prior to this it was within the boundaries of the Waterford Shire. Berrinba comes from the Aboriginal word meaning “to the south” and was officially named in 1971.

Although Logan City and Brisbane City Council agreed to transfer the land to Logan in 1979 and the boundary amendment proposals were forwarded to the State Government in 1993, approval for the amendment did not take place until January 1997. Berrinba was considered to be geographically and administratively remote from Brisbane City. Brisbane City Council did not provide sewerage and other services to Berrinba, yet it was contiguous with the built up areas of Woodridge and Logan Central. Locals utilised many of the services offered by Logan City Council. Schools in Berrinba included Woodridge State High and Berrinba East Primary School which were mostly patronised by students from the Logan area.

Land use in this rural residential area has included grazing, dog kennels, truck depots as well as schools and churches. Quarrying was carried out in Gilmore Road. Part of Scrubby Creek was sand mined in the past and despite the changes this made to the creek, it has still been identified as having high environmental and recreation value.

In June 2006, Logan City Council launched a major entrepreneurial project combining the protection and rehabilitation of the significant area of wetlands along Scrubby Creek in Berrinba, and the development of the South West Enterprise Park; the latter to be developed between the wetlands and Browns Plains Road, opposite the Crestmead Industrial Estate. An important component of this scheme has been the formalisation of Logan’s first Cultural Heritage Management Plan with the Jagera People, which ensures that indigenous cultural heritage values are respected during the development and construction phases. Recreational boardwalks, walking trails, canoe trails, along with flora and fauna corridors, are amongst the proposed options to complement the clean, green mixed industrial precinct that is expected to eventually create two thousand new jobs in the area.

Bethania:

On the eastern side of what is now Station Road, a large property of 330 acres was taken up by Pastor Haussmann to settle a group of Germans who had arrived in Brisbane between August 1863 and January 1864. On 23 February 1864, 22 families came to the Logan on the steamer *Diamond* and, despite the initial hardship of floods, established a strong agricultural community. They lived alongside each other on allotments ranging from five acres to more than 40 acres.

By September 1866 the *Brisbane Courier* reported a vibrant little township with church, graveyard, schoolhouse, blacksmith shop, brick kiln, joiners and wheelwrights. The area was locally known as German Pocket. The first church was a slab building. Pastor Haussmann sold his Bethania land in 1866 and moved to a sugar plantation on the Albert River, where he established the Evangelical Lutheran Church of Bethesda, with the intention to minister to the Aboriginal population.

Pastor Hellmuth came to the district in 1867. During 1868 German families spread throughout the district, establishing settlements at Alberton (Elkana), Eagleby (Philadelphia), Pimpama and Carbrook (Gramzow). While the maintenance of German religion and culture were important to these newcomers, they quickly established relationships with their English and Irish neighbours. Joel Hinchcliffe married Mrs Thumm, whose husband had died suddenly in 1865. Matthew and

Verdon Hinchcliffe taught English to the German settlers to assist them in their everyday affairs. Once the school was established at Waterford in 1871, the children attended the German School from 8 am till 9.30am and then went to the Waterford School.

A new brick church, which remains on site, was constructed in 1872 from locally made bricks, timber and shingles. Andreas Holzheimer made the bricks and the timber for the pews came from Henry Jordan's sawmill at Tygum. In 1878 a substantial brick house was under construction for the new pastor who was to replace Pastor Hellmuth who had gone to Maryborough in 1876. It was noted that the Germans did not utilise the river boats to take their goods to market, preferring to carry them by wagon and save the freight costs.

Another notable resident was Johann Gottlieb Schneider. He originally established a primitive blacksmiths shop that he operated at night while clearing and farming his lot on the river at Bethania. He is credited with constructing the first German wagon for a Brisbane client in 1864. In 1880 he bought the sugar milling equipment from the Lahey family, who had purchased the mill on Henry Jordan's Estate at Tygum. Schneider's mill was built on the south-eastern outskirts of the township of Waterford. It was the cause of major pollution to the district in 1883 when locals complained that skimmings from the mill during crushing were allowed to flow into the creek, the odour causing illness to the local residents. It was later converted to a sawmill and a railway siding was provided here in 1899.

The railway to Beenleigh brought new prosperity to Bethania, with the Station Master, George Jones, acting as Post Master from July 1885. The line took on greater importance in September when Bethania became a junction for the line to Logan Village. The bridge was washed away in the flood of 1887 and rebuilt in March 1888. The new bridge was built on concrete piers with timber trusses with steel girders. Shields were added to the trusses to streamline the water flow in flood times. Despite some repairs following attack by cobra worm in 1894, the bridge remained in service until 1972 when a pre-stressed concrete bridge replaced it.

Refreshment Rooms were established at the Bethania Junction and in 1908 the establishment obtained a liquor licence. This stopover provided a chance for travellers to partake of various food and beverages. Proprietor Charlie Goll offered leading brands of ales, wines, tobacco, soft drinks, tea, cakes and sandwiches. This may have been a short lived operation because the official Bethania Refreshment Rooms opened by the railway department began in 1914. The facility also provided employment to many young ladies of the district.

In 1964 a re-enactment of the arrival of the German settlers was held and a plaque was laid at Eden's Landing by the Queensland Women's Historical Society.

In more recent times the alluvial sand deposited in Bethania by Logan River floods has been mined for the sand and gravel industry. Logan River Sands Pty Ltd dredged the river near Duck Island between 1985 and 1989 and the processing plant was located on the island. A disused barge remains in the river at the southern tip of Duck Island. This mining operation was limited by the fact that material had to be removed via Station Road, and the Albert and subsequent Gold Coast City Councils limited this traffic. Station Road is essentially residential, with poor access on to Kingston Road. The sand extraction business was superseded by a garden supply business.

Boronia Heights:

This suburb lies to the west of Park Ridge. This region was known as the Logan Ridges through to the early 1890s. The residents here were responsible for the construction of the first school in Park Ridge. When they wrote to the Department of Public Instruction in 1893, requesting a provisional school, they described themselves as mostly Yorkshiremen who had taken up land together, built comfortable cottages, fenced paddocks and gardens and had bought considerable areas of land under cultivation. They were prosperous enough to build the school with no government assistance. Timber getting and farming were the main industries during the 1890s with Mr Cordingley operating the blacksmith shop. The school was situated between Rosia Road and Hillcrest Road. The building was completed in April 1895. Unfortunately they omitted ant caps from the stumps and the white ants took over. This school was abandoned and a new site was chosen closer to Browns Plains. The disused Browns Plains provisional school was moved in 1913 to the new site, which the school occupies today.

Boronia Heights was gazetted as a suburb in October 1991 and was named after the first residential housing estate in the area.

Browns Plains:

Browns Plains was used as a place name as early as 1840 by surveyor Robert Dixon. The area was initially used for grazing cattle which provided meat to the convict settlement of Moreton Bay. From 1863 onwards, the coach route to Casino (NSW) passed through Browns Plains. Land began to be taken up from the mid 1870s.

George Stretton established a post office and accommodation house in 1872. The 1876 Bailliere's Gazetteer listed Browns Plains as "a postal centre of an extensive agricultural and pastoral district" with a population of 30. George Stretton's hotel was licensed in 1876. The area was described as elevated and broken into hilly ridges of sandstone and carboniferous materials. The climate was described as healthy and heavily timbered and the soil light and sandy.

A provisional school was established in 1878 with Mrs Catherine Haynes as the first teacher. This school was financed through subscriptions from local residents. A new building was erected by Mans Stjernquist in 1900 at a cost of £110/10. This school was closed in 1902 due to low attendance, because of the major drought at the time.

Prominent early settlers included John Orr who owned the triangular pocket of land between the junction of Middle Road, and the Mt Lindesay Highway. George Stretton married Emma Webber and her brother Thomas Webber was later in charge of the Browns Plains Post Office. Other prominent settlers included the Ansells, Sideys, Goostreys, Mayes, Cronks and Johnsons. Most were timber getters or shingle splitters.

By the turn of the century, the population of the area had grown a little and residents were beginning to show diversification in their occupations. As well as farmers the area also boasted a blacksmith, basket maker, carpenter and storekeeper. In 1913 the school building was relocated to Park Ridge to replace the old school there, which had succumbed to white ants.

Throughout the early twentieth century, the Browns Plains area maintained its largely agricultural character. Timber getting, continued in the district until the 1950's and 1960's, and sand mining created a string of artificial water holes along Scrubby

Creek. A post office and store opened in 1956, with the post office named Brownsleigh.

By the early 1970's reticulated water was installed land developers had realised the area's potential and were starting to move in. The first housing estate in the area was called Ranchwood Hill and consisted of quarter-acre blocks situated just behind the Browns Plains Hotel. The developer was Alfred Grant. At that time the area was considered to be too remote and the bulk of the land was sold to New Guinea investors. The Browns Plains Tavern opened in 1976, a century after the first hotel had opened. New shops were constructed on the corner of Browns Plains Road in 1980, including a new post office. The place name reverted to Browns Plains. It was then further divided into other suburbs such as Regents Park, Hillcrest and Heritage Park which were originally known as Browns Plains. A library was located adjacent to the Greenbank RSL in 1993, and major shopping Centre, Grand Plaza, opened in 1994. A new library was built in Grand Plaza Drive in 2003 and the shopping centre was substantially extended in 2006.

St Bernadine's Catholic School opened in 1982 followed by the Browns Plains State School in 1983, Browns Plains High in 1985, Boronia Heights School in 1990, Regents Park State School in 1994, and Yugumbir State School in 1996. A new college opened just north of Browns Plains in 2006 named Stretton State College.

Buccan:

Two of the early settlers in Buccan were James Williamson and his brother-in-law Mr A. Fraser. Williamson arrived in Moreton Bay in 1863 and initially went timber getting in the Richmond River District before selecting land with his brother-in-law on the Logan River, south of Bethania. He initially grew cotton, but soon abandoned that activity when bollworm attacked his crop. James Williamson was the first chairman of the Divisional Board and was a member of the Waterford School Committee for many years. He was a Justice of the Peace and was made life member of the Beenleigh Agricultural and Pastoral Association in 1915, after many years of service. His property was located near Malling Street.

Carbrook:

Carbrook lies between the Logan River and the southern border of the Redland Shire and is east of Mt Cotton Road. German immigrants who had previously lived in Bethania from 1864, moved here. Christina Kruger was the first to settle the area in 1867, closely followed by Herman Meissner, Wilhelm Collin, Carl Haberman, August Fischer and others. They named the area Gramzow after a village in their homeland, Prussia. Many other German families settled in nearby Mt Cotton and Redland Bay.

The local residents banded together to fund a church, which was built by Mt Cotton resident August Von Senden in 1876. The church was brick and timber construction and was situated on the corner of Wuduru and Mt Cotton Roads, which is now part of the suburb of Cornubia. The winding road opposite bought Redland Bay residents to the church and is known as German Church Road. A cemetery on the site is the only remaining evidence of this important community centre.

Lessons were held in the church for local children until the school was established in November 1877. Again the facility was shared with neighbouring district of Mt Cotton.

Cotton growing was the first industry in the area and this was followed by sugar. A sugar mill was built on the western side of Skinners Reserve in 1872. It was known

as the Logan Sugar Factory and was owned by Waterford resident, Charles Wilson. In 1884 the mill was sold to a consortium of local German farmers who ran it until 1887, when it was offered for sale. River transport was important and a wharf reserve was gazetted on the river on an extension of Mt Cotton Road in 1887. The wharf had existed unofficially since the establishment of the Logan Sugar Factory.

The 1887 flood caused massive damage to riverfront properties, including the destruction of cane crops. The Alberton Ferry, which had been washed away in the floods was relocated here in 1889 for a short time.

A new sugar mill owned by Musch and Appel operated at Gramzow from 1905 until 1926. During World War I the name of the area was changed to Carbrook, due to anti German sentiment in Queensland generally. The Gramzow Post Office was taken away from August Stern, renamed and given to another resident of non-German descent.

Farm produce in the region included the growing and milling of arrowroot, bananas, pineapples, grapes, citrus and tobacco. Other industries include August and then Rudolph Bahr's blacksmith shop from about 1910 until the early 1930s. Musch and Appels' sugar mill was converted to a sawmill in the mid 1930s and operated until 1941. Arrowroot was also grown in the region with Herman Lehmann operating an arrowroot mill from 1918. He turned to timber getting during the 1930s as did many others in the district.

Carbrook still maintains its rural atmosphere and much of the area is rural residential land. Areas for recreation include the Carbrook Golf Course and the Aquatic Gardens Water Ski Centre. Sand and gravel mining along the river is a major industry, although large areas of wetlands in the area have been reserved as conservation parks. A new private school, Calvary Christian College operates not far from the Carbrook Primary School. Kimberley College relocated from Mt Cotton to establish its campus in Kruger Road in 2003. The original Carbrook school is now owned by the Logan City Council and has been heritage listed.

Cedar Creek:

Timber getter Jessie Daniells was probably the first European to establish himself in the region. He initially migrated to Victoria aboard the *Tudor* in 1857 and worked Geelong learning the timber trade. He and wife Charlotte and 3 young children moved to Queensland. Jesse worked briefly at a Pimpama cotton plantation during 1863, before establishing a timber mill there. In 1864 he moved the mill to Cedar Creek, where he prospered and remained for 25 years. His property was known as 'Rodborough Farm' which served as the centre of hospitality for local timbergetters and was located opposite the Luscombe rafting ground. He later relocated to Canungra.

David Veivers was one of the early settlers to this region, having arrived in Brisbane in 1859 and then was involved in timber getting in the Nerang District with his two brothers. He then selected land with a frontage to the Albert River, and continued to expand his landholdings until he had several thousand acres. Veivers was an original member of the Waterford Divisional Board and a founder of the Cedar Creek School. He had established his dairy in the 1870s when most other farmers were still growing sugar. He was a shareholder in the Queensland Co-operative Meat Export Company and the Kingston Butter Factory. His property was known as Park House and the family cemetery remains on the property.

A Wesleyan Church was built here in 1871 on the property of Mr Bowser. The Cedar Creek School opened in 1874.

David Viever's grandson Alf married Jesse Daniells' daughter Charlotte in 1896 and they lived in the old Daniells house at Cedar Creek.

On the east side of the river is the suburb of Luscombe, which was the original name of Isaac Shaw's property. Fred and Isaac established a sugar mill in 1885 and during their first crushing, was handling three tons of sugar per day. Presumably they were hard hit in the floods of January 1887 because the property was up for auction in March. Shaws also had a seaside property north of Southport called *Labrador*, which later became a hostel.

Chardons Bridge on the Upper Albert was washed away in the floods of June 1903 and the Luscombe Bridge was extensively damaged.

The Cedar Creek Hall was built in 1913.

Chardon's bridge was washed away in the flood of March 1946 and a new one opened in early January 1947. Fortunately it did survive the floods of late January and mid February 1947.

In 1984 rock quarried from Cedar creek was used to build the Southport bar.

A new industry was developed in 1986. The Doertelmann family established a crayfish aquaculture business near Luscombe Weir.

A new building was added to the school in 1981 and again in 1995. It celebrated its 125th anniversary in September 1999.

Cedar Grove:

Cedar Grove and Cedar Vale are in the same region to the south of Jimboomba. When the Beaudesert Railway was built in 1888, the station here was known as Cedar Pocket. Much of the land to the west of Cedar Pocket was originally selected by the Markwell family, some of which was later purchased by William Geddes. During the 1887 flood Mr Geddes lost 20 brood mares with foals, as well as one house with fencing. His daughter Susanna had married William Henry Couldrey in 1872. Couldrey purchased the Ageston sugar plantation on the Logan River in 1868. He was already the owner of the Phoenix and Smithfield mines in Gympie and an active member of the Gympie Community. He employed a manager at Ageston and continued his interests in Gympie and was the first Chairman of the Gympie Divisional Board. In mid 1891 he moved to the Geddes property at Cedar Pocket. He immediately began erecting a cheese factory. By December 1892 the factory was in full swing with 20 farmers supplying it with milk. This was located at the intersection of Couldrey Court and Cedar Grove Road. In later years it was operated by Reg Couldrey, son of William and Susanna Geddes. In 1915 the land was cut into 30 blocks and auctioned.

In 1979 the Big Country estate to the west of the old Cedar Pocket station was subdivided into 4-5 ha rural residential lots. Prices ranged from \$9,900 to \$15,690.

Cedar Vale:

The Harrison Family is synonymous with Cedar Vale and their grand house known as *Broomfield*. George and Susan Harrison sailed to Melbourne aboard the *Gypsy Bride* arriving in 1860. Their first child Sam was born on the voyage. They initially went to Ballarat where their second son William was born, and then to Bendigo. George's

sister Mary and her husband Samuel Heathwood had sailed to Moreton Bay in 1856, and the Harrisons then joined the Heathwoods in Brisbane working together in the shingle industry. In 1869 he selected the property at what is now Cedar Vale. He then purchased a further 238 acres in 1873 at Veresdale Scrub and the adjoining block of 88 acres shortly after that.

The first home built on the *Broomfield* block was a slab hut, which was replaced in 1887 by the current home which is a landmark on the Mount Lindesay Highway. Timber from the property was milled for the purpose and the only remnant of the slab hut was the kitchen door. The location of the house made it a popular stopping place along the road for weary travellers in the early days and Susan Harrison was well known for her hospitality. Unfortunately she died in her early 50s, still with young children still in need of caring.

Timber on the property included cedar, silky-oak, pine and hardwood. When the railway was constructed in 1888, the nearby station was called Cedar Pocket.

In 1958-9 repairs were undertaken by Irvine King, the great-grandson of George Harrison and again timber from the property was used. The high ceilings in some parts of the house were lowered and the original kitchen wing has been altered.

Chambers Flat:

The original pastoral leases in the upper Logan district were issued from the early 1840s. These were issued outside the fifty-mile radius of the Brisbane Township and initially comprised twenty square miles. John Chambers took up three adjoining lots in the region now known as Chambers Flat in 1848.

Residents of the Chambers Flat area established a school in the home of John Garsden in 1872. This was a short lived venture and a provisional school was established in Stockleigh from 1873. The school was built to service families on both sides of the river. A new building was constructed in 1877. A further school building at Stockleigh was constructed by Mr Leitzow in 1899. At the same time residents of Chambers Flat sought to have a school on their side of the river. A provisional school was built in June 1890. It was attended by children from the Holloway, Hayes, Marks, Carter, Robinson, Miller and Lowenthal families. The school was situated near in Holloway Road, near the corner with Chambers Flat Road. At that time Holloway Road was known as Browns Plains Road and linked via Lowenthal Road up towards the current Trulson Road. The school closed in 1921.

Cornubia:

This is a relatively new area of urban subdivision adjacent to Carbrook in the watershed of California Creek and the Logan River. Much of the land was originally owned by the Wagner family through to the 1890s. William Tabb bought this property in about 1894 and continued to run it as a dairy farm for about 10 years. The homestead was built around 1905. During the 1920s under the ownership of the Taylor family the property was named Cornubia Park. It was located in the area between the current western boundary of the suburb and California Creek Road and West Mt Cotton Road and totalled 16,000 acres. Timber getting, dairying, and the growing of corn oats and barley were the main activities carried on here.

In September 1934 the land was purchased by the Jessens who changed the name of the property to Cornubia after members of the public often arrived for picnics, believing that Cornubia Park was for general usage. The Jessens continued timber getting and the logs were used for house stumps, power and telephone poles, mine

props, railway sleepers and fencing. Dairying was also important and the Jessens grew fodder crops for their cows. Cream was sent to the Kingston Butter Factory. The land was sold to Alfred Grant in 1956 and was subdivided into smaller lots. Part of this old property has been jointly purchased by Logan City Council and the Queensland Government because of its environmental significance. A nature reserve has been designated in California Creek Road along the creek.

Facilities in Cornubia include the Mt Cotton Driver Training Centre, the California Creek Golf Course and the Cornubia Park Sports Centre. St Matthew's Catholic Primary School opened in 1984 and Chisholm Catholic College opened in 1992. The first Lutheran Church of the area was located next to the cemetery on the corner of Wuduru and Mt Cotton Roads. It was built in 1876 (see Carbrook).

Crestmead:

The area which is now Crestmead was originally taken up by a number of Swedish settlers in 1885. The first group arrived on the *Chybassa* in January 1885. Måns Stjernqvist, a farm labourer, his wife Nilla and their seven children travelled with Per Swensen and Måns Trulsen, also farm labourers. The *Chybassa's* second voyage to Brisbane in October that year bought two Swensen families. Mattis and Johanna and their eight children, and Matis's brother Suva, wife Johanna, and three children, all travelled together. Their youngest child was born on the journey and named Godfrey Chybassa. The Swensens were accompanied by Peter and Johanna Abrahamsen and their four young children. A survey office plan dated June 1886 notes that the region occupied by these settlers, in the vicinity of Bayliss and Green Roads, had poor sandy soil, thickly and heavily timbered with oak, gum, and stringybark. The area was criss-crossed with timber-getters' tracks and there was one house at this time, which was located between Green Road and Hubner Road.

Måns Stjernqvist took up land, which is now the Crestmead industrial estate, in December 1885. His eldest son Nils apparently worked as a wheelwright for the mail coaches that frequented the area at the time. In 1886, Peter Abrahamsen, Suva Swensen, and Matts Swensen took up leases together. All grew oats, maize, potatoes and turnips and grazed cattle and horses. Måns Trulson took up land to the east of Stjernqvist in January 1887. He had a slab house with a shingle roof in the vicinity of the current location of St Francis College, Crestmead. He had three acres stumped and ploughed when his selection was inspected in 1892. Peter Abrahamsen's wife Johanna died in December 1887, leaving him with four young children. He remarried in 1898, to Inger Andersen, widow of Anders Andersen

Later residents of the area, John and George Hubner, initially took up Agricultural Farm Selections around 1893, but later forfeited and reselected these with adjoining parcels of land as Agricultural Homestead Selections. John Hubner established a flourishing estate on his property straddling Lindenthal Road at Park Ridge. When he had difficulty making a payment on his lease in 1903, he wrote to the government stating that he had a six-roomed sawn timber cottage, with a veranda, detached kitchen, underground cellar and a fireplace. The property included a toilet, fowl-house, three acres of garden with four hundred fruit trees including apples, plums, peach and orange trees. He also had pineapples and bananas planted, and a cow yard and calf pen. Presumably the severe drought of that time had led to some difficulty in making payment. Many people left the area during this drought, and numbers at the Browns Plains School fell, so that the school had to be closed.

The area remained in use for grazing and timber getting for many years to come, until the urban subdivisions of the late 1970s began. An Industrial Estate opened on the property originally owned by Mans Stjernqvist in 1981. One of the housing estates was known as Crestmead. Despite Beaudesert Shire initially allocating the

unofficial placename of Hubner, Crestmead was eventually gazetted in 1987. The Crestmead State School, was called Hubner during construction, but was officially named Crestmead when it opened in 1984.

Daisy Hill:

Daisy Hill lies to the north of the South East Freeway where urban subdivisions nestle into the hills of the Daisy Hill State Forest. The earliest European settlers in the area were the Dennis Family. James and Mary Anne (nee Markwell) Dennis selected 60 acres in 1868 and by 1882, had over 800 acres. The property now known as Daisy Hill, was part of Dennis' Oakey Mountain estate. This was later farmed by James' grandson, Alf Shailer. It is thought that the daughters of the Dennis family named the area because of the daisies that grew on the hill.

Other important early settlers were the Usher family who owned the land in the vicinity of Usher Park which was dedicated in 1977. The Ushers first settled in the area in the mid 1880s and called their property Norwich Vineyard. They grew grapes and Thomas Usher produced wine for sale. He also kept bees and grew many varieties of fruit. The Winnett family came to Australia on the same ship as the Ushers and moved to Slacks Creek a few years later. Elizabeth Winnett was teaching at the Slacks Creek School from the late 1890s through till about 1912. George Winnett was secretary at the Kingston Butter Factory from 1920 until the late 1930s. During the 1920s quite a little community had developed in Daisy Hill with Tom Harris' butchery, Fred Mollinhauer's blacksmith shop, William Howcroft the plumber and Watts timber hauling business supported mostly by farmers and fruit growers. By 1925 Syd Floate had taken over the butchery and his wife was the post mistress. Many more timber getters had moved to the district in the late 1920s and early 30s including Charles Ford, Alex Mullins and Alf Harrison. By 1940 Syd Floate was operating a carrying business and Mr Holzheimer had opened up a garage.

The Daisy Hill State Forest was originally gazetted as a timber reserve in 1874 and in 1917 was declared a State Forest. During this time the forest overseer managed the forest so that logging caused minimal damage to surrounding timber. Many ironbarks were felled to provide electric light poles. Other varieties include red ironbark, grey ironbark, white stringybark, tallow-wood, red mahogany, swamp mahogany, spotted gum, brush box, and grey gum. The forest was also used for honey production, gold mining and grazing. The goldmine was started in 1934 with a shaft of 425 feet sunk along the southern boundary of the forest. In 1986 it was declared the first State Forest Park in Queensland.

Eagleby:

Local legend suggests that some early settlers asked a local aboriginal what his people called the eagles nesting near the mouth of the Albert River. He replied "Eagle be Mothchya" and the name stuck.

The southern most sections of Eagleby were part of the original survey for the town of Beenleigh, which was never more than a wharfage location. When the main south coast road was altered to bypass this township in the mid 1860s, its fate was sealed. The survey however remained, and is represented by Logan and Albert Streets and their cross roads. Eagleby was then another farming community established as part of the initial German settlement of the region. It was originally known as Philadelphia. St John's Church, Philadelphia, was built in 1876. The old town subdivision was not utilised at the time and development occurred on the rural properties, with the church located on Herses Road. The first mail office was established at Oppermann's farmhouse in July 1882.

Heinrich Phillip Oppermann operated a sugar mill at that time which was a co-operative arrangement amongst a group of 15 local German farmers, and which was never registered as a company. The company had formed in 1881 and each farmer had about 10 acres of land. They had agreed not to employ kanaka labour and successfully worked the farms using only family labour. Some of the partners in this venture included Wilhelm Pinnow, Fritz Severin, August Fischer, Christian Herse, Wilhelm Rose and Matis Krebs. Another co-operative mill, *Rosevale*, began operations in the mid 1880s, possibly as a breakaway group from the original co-operative. It was described as the companion mill to Oppermann's and was managed by Matis Krebs and Albert Rose.

The 1887 floods had a devastating effect here, as it did elsewhere. Most cane planted in Eagleby had washed away and new cane planted later in the year did not sprout due to the subsequent drought. Oppermann's wharf and storage sheds were washed away. Nevertheless, the Tingalpa Divisional Board saw Eagleby as a better option for the relocation of the Alberton ferry, following the destruction of the ferryman's house and the destruction of the ferry approaches and wharf. In December 1887 the Board lobbied the Beenleigh Divisional Board to establish a ferry between the Gramzow reserve and Oppermann's.

By 1889 only 100 acres of Eagleby land was under sugar and farmers had diversified into growing maize and fodder crops. Oppermann's also had a small dairy.

The Eagleby School was established in 1906, with a festival to mark the occasion held on June 15. The building was constructed by Mr Krebs of Beenleigh who failed to comply with the specifications and was subsequently barred from future building for the Department. Despite the initial construction problems, the opening day was a huge success with the school committee congratulated on the fine building they had erected.

The Tingalpa Divisional Board appears to have made an inquiry to the Marine Board regarding the legality of a ferry at Eagleby. In December 1908 the Marine Board replied that no applications had been made. By October 1911 Messr Krebs and Co who operated the *Rosevale* sugar mill in Eagleby Road sought permission to operate a ferry between their mill and Gramzow. Tingalpa Shire expressed concern over the viability of the Loganholme Ferry if this was introduced. However, they requested a plan of the proposed sugar plantings and the formalisation of a lease agreement. It would appear that this took some time. By December 1915, it was noted that the Loganholme ferry takings were up, despite the fact that cane wagons were no longer using it. Presumably this meant that the Eagleby Ferry was up and running, either officially or unofficially.

Interestingly John Burke and Sons, steamer operators, had built a new wharf at the Mt Cotton wharf site at Gramzow in September 1910. Presumably, Krebs would utilise this in his cross-river venture. No evidence of any formal arrangement with the local councils concerning the ferry at this location has been located, although there is no doubt that it operated. Krebs *Rosevale* Mill appears to have ceased operation around 1918. The Eagleby Sugar Company, originally started by Oppermanns, continued to operate and was run by Christian Herse in the 1910s. In 1933 the management requested that a road be built in the Carbrook reserve leading to the Mt Cotton wharf. This would indicate an ongoing use of the cross river ferry at this point. Arthur Kruger recalled much river traffic to the sugar mill in the crushing season during the 1930s. The mill was clearly visible from Kruger's house and the reserve, and was located at the intersection of Wharf Road and Eagleby Road. This mill survived until 1943.

Other cross-river traffic was of the religious and cultural kind. Families from Gramzow (Carbrook) would come across the river by boat to attend church in Eagleby. Children received religious instruction when preparing for special events like confirmation. Pastor Thiele also taught the local children German language in the years leading up to WWII. Other locals on both sides of the river were involved in the Eagleby brass band and the church choir.

Declining attendances at the Eagleby State School at 133 Eagleby Road, saw it close in 1968 and the building purchased and used as a home. A new school, The Eagleby South State School was built in 1978. It was officially opened by Russ Hinze on 29 July. Urban development in Eagleby in the early 1980s led to a need for community services. The Eagleby Self Help Group was formed in 1981 and by September 1982 it became the Eagleby Community Association. Together with the Albert Shire Council, the Association was able to facilitate the construction of a Scout Den which opened in 1982 and a swimming pool and community hall which were completed in 1983. In partnership with the Playground and Recreation Association the group worked for the establishment of the Olivers Sports Complex, which includes a cricket oval, Little Athletics Oval, baseball diamond and netball court.

In 1982 the construction of the Twin Rivers Tavern commenced. It opened in December 1983. By April 1984 the tavern was auctioned to cover the \$4million in debts incurred by its builder. It was purchased by the Beenleigh Rum Distillery, but only so it could procure the liquor licence to utilise at Moran's Wharf on the Albert River. It was again auctioned in March 1985 without the licence. Later that year it was marketed as the Twin Rivers Business Centre able to handle warehousing, packaging or computer industries. The site was purchased by Driza-bone in mid 1987, which transferred its manufacturing enterprise from Sydney and trained local women as machinists.

In 1986 a half acre site to the south of Eagleby State School, was set aside as a kindergarten and child care centre. Also at that time the Albert Shire Council approved the construction of stage one of a children's playground behind the swimming pool in Bishop Street. It opened in time for the Christmas holidays and was operated by the Playground and Recreation Association of Queensland. A new primary school was needed by this time and it was built during 1987 and opened officially in 1988. Later that year, Coles opened a supermarket as part of a major shopping centre in Fryar Road.

In 1995 a new footbridge over the Pacific Motorway was constructed between Fryar Road and George Street. At that time the old footbridge built in the late 1960s

In 2003 land was set aside adjacent to the Olivers Sports complex to establish the Eagleby Wetlands. Boardwalks and woodland tracks were built and developed tourism, recreational, educational and employment opportunities.

Edens Landing:

The suburb of Edens Landing was developed by Leighton Holdings in 1984-5. It was originally called Holmview Heights. It is named after early Waterford resident, Henry Eden, and was gazetted by the Place Names Board in November 1985.

Henry Eden was involved in the timber industry in the 1860s on the Logan River. In 1865 he wrote to the government to ask for permission to establish a punt and ferry boat. The ferry reserve was proclaimed on 23 November 1865 near the site of the current bridge. Eden had purchased four acres from Patrick Leo earlier that month, on the Beenleigh Road between Loganlea Road and the river. Eden was successful in obtaining the lease on the ferry on 24 November. He then ran another Ferry at

Loganholme, further downstream from the current bridges, in 1866 on the property of Mr Buchbach. It was known as the Lower Logan Ferry or Holmes Ferry. By January 1869 Eden was pursuing timber interests in the Tweed River region and Mr Grimley had taken over the Upper Logan Ferry (Waterford). Grimley in partnership with Cox, ran the ferry and also established a cotton gin, maize mill and a small cordage works nearby. Grimley got into financial difficulties by the end of 1869, leaving Eden to resume responsibility for the ferry.

Eden moved to the Tweed River in the early 1870s. He selected land on the north bank of the river and built a small cedar house he named *Ostia*. He operated a shipping service which transported cedar from the Northern Rivers district to Beenleigh mills. A further land selection in the Currumbin Valley was named the *Garden of Eden*, which was located on the border crossing above Murwillumbah. He later returned to England to take up his inherited title of Viscount Eden.

The area was settled in the 1860s, with significant early settlers including Wilson Holliday and his family, who were involved in dairying and cultivation, on their property *Sherwood*. He became the clerk for both the Waterford and Beenleigh Councils during the time that they shared an office in Beenleigh in the 1880s and early 1890s. In 1869 a small Wesleyan Church was built on his property. It was opened on 22 March by Reverend Isaac Harding, and later moved into Beenleigh. Rev Harding was relocated to Pimpama, where another church was built on land donated by Henry Jordan's family.

A map accompanying the request for the Waterford School indicated that apart from the Hollidays and the Berndts (who lived on the western edge of Bethania), there were five other settlers in the Eden's Landing area in 1870. In fact the area was well settled as early as the mid 1860s with both German and English farmers who grew maize, and potatoes, and experimented with tobacco growing. In 1865 a pedlar Henry Bode was murdered by the occupants of a small hut on a property to the west of Holmview Road. Evidence presented in the subsequent murder trial, by property owner Alexander Beaton noted a landing place for boats in this vicinity, where the water was deep. Correspondent to the *Queenslander* in 1866 noted that Eden ran a ferry in this vicinity also.

The area remained a farming area until well into the late 20th century. The upgrade of the train services in the 1980s led Leighton Developers to pay for a station at Eden's Landing, which opened in January 1986. The Edens Landing State School was opened in 1997.

Forestdale:

Forestdale is a recent rural residential development to the west of Browns Plains along Johnson Road and to the north of the Greenbank Military Camp. The name was given by the developers of the estate and the Post Office adopted Forestdale as a mailing address in 1981. Council approved the name change in May 1986 and it was gazetted as a place name in June 1987.

Greenbank:

Greenbank was settled very early in the 1840s. Peter Jackson and Jack Slack ran a horse trading business in South Brisbane. Jack Slack originally leased land in Slacks Creek, to run horses. Slack's brother William later selected land at Slacks Creek, while the Jackson and Jack Slack partnership selected at Greenbank. William married Mary Ann Skyring, his neighbour's daughter, in 1857 and had eight children.

When William died in 1874, Mary Ann then married Peter Jackson and remained in Greenbank.

A further selection at Greenbank was that of Adam Moody's know as the Apple Tree Run, or the Leaning Apple Tree Run. Moody apparently used to lead kangaroo hunting trips for the VIPs of Brisbane.

Another notable settler along Beaudesert Road was Richard Talbot Wynne. He had come from Ireland as a child and when his father Robert died in 1866, the fifteen year old Richard became head of the family, which included his mother and two sisters. While keeping the family farm going, young Richard also sought work at Henderson's property at Jimboomba. He worked for Hendersons until he was thirty and then devoted his energies to his family property of *Willowbrook*. He married Ellen Slack, daughter of William and Mary Ann. Richard Wynne's sister Frances married Dan Slack, son of William and Mary Ann, and brother of Ellen. Wynne's business interests revolved around cattle grazing, dairying and horse breeding. The Slack Brothers, Dan, Jack and Will, were well known as brumby hunters in the area between The Blunder on Oxley Creek, to the border ranges.

Dairying, farming and timber getting were the main industries in the region from the 1880s. At that time a hotel existed on the corner of Teviot Road and Pub Lane and was used as a changing station for the Cobb and Co Coaches en route to Beaudesert via the Old Paradise Road between Acacia Ridge and Jimboomba. The first Post Office was located in the triangular lot between New Beith Road and Old Greenbank Road. The hotel was named the Teviot in the early 1900s, but its licence was allowed to lapse following the withdrawal of the coach service in 1924.

In the 1890s the old Greenbank Station was being subdivided into farming estates and the locals lobbied for a school. A public meeting was held at the Greenbank Post Office in February when Archibald Jackson, the receiving office keeper for the mail, was elected secretary of the school committee. William Moody and William Slack were elected members of the building committee. Many children attended the North Maclean School which was five miles away. Archibald Jackson complained that his children had to leave at 7 am to walk to school and did not return home until 6 pm. They were constantly tired from walking and he felt he would have to keep them at home. A school needed to be built in Greenbank and at that time there were five families with nineteen children in the area, many of whom were attending the North Maclean School. William Slack leased the school site to the Department of Public Instruction at a cost of 1/- per annum. Tenders were called for the construction of the school, but in the meantime the local sawmill owner increased the price of timber, which meant that tenderers could no longer build for the price quoted. Eventually the school was completed by volunteer labour and classes began in January 1893. It was declared a state school in 1912.

The Greenbank School closed between 1943 and 1950 due to insufficient pupils.

In 1906 following the increase in tick fever, three private cattle dips were built in the Greenbank area

A Railway League was established in Beaudesert in 1914 to lobby for a standard gauge rail link between Kyogle and Beaudesert. In March 1921, the New South Wales Public Works Committee met in Casino and called many locals to give evidence. A lack of transport was the main hindrance to the development of northern New South Wales. The rail from Sydney only went as far as Murwillumbah. While pig raising was an important off-shoot from dairying, pig farmers who sold to Queensland meat companies, had to rail the pigs to Murwillumbah, walk them to Tweed Heads and then rail again to Brisbane. The construction of a direct rail link across the border

would improve this and other industries, including dairying, cattle and timber. For many years the continual vacillation continued as to whether a road or a railway connection was to be built linking Beaudesert with Kyogle.

Eventually the railway was approved and, in June 1923, the Queensland Government announced the plans for an extra platform at South Brisbane to accommodate the interstate line. The survey party began work near Beaudesert, although it was apparent that the new line would not pass through the township.

The railway was completed on the Queensland side in July 1929, with the construction of the tunnel on the New South Wales side taking a bit longer. The line opened in 27 September 1930. It was jointly funded by the Commonwealth, the New South Wales Government and the Queensland Government. Completion of the link via Grafton to Sydney would have to wait until the completion of the Clarence River Bridge, which was expected to be completed in eighteen months time. This would further open up southern markets for Queensland fruit and vegetable growers and meat producers.

The new railway posed some problems for local graziers who usually drove cattle to Brisbane Markets along Teviot Road and Paradise Roads. The railway department installed gates across the line, but farmers had to be aware of the train timetable, in order to drive their cattle across the line before the train came. A new section of road was created for this purpose at Greenbank when the route to Old Greenbank Road was blocked.

A number of sawmills operated in the region around Greenbank in the 1930s, including one at New Beith on Oxley Creek.

Residents of Greenbank and Browns Plains applied to the government for telephone services in January 1938. At that time there were five homes willing to connect in Greenbank and three in Browns Plains. Locals had to band together to supply timber telephone poles and supply the labour to erect them. It was estimated that the service would require thirteen and a half miles (twenty two kilometres) of line and cost three hundred and ninety-seven pounds (seven hundred and ninety four dollars). The Greenbank telephone and telegraph office was established at the home of Mr Sheppard in Middle Road opposite Pub Lane. (He was secretary of the progress association in the 1940s.) It opened on 15 August 1938. The service was capable of servicing forty-five residences. The Browns Plains office was run by Mr L. M. Bock who was also the post office keeper. He had one phone with ten on a party line.

Postal services were also upgraded at this time, with John Cordingley, the Kingston storekeeper and blacksmith, undertaking the postal service wayside delivery in the west following the closure of the Park Ridge Post Office, previously run by local farmer, Mr A Wilson. Local residents were surveyed to ascertain the number of deliveries they would prefer. Blenda Swensen, along with Noel Watson of the Kingston piggery, C. Scott, L. Smith, F. Bignell and Tom Seeleither all requested an increase in the current delivery of twice a week. As of 19 March 1940, Mr Cordingley delivered the mail by horse and sulky three times a week to Kingston and Park Ridge. Cream carrier Johnson delivered in the Greenbank area.

The Greenbank Progress Association had a fight on its hands in November 1949, when the military authorities sought to resume large parcels of land in the area for the purpose of long range target practice and other military manoeuvres. At that time the councils had just completed improvements to the Maclean - Gales Road, (Goodna-Oxley Creek Road). The resumption of land would not only take away the livelihoods of local residents, it would mean a reduction in the rates collection in that division, and subsequent reduction of services for the other residents, at a time when

funding allocated to a division, was directly related to the rates collected in that division. Greenbank and New Beith Progress Associations lobbied both the state and federal members and the Beaudesert Shire Council to refuse the resumptions.

By August 1951, the resumptions were approved and gazetted. National Service had been introduced at this time and the Greenbank Army Camp was mainly used for cadet camps, while the 'Nashos' trained at Wacol. The four thousand five hundred acres had traditionally been used for logging, and for grazing the Hereford stud herd of the previous owner, Mr Stewart. A 1952 report into the value of the timber on the site was commissioned to ascertain the valuation of the property. Queensland Industries Pty Ltd concluded that while there were isolated specimens of valuable timber, overall the timber cutting that had occurred over the previous fifty years had exhausted most of the worthwhile timber, so at that time there was not enough economic potential to warrant commercial use of the area for timber supplies. It was also noted that if the area was allowed to regenerate over a further fifty years, it would no doubt be a valuable timber area again. The Commonwealth Government continued to acquire land during the 1960s.

A new automatic telephone exchange was brought into operation at Greenbank in June 1967. It was a forty line exchange with fifteen subscribers initially

By 1966, the Commonwealth was seeking to resume more land in Greenbank for military purposes. A deal was struck with the Queensland Government to procure Timber Reserve 446, to the south of Goodna-Oxley Creek Road. Again this met with strong local opposition. This time, objections were to the road closure. Residents argued that this was the only trafficable road in times of heavy rain and flash flooding, when the Oxley Creek Bridge was often flooded for three days. The road was also regularly used by local timber haulers. The resumption proceeded. Greenbank became the training ground for the regular army, army reserves and school cadets.

It is likely that the further development of Greenbank Army Camp influenced the decision to proceed with a major upgrade of the Mt Lindesay Highway in April 1967. Almost \$180,000 was allocated to construct a twenty-two feet wide bitumen pavement from Illaweena Street to the Greenbank turnoff (Middle Road).

The Edwards family property in Ison Road, Greenbank, was subdivided into forty rural residential lots and offered for sale in March 1986. Charles Edwards had been a bee keeper and timber-getter. He and his sons cut timber for the first electricity poles in Brisbane and for railway bridges on the interstate railway. The initial subdivision preserved the family's date and persimmon trees.

The Greenbank Show was held for the first time in March 1986. It included a full program of livestock and horse events as well as sideshow alley. The show society continued to expand the event in the Teviot Road showgrounds over the next few years, with the inclusion of arts and crafts, cooking, photography and floral art, as well as old favourites like tent pegging displays, martial arts, highland dancing and emergency service displays.

Greenbank Military Training Area was placed on the register of the National Estate in 1996. Its significance lies in its relatively in-tact nature as a refuge for wildlife threatened by land clearing. It comprises about four thousand five hundred hectares. At-risk plant species include *Plectranthus Habrophyllus*, and endangered fauna include the koala and greater glider. Greenbank is contiguous with both Oxley and Blunder Creek to the north and Spring Mountain and Flinders Peak to the South West. The region provides a haven for migratory insectivorous birds such as the black-faced monarch and the rufous fantail, as well as a range of nectar feeding birds. At least seven frog species and sixteen reptile species have been identified

Heritage Park:

Heritage Park is a recent subdivision to the south east of Scrubby Creek near Browns Plains and was originally part of the suburb of Browns Plains. The developers of the estate originally called it Heritage Woods and requested the name be officially adopted in 1985. During 1988 the developers changed the name to Heritage Park and this was the name ultimately gazetted in October 1991. The area was originally settled by Joseph Shirley and William George. Both properties are now part of the Browns Plains landfill which was acquired by Logan City Council from the early 1980s. The site is now planned to house the Metro Sports Park.

Hillcrest:

Hillcrest lies to the west of Browns Plains and was originally part of that suburb. It is bounded by Johnson Road, Mt Lindesay Highway, the interstate railway and Coronation Road to the south. It was gazetted as a place name in June 1987. Hillcrest is home to the Logan West Community Centre, which began with the relocation of a house from Jacaranda Avenue Woodridge in October 1982. The house had been used as the headquarters of the Logan and Albert Library Board and then the Burragah Aboriginal Centre. The wineglass water tower was constructed in 1984. The Park Ridge Ambulance Station was officially opened in May 1982 and was located under the wineglass water tower. It employed three officers and had two ambulance vehicles. The Calam Lions Club donated an ambulance vehicle to the service. A temporary fire station was also located here between 1983 and 1986 when a permanent station known as Logan West was built in Orr Court. A new Community Centre was built in 1988 along with a police station. It was a twenty-four hour station with twelve officers and five detectives at that time. A shop front police office was opened in Grand Plaza in August 2000 and, in June 2002, a \$750,000 refurbishment of the police station included the provision of a Juvenile Aid Bureau, a secure holding cell, electronic interview room and finger printing facilities.

Holmview:

This location takes its name from the railway station established in 1885. The name was adopted simply because the station had a view of the Loganholme area.

One notable industry here was the brewery established by August Thorsborne. He had a cordial and aerated waters manufactory from 1873, producing lemonade for the local population. He was the proprietor of the Royal Hotel in Beenleigh during the 1880s. His brewery opened in June 1884. The brewery was located in the vicinity of the intersection of the Brisbane-Beenleigh Road with Holmview Road, which was the boundary between the Waterford and Beenleigh Councils. Thorsborne's property was known as *Fernside*. The brewery was a relatively small operation producing 14 to 16 hogsheads (large casks holding over 63 gallons) of beer per week. Water from the adjacent creek was used in production and beer barrels were stored in the underground cellar on the property. Locals always referred to the waterhole in the creek as the brewery waterhole. Thorsborne made hop beer, ginger beer, and horehound. By 1891 Thorsborne was in liquidation and the brewery fell into disrepair. A more recent business of the distilling kind, was an illegal operation run out of the back of a baby Austin car, where the liqueur made from Beenleigh rum was stored in the fake spare tyre, and sold locally, while running the gauntlet of the law.

Currently Teys Brothers is a major industry in Holmview. The cattle yards which were originally in Beenleigh were relocated to Holmview in 1980 at the same time as Teys

were establishing their new meatworks. An underpass was built under the Waterford Beenleigh Road to walk cattle from the sale yards to Teys Brothers.

Jimboomba:

In the days of the large grazing leases, this area was known as *Gimboomba*. It was taken up by Thomas Dowse in 1845 until 1848 when it was transferred to Sydney publican Robert Rowlands. In 1851 it was taken up by Andrew Inglis Henderson and operated as a sheep run and later cattle grazing.

The first hotel established there by Alex and Agnes Jennings in 1880 was known as the Norfolk Hotel. Steven Tudman took over this hotel in 1882 when the Jennings moved to the Waterford Arms Hotel. In May Henry Markwell applied for a licence for a hotel in Jimboomba, and was building a new house for the purpose. In June 1885, Samuel Manning took over Tudman's hotel and renamed it the Traveller's Rest. Markwell withdrew his application at that time. Manning maintained the licence in 1886. He moved to the Railway Hotel in 1888. Presumably all this hurried activity in Jimboomba was due to the pegging out of the railway survey, which had reached the fledgling town by March.

In 1885 the Beaudesert Railway was being pegged out and the siting of the line through Jimboomba ensured the prosperity of the locality for many years to come. The Jimboomba Station became a place for timber getters to load timber and a sawmill had already been established near the station by C Smales in 1883.

In May 1890 the Jimboomba provisional school was established in a hall owned by the Presbyterian Church. Patrick Culligan from North Maclean was the first teacher. Local Alex Harrison was appointed teacher in 1892. A new school building was constructed in 1900. Another school was established in Western Jimboomba in 1899 in the Jimboomba Timber Reserve. It was known as Martindale and was relocated to Cedar Grove in 1923. The original site was in the vicinity of Gittins Road, to the south of the Flagstone Estate.

Following the demise of the Waterford Bridge in the flood of 1947, Jimboomba residents feared that their many requests for a high bridge would again be held back while Waterford was prioritised. Eventually in mid 1948 their efforts were rewarded with the announcement of a new bridge 13 feet (almost 4m) higher than the previous one.

The area continued to grow slowly. A community hall was built in December 1953.

The first significant shopping centre was built in 1984.

Hills International College commenced construction in 1991 on the former property of Andrew Inglis Henderson.

Flagstone Community College opened in 2002 as did Emmaus College.

Kingston:

The first land owner in Kingston was James Trihey who selected land on what is now the Kingston Railway Station and Butter Factory site in 1868. Charles and Harriet Kingston moved to the area around 1872 after living at *Tygum* for about ten years where Charles had worked as an engineer at Henry Jordan's sugar mill. The Kingstons built a slab house called *Oakwood* on the hill which now overlooks

Jacaranda Avenue. The first Post Office operated from this house from 1877 until the railway went through in 1885.

John and Emily Mayes selected land in 1873 immediately to the north of Kingston's land. John Mayes built a slab hut which remains today in the grounds of the second home of the Mayes family, *Pleasant Place*, also known as Mayes Cottage. *Pleasant Place* was built in 1887. Charles Kingston also built a new house in 1890 and it stands today in Collin Court, on the hill overlooking the railway station. Timber for both houses was milled at Schneider's mill at Waterford.

Timber getting was an important industry with the area to the north of Mayes' selection (north of Wembley Road) being designated a timber reserve initially. Once the land was cleared the Kingstons and the Mayes families involved themselves in farming, with the Kingstons specialising in grapes and wine, while the Mayes focussed on fruit crops, particularly mangoes.

The area was named Kingston after the railway went through and this was formalised by the Surveyor General in 1890. From the 1890s, Charles Kingston ran a metal and gravel quarry from land to the south of his original selection. The first store in the area was run by Mr Elridge from 1904. It was taken over by John and Mabel Cordingley in 1906. John Cordingley also operated a blacksmith forge alongside the shop.

Dairying grew in importance in the area from the 1890s and in 1906 a meeting was held in Beenleigh to form a co-operative butter factory locally. The Southern Queensland Co-operative Dairy Company opened its factory in Kingston in June 1907. A piggery was established nearby in 1926 and pigs were fed on the buttermilk from the factory. The Butter Factory was enlarged in 1932 and operated successfully until after the war, when the dairying industry was being rationalised by the government. Peters bought the factory in 1958 and it ceased production in 1983. It now operates as a community arts centre and houses a theatre, arts and crafts stall and museum.

The first community centre in Kingston was the School of Arts Hall which was built in 1915 and extended in 1926. The hall was used for dances, pictures and meetings of local, social and service groups. Kingston State School opened in 1912, on a hill opposite Gould Adams Park on Kingston Road.

The other major industrial activity of the area was the Kingston gold mine at Mt Taylor. Although gold was discovered in 1885, a geological survey was not undertaken until 1913 and underground mining began. In 1932, the Kingston Gold Mining Company began an open cut operation and mining continued until 1954. The area became an unofficial waste dump. It was eventually backfilled and subdivided into a housing estate in the late 1960s. The reaction between the cyanide which remained from the goldmining days and the unidentified materials dumped in the old shafts formed toxic sludge which oozed from the ground during the 1980s. Eventually the state government resumed 46 properties and rehabilitated the area in the late 1980s, which is now open space.

Kingston State School had outgrown its hillside location on Kingston Road, where the quarry is located. Land was allocated in August 1967 and the school relocated to Juers Road in August 1969. However enrolments continued to rise and by 1975 the school had one thousand two hundred and five students. This led to the construction of the Kingston Junior School in Laughlin Street in 1976 and new schools such as Berrinba East School and Kingston State High School, which both commenced in January 1977. Marsden State School opened in 1978, to relieve the pressure on Kingston, but had minimal effect.

The Kingston Discount Shopping Village opened in Kingston Road, opposite Wembley Road, on 18 October 1977. Jack the Slasher was a key tenant, along with Chandlers, Clark Rubber, Costless Imports, Carpet Call and Harpers Meats. Jack the Slasher then established its headquarters on Kingston Road near Scrubby Creek, in January 1978. In November 1978, the Station Square Shopping Centre opened on the corner of Mary and Station Streets.

Catholics in Kingston inherited the old St Munchin's church from Creek Road Carina in Christmas 1980. It was cut into three pieces for the relocation to Velorum Drive Kingston. Maryfields Catholic School in Velorum Drive Kingston began operating in 1981 with fifty-nine pupils in grades one, two and three. The school was built in four stages before its official opening by Archbishop Francis Rush in August 1987. Maryfields was closed at the end of the 2004 school year due to falling attendances.

[Logan Central:](#)

Logan Central was gazetted as a place name in August 1986 and marked the administrative Centre of Logan City. It encompasses the Council Administration Centre and Library, the Logan Gardens, Logan Central Community Centre and the Logan Art Gallery. The boundaries have recently been extended to Defiance Road and Albert Street to the north, along Kingston Road to the east, which includes the business and shopping precinct along Wembley Road. The boundary then runs back along Ellen Street to Mayes Avenue, then south along the railway line to the bowling club on Jacaranda Avenue and along Ashton Street. The western boundary is formed by Bardon Road and the western side of the Woodridge State High School grounds.

Implicit in the creation of Logan Central as the city centre was the development of central city parklands. Logan Gardens developed alongside the ongoing development of Civic Centre Park and Bilgers Park in the early 1980s. In 1987, fifteen and a half hectares was procured from the Queensland Housing Commission, and development progressed slowly but surely from that time. A range of improvements have been undertaken including landscaping, car parking, children's playground and pathways. Logan Gardens hosted the Olympic Torch Relay's lighting of the cauldron in 2000.

Planning for an entertainment centre for Logan Central began in 2000, with initial joint funding from the state government and Logan City Council set at \$4 million. The project was boosted in early 2001 with an extra \$2 million from Arts Queensland, which allowed for improvements in the quality of design and fit out including seating for over eleven hundred people, lighting, sound and workshop areas. Construction commenced in December 2001. The Logan Entertainment Centre opened on 26 July 2002.

[Logan Reserve:](#)

This area had its origins in the Logan Agricultural Reserve which was proclaimed in 1862 in order to open up land to new free settlers in the colony of Queensland. The reserve which comprised 500,000 acres was on both sides of the Logan River and a punt (ferry) was used to cross the river to Waterford. Cotton was the first crop grown commercially in the region. The 1868 post office directories list about 180 families living in the reserve lands which included the areas of Pimpama, Bethania, Waterford, Greenbank, Loganholme. These families quickly settled and began the hard work of clearing the land, establishing houses and planting crops.

The first public building was a small bark church/school erected in 1864-5 on a one acre allotment subdivided from Portion 44, which had been selected by John Gavan. A graveyard was established in the road reserve, which gave access to the church. This initial building did not last long as the slabs deteriorated quickly, and a new structure was built further north on Deeran and Colgan's land in 1870. Catholic archives suggest it was on the south west corner of Portion 40, although the school files for the Logan Reserve and the Waterford schools indicate Bishops Dunne's school in Portion 42.

The first Post Office in the Logan Agricultural Reserve was located on John Beetham's property (Portion 16) from 1 April 1864. In 1867 there was local agitation to move the post office to the Waterford township, and criticism was directed via the press at influential individuals trying to make commercial gain by the relocation. The critic suggested that Waterford comprised one grog shanty. By March 1871 the post office was transferred to the grog shanty run by William Huston. He occupied Eden's old hotel on the eastern corner of Loganlea Road. In August that year the post office was transferred to the Morning Star Hotel, on the western corner of Loganlea Road, which was operated by Richard Leo. It remained at the hotel until after the Waterford Bridge was completed in August 1876. It was then transferred across the river to Schneider's Store in April 1877.

Some of the Logan Reserve children attended the Waterford school, once it opened in 1871. There appears to be some religious interference, with representatives of the Catholic Church urging parents to send their children to the Logan Reserve school in 1872, at that time run by John Beetham. It had originally been established as a Catholic School.

The Logan Reserve church/school was apparently dismantled and relocated in the mid 1870s to a site adjacent to Leo's Morning Star Hotel in Waterford West. The Bailliere's Gazetteer of 1876 noted a hardwood chapel adjacent to the post office, which Leo ran from the hotel. A graveyard was established adjacent to this church. The earliest grave on this site appears to be that of Richard Leo junior, who died in 1874 only seven days old. The land was not formally donated to the church until December 1892. It is possible that the church was externally clad when it was moved to Waterford West, as Schnieder's mill at Waterford apparently supplied timber to the church. The original building was a single skin structure. The church was variously known as Church of the Assumption, St Brigids, and later St Declans, when it was moved again to Eight Mile Plains in 1949.

While the church remained adjacent to the Morning Star until 1949, the school had a chequered history during the following few years. Around 1888 it was relocated to a house located in Portion 46 adjacent to the Lutheran Cemetery. The German population also utilised the structure, as a German School on Saturday and Lutheran Church on Sunday.

The new Bethel Church was built in 1897. The cemetery evolved alongside the church. The tornado of February 1936 destroyed the church, but locals soon rebuilt it and it remained on the site until 1972, when it was demolished. Meanwhile the school remained on Portion 46 adjacent to the cemetery, until 1914 when it was moved to its current site on the opposite corner.

[Logan Village:](#)

Logan Village was a key site in the overall development of the region and the river traffic, which originally serviced it. Its initial role was as head of navigation for the river with a major wharf and a store constructed in 1862 to service Robert Towns' plantation at *Townsvale* (Veresdale). The store was located in the vicinity of Anzac

Avenue, on land owned by John Edwin Campbell. Campbell was Town's superintendent of kanakas. The township was surveyed in July 1865, and the town wharf was upgraded in 1873. William Drynan, a former cedar cutter from the Richmond River district, selected land here in 1862 and ran the Logan Village Hotel from 1864. He took out an annual publican's licence in August 1866, but did not renew it again until March 1871. The *Brisbane Courier* reported on the anticipation of the Logan Races to be held on New Years Day 1865, between Quinzeh and Ooah Creeks, with refreshments provided by Mr Drynan. In 1867 kangaroo hunts were promoted as an activity organised through Drynan's Hotel.

Early merchants trading from this township included Orr and Honeyman, who were involved in the cotton industry. They owned a number of the boats, which worked the Logan River including the *SS Amy*, from 1863, and the *SS Louisa* from 1884. Matthew Orr and James Honeyman owned riverside land in Logan Village between Logan and Wharf Streets. The wharf store was sold to the Hinchcliffe brothers in 1869. They were the agents for merchants J and G Harris and Co.

Earliest references to the region in the 1868 Post Office Directories give the locations of Saw Mills on the Chambers Flat side of the River and Woodlands on the village side. A ferry lease was offered at Logan Village in 1866, but was never taken up because William Drynan ran a private punt there. He took up an official ferry lease in 1868. He operated the first Receiving Office for the mail from January 1870. He was also the agent for merchants Clarke, Hodgson and Co. By 1876 the Queensland Gazetteer noted that the mail was delivered twice a week to Logan Village. Needless to say, timbergetting was an important industry, and it is likely that Drynan was initially involved in this industry also, given his background in cedar cutting and the naming of his property *Woodlands*. The origins of the first sawmill are unclear with conflicting reports on the ownership. It was either run by Walter Smith or the Olivers and it had a chimney constructed of local freestone, mined near Quinzeh Creek. It apparently burnt down in 1872, (having supplied the timber for the new Logan Primary School at Waterford the previous year) although the chimney stack survived until the 1887 floods.

The school, like others in the region, had a shaky start. It began in 1873 in a structure built of bark, with timber floor and glass windows. It was situated at Stockleigh. Logan Village residents lobbied for a school in the township, which commenced operation in August 1875. A new school was requested in 1882, but not built until 1894. The school became a State School in 1900.

An examination of the professions resident in Logan Village noted in the school register of 1875 indicates that this was an important settlement. Architect Charles Smith lived here having come from the Gympie goldfields, where he designed a number of significant buildings. The most notable in the Logan region was an 'Italianate' style home for Adam Black on the Albert. (Adam Black and Gilbert Muir of the Nooya Plantation in Beenleigh owned significant gold interests in the New Zealand Reef in Gympie. They, along with Smith had previously worked the New Zealand gold fields.) It is possible that Smith designed other buildings in the district, although there is no hard evidence to support this. Other occupations in the township included two blacksmiths, a veterinary surgeon, a wood turner, bricklayer, river men and farmers.

The Logan Village community remained strong and locals held a meeting in Drynan's Hotel in September 1880 to lobby for the opening of a road from Waterford, through Chisholm's (Canterbury College) to the Village. This was eventually built, further opening the land for farming. One of the largest sugar plantations along this proposed road was Hugh Watson's *Rosevaille*, which was situated along Weaber Road with wharfage in what is now Newstead Park. It was noted that this plantation

was the furthest inland, although this did not detract from its initial success. By 1883 the property was offered for sale, and was promoted as rich scrub land having over one mile of river frontage, with between 80 and 100 acres cultivated. The sugar mill was still operational and there were workers cottages as well as the main dwelling, stables and sheds. Despite the new road, river carriage was still utilised and the proposed railway to Logan Village was a strong selling point. There was also a coal seam on the property.

In September 1885, the initial section of the Beaudesert Branch railway opened to Logan Village. The line linked into the Brisbane-Beenleigh line at Bethania Junction, but offered very limited service to Logan Village residents. The Beaudesert extension was completed in May 1888. Again this was a less than ideal service, with the circuitous route taking 3 ½ hours for the journey from Beaudesert to Brisbane.

The hotel was relocated a number of times over the years. It was originally located in North Street, and was then relocated to the corner of North and Albert Streets. Once the railway was built in 1885 it was moved to a site immediately opposite the railway station in Albert Street.

By 1892, timbergetting was again in full swing in the region, with seven timbergetters working the area. The town was still a vibrant little settlement surrounded by farmlands, supported by the hotel, store, blacksmith, painter, boot maker, two butchers and a saddler. There was a primitive Methodist church, and the Church of England and Catholic clergy visited occasionally.

For many years the residents of Logan Village had been lobbying for a bridge. A ferry had operated from Logan Village to Chambers Flat since at least 1866. Mr E J Stevens opened the long awaited bridge at Logan Village on 6 June 1897. Mr J Stodart member for the district presided at the banquet given in honour of the occasion. Unfortunately the life of the bridge was limited. The decision to build a low-level bridge was not a good one. Although saving construction costs, the bridge acted as a dam in times of heavy rain and flooding, trapping debris, which then had to be removed to keep the river trafficable. Presumably this would have also had a detrimental effect on the structure of the bridge. By September 1898 cobra worm had already attacked the piles and they were subsequently encased in concrete. In March 1900, there was so much debris trapped around the bridge that a steam winch had to be installed to remove the rubbish. Eventually local resident Thomas Kirk was appointed caretaker of the bridge to ensure it remained safe for road traffic and clear for river traffic.

The bridge did not survive the flood of 1 June 1903. It was swept away and remained upturned in a paddock until the council called tenders for its removal and the disposal of the timber. Chardons Bridge on the Upper Albert was also washed away and the Luscombe Bridge was extensively damaged. Waterford Bridge then became the new 'dam' and a huge amount of debris collected there. A ferry was quickly employed at Logan Village, which remained operational for a few years before being discontinued. The cost to farmers crossing with cream was initially problematic until the Queensland Meat Agency Company erected a wire rope, flying fox style, to convey the cream cans across the river in 1905. It is unclear whether the cream was being transported to the Beaudesert Butter factory or simply to the Logan Village Railway Station for transport elsewhere.

The river was home to an unusual visitor in the early 1900s. Following repeated reports of an 'alligator' in the river, one was shot in June 1905. The crocodile was first shot by Charlie Gottch in the river opposite his property which was located between Melliodora Road and the River Glen Village. The injured crocodile travelled upstream to Logan Village to the old ferry landing, where it was dragged from the river and

skinned. The skin adorned the Logan Village school walls for many years. The prospect of further crocodiles did not deter the local children from swimming in the river.

In August 1910, William Drynan sold his property (Portions 185-6) to John Storey, who moved to the area from Park Ridge. William Storey was an agent for the Morton Creamery.

Another key industry that has developed in more recent years, is sand mining. It draws on the significant deposits along the riverbank as a result of constant flooding. Waterford Sands Pty Ltd operates in the vicinity of Deer Lane. The sand in this region is covered with 13 metres of overburden, which is sold as topsoil, while the sand is generally used as bedding sand, or mixed with the overburden to produce top dressing for bowling greens and the like.

Despite every effort over the years to build a new bridge a Logan Village, the process took 93 years. A new concrete bridge was opened in August 1996. It was named after the Beaudesert Shire Engineer, Geoff Philp.

Loganholme:

Loganholme evolved as a placename from the ferryman Holmes who operated the Logan River ferry here in 1867-8.

The region was originally part of three large estates established under the cotton and coffee and sugar regulations. Thomas Oldham and the Queensland Co-operative Cotton Growing and Manufacturing Company's land were both set aside in 1863. Oldham's land bordered Carbrook and The Cotton Company estate stretched from Slacks Creek to Drews Road. Surveyor William Fryar's sugar lease occupied land between Drews Road and the Pacific Motorway, and dates from 1865. The most famous Logan cotton plantation was that of Robert Towns, located at Veresdale. He was the first person to procure Kanaka labour to work the cotton fields.

The cotton plantation at Loganholme was not successful and the estate changed hands a number of times. Louis Hope, of the Ormiston plantation near Cleveland, had turned to sugar growing and in 1867, he sent his manager John McDonald to encourage Logan River farmers to plan sugar and to send it to his mill for crushing. At that time, Hope's engineer, was James Strachan, who had previously worked at Pettigrew's sawmill in Brisbane. Hope had also acquired Kanaka labourers, as did many Logan River farmers

A ferry was established on the river at Loganholme in 1867, with Henry Eden awarded the first official lease. He employed others to run the ferry and a Mr Holmes ran this ferry initially. A wharf reserve was established in 1868.

By 1869 Strachan had gone into partnership with William Fryar and established the first sugar mill on the river at Loganholme. This was initially a very successful business that employed up to 100 men at crushing time. This included labourers and punt operators, who brought the cane to the mill by river boat. James McMillan established nearby a store in the early 1870s.

The area continued to progress and in 1871 residents began lobbying for a school. The process was to take 2 years, with the Loganholme School opening in May 1873 with 37 pupils.

The Post Office was opened on October 25, 1876, presumably either located at the mill or at the store. The first post master was Charles Welsh who was listed as a manager at the time of the establishment of the school.

Pastoralist James Tyson purchased the Loganholme plantation in 1876, and Fryar and Strachan continued to run the mill. However they were declared insolvent later that year, because of problems with the delivery of new equipment from Glasgow. Tyson then installed some of his nephews as managers of the mill, and ultimately they relocated the best of the machinery to a new venture in Tully. The mill continued with old equipment, and despite the acquisition of a distillery licence in 1884, the business struggled to survive. At that time it was managed by William Castles, for the Queensland Mercantile Company which had purchased the estate.

Major flooding occurred in January 1887, with much damage to the surrounding farmlands. Up to two meters of sand was deposited along the banks of the river in Loganholme and eye-witnesses thought it resembled the Sahara. The sugar industry went into rapid decline in the late 1880s, because of the flood of 1887 and the drought of 1888. Kanaka labour was also being phased out, and many farmers relied on this cheap labour. There were 40 mills in the region in 1885 and by 1888 there were only nine.

Farmers in the region were then turning to dairying, which became of increasing importance, particularly after the opening of the Kingston Butter Factory in 1907.

The Loganholme ferry continued to be run by local men, although the ferry and the ferryman's house suffered from the regular flooding on the river. The ferry punt was lost in the 1873 floods, the ferry, punt and house washed away in 1887, and the house was again lost in 1893. At that point it was decided to relocate the house site from the Beenleigh side of the river, to a new higher location at Loganholme.

Water hyacinth became a problem on the river from around 1908. By 1914 it had increased to such an extent that a boom had to be constructed across the river to allow the ferry to cross. The first motor cars utilised the ferry from about 1910. The traffic continued to increase and by 1930, the ferry operator, Vince Kunde built a second ferry to cope with the demand. The days of the double ferry were numbered however, as a bridge was under construction at that time.

The Loganholme Bridge opened on 1 July 1931. It operated as a toll bridge with the toll collector occupying the old ferryman's cottage. The toll booths remained in operation until November 1945, although the bridge had more than paid for itself by that time. Further serious flooding occurred in January 1947, when the bridge approaches washed away. The Waterford Bridge washed away and this led to increased traffic on the Loganholme Bridge.

The Albert Shire established a park under the bridge in the early 1950s. It was known as Logan Park, and provided a pleasant stopover for travellers to the South Coast. By 1967 a new bridge was built in conjunction with an upgrade of the Pacific Highway. The new bridge catered for southbound traffic, while the old bridge carried northbound vehicles. During the 1974 floods, the southern approaches to the old bridge were washed away and only the new bridge could be utilised during the 10 weeks it took to make restitution.

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bridge were washed away and only the new bridge could be utilised during the 10 weeks it took to make restitution.

The tourism industry was developing along with the urban sprawl. Both Ashtons and Bullens Circuses were lobbying the Albert Shire Council for approval to construct Lion Parks. In December 1968 Bullens were negotiating the purchase of land in Stapylton and Ashtons established their park on the corner of Bryants Road and the Pacific Highway, which opened in April 1969. It was known as Ashton's Animal Kingdom. Both of these ventures were relatively short lived. Ashtons was sold to the Myer Corporation in 1977.

Myer Queensland Stores Ltd purchased the Ashton's Lion Park site in October 1977 with the intention of building a regional shopping centre. A new Tavern opened in Loganholme in July 1979. The Wild Waters Water Slide Park began operation October 1982 adjacent to the old Ashtons site. While Myer initially shelved plans for the major shopping centre, a more compact centre, the Loganholme Shopping Village opened on Bryants Road in December 1987. Ongoing negotiations for the Hyperdome site involved the sale of Wild Waters in 1984. The turning of the first sod on the Hyperdome project occurred in September 1988, with the official opening in July 1989.

The Logan Motorway, initially known as the Goodna–Loganholme Road, was constructed to link the Cunningham and Pacific Highways via Carol Park, Browns Plains, Loganlea and Loganholme. Initial planning scheduled completion of stage one by December 1988. By October 1995 the company announced the duplication of the road between the Ipswich Motorway and Wembley Road. This was linked with the Gateway Motorway, by the Gateway extension via Kuraby in 1997. One of the last links with the history of the area was lost in this process, with the Logan Motorway consuming the old Cotton Company Road at Loganholme.

A new bridge at Loganholme was constructed with Bi-centennial funding in 1986. This led to the decommissioning of the old 1931 bridge, while still using the 1968 bridge. Plans for the Pacific Motorway were announced in April 1996. The northern interchanges on the Motorway included the completion and integration of the duplication of the Logan Motorway. Construction began in late 1997 and was completed in September 2000. The Motorway construction led to further bridge construction during 2000.

[Loganlea:](#)

The current area of Loganlea represents only a small portion of what was originally Loganlea. The area stretched between two early settlements of Slacks Creek and Waterford, with Loganlea Road the main road to the south. A bridge was built across Slacks Creek on Loganlea Road in 1866. The first a postal service to what was known as the Logan Agricultural Reserve, was located on Mr Beetham's property in Loganlea Road to the north of Moloney Street. In 1871 the post office was relocated to Richard Leo's Morning Star Hotel on the corner of Loganlea and Beenleigh-Kingston Roads. During the 1870s, Cobb and Co Coaches called at the hotel en route to Beenleigh. A bridge across the Logan River was built in Waterford in 1876.

Some of the first settlers in Loganlea included Robert and John Nosworthy, James Ferris and William Jameson, George, Aaron and Emmanuel Love, Thomas and William Armstrong, John Beetham, James Moloney, and Richard and Patrick Leo. James Ferris, was unfortunately one of the first victims of the flooding of the Logan River in February 1864.

William and Margaret Armstrong arrived in the 1860s and initially grew cotton and sugar as most others did at that time. Later they grew millet and maize and bred poultry, pigs and dairy cattle. William was instrumental in establishing the first Wesleyan Church in the Slacks Creek area. The first provisional school for the area was run from this church, which was situated in Centenary Road at Slacks Creek.

William and Margaret sons', Thomas and William, settled along the river in what is now called Meadowbrook. In 1884 they gave land for the Loganlea New Wesleyan Church which was situated in Armstrong Road in the vicinity of the Logan Hospital..

The railway bridge over the Logan River was situated at Loganlea and was built during 1884-5. The railway to Loganlea opened April 1885 and by July the bridge was completed and the line opened to Beenleigh. The construction of the railway in 1885 also assisted transport and communications generally, with the mail collected from the stationmaster, Mr Shanahan. The bridge was washed away in the floods of 1887.

The Loganlea area was the home to dairy stud farms during the mid 20th Century. Successive members of the Armstrong family ran the dairy farm, *Riverdale*, until the 1970s. It was during this time that surrounding land was bought by developers and new urban housing estates were created. Part of the Armstrong land is now the Logan TAFE College, which was established in 1988. The Logan Hospital opened in 1990. The remainder is now Riverdale Park on the Logan River. The nearby Griffith University is also on old grazing land and was opened in 1998.

Lyons:

The Lyons family lived in the Greenbank/New Beith region. William Lyons married local girl Alice Edwards in 1882. She already had one son Frank, born in 1880. William and Alice had two more sons Walter and Arthur, born in 1883 and 1885. All three boys attended the Greenbank School from 1895. Arthur and Alice were involved in dairying and timber getting. They also grew corn. Arthur married Harriet Colebrook in 1909. Their daughter Doris married Reg McTaggart, from another well known local family, in 1935. In 1997 the name of Lyons was gazetted as a new suburb of Beaudesert Shire.

Maclean:

Maclean was originally know simply as Logan Bridge, because it had been a crossing place for some time and a simple low level bridge was built here in 1860. It is possible that earlier bridges were built at this location also. A township was surveyed here in 1863, with one acre allotments on either side of the river. Pat McGoldrick chose his allotment on the north bank of the new town prior to the formal registering of the land, and began to erect a building on site which was to become the Union Hotel. Barney McCabe apparently had a hotel on the south bank at that time also. The township was not named after Peter Maclean, who was later the local MLA. This has been an incorrect assumption locally. He was living in Scotland at that time. He came to Queensland selected land at Oxley Creek in 1865, and later moved to the Albert River to a dairying property he named Belivah. He was however, the MLA for the Logan Electorate from 1876 when the high level bridge was built. The bridge was named after him, hence the confusion regarding the town name. The town is most likely named after the former Chief Draftsman and Surveyor of New South Wales between 1856 and 1861, Alexander McLean.

James Wearing came to Queensland in 1873, and obtained work in Markwell's *Cryna* estate south of Beaudesert, before selecting land at North Maclean in 1874. He built the *St Aldwyn's* homestead. Son Joseph worked with his father, and then began

acquiring land around his father's estate. Both men engaged in grazing and dairying. Joseph Wearing was a member of the Stockleigh and Maclean school committees and a member of the Yeerongpilly Divisional Board. *St Aldwyn's* was the locality of one of the early rafting grounds for the local timber-getters.

Joseph's sister Elizabeth married neighbouring farmer Christopher Thompson junior. His father had come to the Logan district in the 1860s and was involved in the cotton industry while he saved money to allow his wife and children to join him. Christopher junior was educated at the Stockleigh School, and engaged in timber-getting with a bullock team. Following an accident, he then increased the holdings of his property around his homestead *Dungappin*, and concentrated on dairying and grazing. The house was located in the centre of Sharon Drive, which is accessed via St Aldwyn Road at North Maclean.

Other land holders in North Maclean included James Scott and his friend William Stalker. Both were watchmakers originally from Scotland. As watchmaking was not profitable at the time Scott worked as a ganger on the roads. His property was known as *Ratha* and it was the Receiving Office for the mail from 1901 till 1917. Stalker worked a variety of jobs including coachman for Governor Bowen. He is best known for the award winning ginger beer he brewed with a friend. Dark and Stalker's ginger beer won prizes at the Paris Exhibition, and prizes at the Brisbane and Sydney exhibitions between 1879 and 1880. He apparently made a fortune from ginger beer.

Other significant settlers in the Maclean district included stonemasons W. Clarkson and W. Warbuton who both worked on the Brisbane Treasury Building and the GPO.

A new high level bridge was built at Maclean during WWII. It opened in April 1940 and was strategically important to the district allowing the American and Australian servicemen to cross the river en route to Camp Cable and Canungra training areas. The old high level timber bridge washed away during the big flood of 1947.

Marsden:

The suburb now known as Marsden was originally part of Kingston, and during the 1870s the land between Scrubby Creek and Browns Plains Road was owned by Richard Leo and T.W. Daly. Both purchases were purely speculative, with solicitor Daly transferring the property to another solicitor, who sold it to auctioneers. The land was then subdivided, but was not occupied until the 1930s when Waterford blacksmith and former Shire Chairman, Martin Schneider built a house on the current site of the Marsden Park shopping centre. The area between what is now First and Fifth Avenues was subdivided into small farms in 1944 by Mr Bill Anderson, who offered it to ex-servicemen and post war immigrants. The subdivision was known as "Kingston Park", and was initially advertised in the *Telegraph* on 7th July 1944.

Farms

Four-acre farmlets, selected persons are offered as a gift the freehold deed to one or more four-acre Farmlets, on boundary of Greater Brisbane area, acceptors may use property for whatever purpose they so desire, but must plant a portion of area with Queensland Nut trees, which can be supplied. Applicants to call in person to Macadamia Productions Coy. 3rd Floor Dunstan House, 236 Elizabeth St., between the hours of 9.30 a.m. and noon or 2 p.m. to 4 p.m. Phone B 1508.

One of the provisions of taking up this offer was that \$100 (fifty pounds) of macadamia trees were purchased and planted on a portion of the land. The new owners were given a period of 4 years to clear the land and plant the trees. The frosts that occurred the first winter killed the trees and residents then turned to poultry and mixed farming. Amenities were extremely limited. There were no cleared

roads and no reticulated water system. There was a shortage of building supplies due to the ongoing demands of World War II. Mr A.T. Wright, who settled in the area in 1945, lived in a tent on his land, and had to transport water from Scrubby Creek. Mr Wright's children had to walk to and from school at Woodridge.

Anderson sold the Macadamia Production Company to Raymond Percy Spinks in 1950. The Beaudesert Shire Council was reluctant to undertake any work on the estate while the residents did not actually own their properties. The Southern Electrical Authority (SEAQ) would not supply electricity. But people continued to purchase land in this affordable estate. In January 1956, Brisbane solicitors sought advice from Beaudesert Shire Council as to the exact locality of the roads for clients wishing to purchase land from the Macadamia Production Company in the Kingston Park Estate. Raymond Spinks organised a survey of the land in April 1956 and residents finally got their title deeds.

Land was progressively cleared as more people moved to the area. Mr A.H. Coates brought with him a tractor and tackle to clear the land, and Mr Cottee had a tractor and a ditcher. These settlers cleared, grubbed and formed tracks which were to become Browns Plains Road, and First, Second, Third, Fourth and Fifth Avenues. The settlers also constructed a bridge across Scrubby Creek. Mr John De Meio also took up land in the area in 1945 and he grew macadamias, tobacco and strawberries.

The settlers formed the Kingston Park Progress Association, which was very active in developing the area, and petitioned for telephone and electricity services to be installed during the late 1940s. The association procured an old loading shed from Sunnybank and transported it to the site now known as Marsden Park in 1967. Members spent the next few years upgrading the building to become the progress hall. The Beaudesert Shire Council provided assistance by clearing two acres for use as a sporting field and matching the association's funds dollar for dollar to finance a children's playground. The park was named Marsden Park, after Violet Marsden who was one of the oldest members of the association. From 1 May 1976, the Beaudesert Shire Council started using Marsden as a locality name to delineate the parts of Kingston within its boundaries.

Further subdivisions in the area occurred at this time, when Beaudesert Shire began to provide reticulated water to the region. Timber Top estate was offered for sale from 1978 and the Marsden State School also opened at this time, as did a new bridge over Scrubby Creek. By 1981 the Marsden Industrial Estate opened, with a temporary post office established in a local real estate agent's office in 1981. Crestmead Estate was also offered for sale at this time. The suburb was originally to be known as Hubner, after a former councillor, but the estate name was eventually gazetted. The Crestmead School began classes in 1984. The Marsden Park Shopping Centre opened in 1985. Burrowes state School opened in 1987 and was named after the surveyor who undertook a survey of Browns Plains Road in 1876. Marsden State High School also opened in 1987, closely followed by St Francis' College, Crestmead in 1988.

In 1992 the Marsden Library opened in the shopping centre and the Crestmead Community Centre opened. The Maximilian Kolbe Catholic Church opened in Macarthy Road 1998, along with an Islamic Mosque in Third Avenue. The beautiful Cambodian Buddhist Temple was completed in 2005 following a fourteen year building program. The Marsden Shopping Centre was upgraded and extended in 2006, with a new library constructed adjacent.

[Meadowbrook:](#)

Meadowbrook was originally part of Loganlea and was gazetted as a place name in October 1991. Much confusion was caused by this name change as the housing

estate in the area was marketed as Meadowbank from 1987. The park along the Logan River was initially known as Meadowbank Park, but the name was soon changed to *Riverdale*, as this was the name of the property of the original settlers, William and Margaret Armstrong.

The Armstrongs came to the area near Slacks Creek in the 1860s and grew cotton, sugar, corn, millet and maize as well as breeding poultry, pigs and dairy cattle. William and Margaret's sons, Thomas and William, later moved to the area now serviced by Armstrong Road, where they established themselves as dairy farmers. In 1884 they formally transferred land for the Slacks Creek New Wesleyan Church on a rise in Armstrong Road, adjacent to where the TAFE College and hospital are now located. A Wesleyan Church was in operation in the district from at least 1873, and was situated in Centenary Road, which was originally part of Daisy Hill Road.

Alf Shailer, nephew of F F R Shailer, owned land to the north of the current university campus site from 1898, where he grew citrus fruit. Farmers in the area used both Slacks Creek and the Logan River as transport routes and wharves were located on an extension of Ellerslie Road and along Murrays Road to the east.

Other early settlers of this region were the Fullers, who lived near to the current university site. Following the tragic deaths of two members of the Fuller family in 1894, the property was sold to John Morrow. He eventually owned three properties in the area and *Ellerslie* was the name of one of them. When John Morrow died in 1920 the property was sold to the Stimpsons who established a dairy stud farm on the site, known as *Eleresley* and *Ayrshire* stud, Loganlea. It was run by F A Stimpson's son-in-law Ernest Evans. The correct spelling of the property name was restored to the Ellerslie Road in the post war era.

During World War II an aircraft landing strip crossed Ellerslie Road and the current Logan Motorway diagonally from Meakin Road to Evans Road. The Ellerslie estate was ultimately sold to Suncorp and in late 1995 the land was sold to the Department of Education as the site for a new campus of Griffith University, to service the rapid growth area of the Brisbane to Gold Coast corridor. The Campus opened in 1998.

Mount Warren Park:

A visit to the Albert River in February 1866 by a reporter from the *Queensland Daily Guardian*, reported that William Stanley Warren's sugar crop had been planted in February 1865 and was operated by white labour. Mr Warren's estate originally taken up by Gilbert Muir and Adam Black was Sugar Selection 4 and was bounded by Milne Street, the Albert River, Windaroo Creek and Beaudesert Beenleigh Road. It was known as the Noyea Plantation. He also had the Windaroo Plantation to the south, originally taken up by J. Pinwell. Two types of sugar were planted on the river flat with 10 acres of cotton planted up in the higher country. Indian corn was also growing and Mr Warren told the reporters that he had grown wheat in 1865 also.

The Herbst family moved onto two properties here from the early 1900s, Ayton and Noyea. Part of the land was occasionally used for the Beenleigh Jockey Club. The family were involved in cane farming and dairying.

The region remained essentially rural until 1974 when a major redevelopment was undertaken by Cambridge Credit. This company was responsible for the development of Springwood in the late 1960s. The estate offered land from 600 m² to 1.288 m² starting from \$7,250 per block. 170 acres of parkland along the Albert River were planned as was a golf course and a marina. Planning began for a primary school immediately, although it did not open until January 1981. The golf course opened in 1981 along with the playing fields reserved for cricket and football.

The Church of Jesus Christ of Latter Day Saints built a chapel in 1984 opposite the Special School in Mt Warren Boulevard. Later that year construction began on a \$1.8 million sporting complex which included a bowling alley, tennis and squash courts. By 1986 a major shopping centre was planned.

Mundoolun:

The name is derived from the Wangerriburra word Mundunlgunn meaning death adder.

In 1842 William Humphries and Paul and Clem Lawless, took up a depasturing licence on land on the Albert River. Humphries took up *Mundoolun* and the brothers took up *Nindooinbah*. In 1844, Humphries sold part of the property to his second cousin and her husband, Ann and John Collins. By 1847 the Collins family was in full possession of the property.

John and Ann Collins settled at *Mundoolun* in a slab hut in 1846. The couple had five children. The family went on to own *Tamrookum*, *Rathdownie* and *Nindooinba*. Sons Robert and William later formed the North Australian Pastoral Company in the Northern Territory. A world tour by the brothers led to their interest in the preservation of national parks. Robert later became the Independent Member for Albert in the Queensland Legislative Assembly, and Queensland branch president of the Royal Geographic Society in an effort to further his dream of establishing national parks. He did not live to see the proclamation of the Lamington National park in 1915, which he and Romeo Lahey had worked towards.

John Collins died Aug 1898 and Ann in Jan 1901. The family then commissioned the design and construction of a church in honour of their parents. John Buckeridge who was the official Diocesan Architect of Brisbane designed the church. Construction was supervised by Robin Dodds, who designed another important local church, All Saints at *Tamrookum*, for son Robert Martin Collins in 1915. St Johns was completed in 1901 as a memorial to John and Ann Collins. It is one of a few privately owned chapels in Queensland. The church and the adjoining cemetery are both on the State Heritage Register. The remains of John Allen are held in the Mundoolun Cemetery. He is otherwise known as Bullum and is best remembered for the work he undertook in documenting the language of the Wangerriburra tribe.

The *Mundoolun* property remains in the hands of Collins descendants, the Fraser family. The original homestead burnt down in 1939, and resident of the time, Mrs D.M. Fraser was able to save only the portrait her father-in-law Simon Fraser. Simon Fraser had married Ann Bertha, daughter of John and Ann Collins in 1885.

Michael Fraser has been both a councillor and Mayor of Beaudesert Shire Council. During 1986-7 he undertook the construction of a new homestead at *Mundoolun*, using timber sourced from the property. Timber was milled at the Logan Village sawmill. Former Prime Minister Malcolm Fraser is a cousin to the residents.

Throughout the early 1980s, locals lobbied for a new bridge to be built over the Albert River at Mundoolun. Many accidents had occurred here, but progress on rebuilding was dependent on the construction of the Wolffdene Dam which had been planned since the 1970s. By 1988 a new demountable bridge was promised by the Main Roads Department, but the floods of March- April 1989 washed the decking away and the project was fast tracked.

Munruben:

William Norris was an early leaseholder of 16,000 acres between Oxley Creek and the Logan River between 1840 and 1860. Norris was indentured to Charles Wray Finch in New South Wales on 8th January 1838. He named his property *Mun Rubens*. His name is commemorated in Norris Creek on the Mount Lindesay Highway. Norris originally ran sheep, as did most early leaseholders. The sheep were washed in the Dungappin washpool on the nearby Thompson property. His daughter Emma Evans drowned in the Logan River in 1882 along with three of her children. His other daughter Naomi Marks was a wonderful horsewoman. Her daughter Caroline Marks was the first teacher at Park Ridge Provisional School.

The Mount Lindesay Highway remained as a link between New South Wales and Moreton Bay from the 1840s and was known as the New England Highway until 1954. The large reserve along the local creek, which borders Munruben and Par Ridge South is known as Jerry's Downfall. It is thought that Jerry was a Kanaka working at the *Townsvale* cotton Plantation who capsized a bullock dray of cotton while crossing Chambers Creek. The locality is marked by a plaque erected by the Beaudesert Historical Society.

The suburb of Munruben in the Beaudesert Shire was gazetted in 1991.

New Beith:

Richard Tyson Wilson was a solicitor who took up land in the Maclean district in 1889. He named the district New Beith in honour of his wife Cecelia's home town of Beith. The family house was known as *Logan Waters*.

Sodens who ran an omnibus business in Brisbane had land at New Beith for resting their horses. They must have lived there at some point in time because Sodens ran the Teviot Junction Hotel in 1897-99. The hotel had been established by Isaac Nash in April 1880. John Soden initially settled in Coopers Plains in 1868 and after a disastrous foray into dairying he turned to shop keeping in 1879 and then in the 1880s saw a need for public transport. He had the mail run between Brisbane and Rocky Waterholes (Rocklea) in 1881. The Sodens established but routes across the southside.

When Isaac Nash was applying for his publican's licence in 1887, the Teviot Junction Hotel was described as incorporating six bedrooms, (apart from what is used by himself, his wife and two children), three sitting rooms, one bar, and four stables. It is possible this was a newer building than his original hotel. His license the previous year had been initially refused. At the same time, Daniel Slack also applied for a publican's license for a property at Greenbank, near the crossroads running to Upper Logan and Goodna. In 1888 Nash applied for a license for new premises in Jimboomba. This house was opposite the railway station and was to be known as the Station Hotel. Samuel Manning also applied to transfer his license to a hotel in Jimboomba at that time. John Grant took over the Teviot Hotel in 1889. It continued to change hands regularly until the turn of the century when it apparently closed.

A school was established at New Beith in March 1916, with Gladys Heany the teacher of 18 students. The school closed in 1951 as there were not enough children to keep both the Greenbank and New Beith schools open.

A number of sawmills operated in the region around Greenbank in the 1930s, including one at New Beith on Oxley Creek. Woodridge bullocky George Sirett recalled that the mill would buy up a batch of standing timber and then contract the local bullockies to fell, snig it and pull it out. Oxley Creek had some good blue gum,

flooded gum and tallowwood. During the war years, timber-getters were not allowed to enlist, because timber was considered an essential industry. A lot of local timber was used for ammunition cases. The New Beith mill was moved to Runcorn in the 1940s.

The New Beith Hall had been used by the local Baptists since the 1960s to run Sunday School for local youth. It was sold and the money donated to the church in 1979. These funds allowed the purchase of an adjoining property to the Park Ridge church in April 1980. Eventually the house on this site was demolished to make way for a new church.

Park Ridge:

This area was originally known as the Logan Ridges. The Post Office changed the name to Park Ridge in the early 1890s, apparently to reflect the park like nature of region. Residents in the area now known as Boronia Heights lobbied the government for a provisional school in 1893. The local population, who described themselves as mostly Yorkshiremen, included James Calam, John Storey, Ann Cordingley, Isaac Mayes, Elizabeth Oxford and Thomas Butler. They had all built comfortable cottages with fenced paddocks and gardens and had a considerable area of land under cultivation. The locals banded together to build the school which was originally located between Rosia Road and Hillcrest Road. The building was completed in April 1895. Timber getting and farming were the main industries during the 1890s with Mr Cordingley operating the blacksmith shop and John Storey as postmaster.

Unfortunately the school was built without ant capping and by 1907 was in a dangerous condition with white ant damage from the stumps to the rafters. Ultimately, the old disused Browns Plains School was moved to a new site to service both Park Ridge and Browns Plains. It was located on its present site between Park Ridge Road and Talinga Street. The land was donated by Mr F H Seelither and the deeds transferred to the government on 7 March 1913. The old school was used for public meetings until it was no longer habitable.

Timber getting and farming remained important early in the 20th century and during the 1930s local farmers tried tobacco growing. Their success was short lived and they later turned to poultry.

In 1952 residents began fund raising for a hall. It was officially opened on Saturday 10 October 1953, by Councillor Larry Storey, whose grandparents had been early settlers in Park Ridge. Other former residents John and Mabel Cordingley, from Kingston, were welcomed as John had been the Park Ridge mail contractor for thirty-eight years.

Beaudesert Shire council began installing reticulated water to the region in the early 1970s. A public meeting in the Park Ridge Hall was held in January 1972, to inform the residents of the progress of the water supply and to indicate the costs to those on acreage wishing to access this service Beaudesert Shire Council completed construction of a water tower at Park Ridge in January 1973.

The first doctor in the Park Ridge/Browns Plains region established a practice in the Milpara shopping centre, which opened in 1976.

A public swimming pool at the Park Ridge State School was opened by Premier Wayne Goss on 23 March 1991. It was jointly financed by Logan City Council and the school committee. The pool was open to the public outside of school hours.

Park Ridge State High School opened in 1991. Two private schools have opened in Park Ridge recently. Saint Philomena's Catholic School in Koplick Road was established in 1999. Parklands Christian College opened adjacent to the original site of the first Park Ridge School on the corner of Rosia Road in 2001.

Priestdale:

The origins of this place name are destined to remain a mystery. The creek in the region was named Priest Gully when it was first surveyed in the early 1860s. Timber was the main industry from that time with many timbergetters and shingle splitters living in the region in the 19th Century. From 1879 large tracts of land in this area were owned by Catholic Bishop James Quinn and subsequently transferred to Bishop Robert Dunne following his death. Bishop Dunne later undertook coal exploration on the area, but the deposits were deemed to be uneconomic to mine. Many locals believe that the name of Priest Gully originated with the Bishop's ownership but this is not so.

Priestdale is located to the east of Rochedale South and the area is mostly bushland which forms the buffer zone between Redland Shire and Logan City. Much of the surrounding area is State Forest, National Park or Conservation Areas. Priestdale was registered as a locality in March 1979.

Regents Park:

Regents Park was the name given by the developers of the estate, which was under way during the early 1980s. The area was originally part of Browns Plains and later part of Heritage Woods estate which was later divided into Heritage Park and Regents Park. The suburb is located to the south of Browns Plains. Although the Council initially rejected the proposed name change, it was eventually approved in May 1986 and gazetted in June 1987.

Rochedale South:

Rochedale South was officially gazetted in July 1979 and lies to the south of Priestdale Road. The suburb of Rochedale is in Brisbane City. *Rochedale* was the name of the homestead built by the Roche family who settled in the area in 1868. Their property stretched from the current Rochedale School, north to Ford Road and east to Priest Gully. They also owned the site of Redeemer College. The family grew grapes and had a citrus orchard. After World War I the area was turned over to small crop farming and in the 1930s they moved into dairying. A repatriation hospital operated in Grieve Road after WWI. The Rochedale State School was established in 1931. Despite requests for a post office in the 1920s, it was not established until 1947.

Much of the land in Rochedale South was originally owned by Robert Grieve and William Underwood and during the mid 1970s it was suggested that the area be renamed Langford, after Colonel Langford who owned some of William Underwood's property from the early 1930s. Colonel 'Sam' Langford retired to his home on the Springwood estate after World War II and subdivided his land into 40 and 60 acre lots. He lived on Sunningdale Avenue and continued to grow pineapples. Local residents rejected the proposed name change in the late 1970s, but in the early 1990s the prospect of a name change was again on the agenda following the

Brisbane City Council's proposal to build a massive waste dump in Gardiner Road, Rochedale. Some locals suggested the name change to avoid the connotations associated with living near a major dump. The move was defeated.

The region began to be subdivided for housing in the mid to late 1960s. Strathlands shopping Centre opened in 1970, with a new Woolworths store added to the centre in 1974. St Peter's Catholic School began in 1976 and the church was consecrated in 1978. Rochedale South Primary School opened in 1979. Redeemer Lutheran College opened in 1980. Rochedale State High School opened in 1983. Two major projects were instigated in 1986; construction of the water tower and the approval for Ikea to proceed.

Shailer Park:

This suburb is named after Francis and Catherine Shailer who arrived with their children in the area in 1866. Like many farmers in the area they first grew cotton and later sugar. The Shailers were probably best known for their fruit growing and operated the first citrus orchard in Southern Queensland, situated in Slacks Creek. The land selected by Francis Shailer was situated to the north of the current Shailer Road. Francis was a teacher at the first and second Slacks Creek Provisional Schools. He was also the first Clerk of the Tingalpa Divisional Board in 1880. The Shailers intermarried with other pioneering families in the district, including the Dennis' who were related to the Markwells.

Francis' son Alfred later farmed the area now known as Daisy Hill. At that time it was called *Oakey Mountain* and was owned by his grandfather, James Dennis. Alf's son Glen Shailer also farmed this property. Glen carried on the family's tradition of involvement in local government. He was elected to the Albert Shire Council in 1961 and served almost continuously until 1985. He was elected Mayor of Logan City in 1982 and served for one term.

Shailer Park incorporates the housing estate marketed as Kimberley Park from 1973, the name of which has been perpetuated in the local state primary school. Shailer Park Primary and High Schools are also in the area. The Logan Hyperdome is the major shopping centre in the area and it opened August 1989.

Shailer Park was originally named as a district in 1971, then as a sub-district of Slacks Creek in 1977. It was officially named a suburb in 1991.

Slacks Creek:

Slacks Creek originally encompassed both sides of the Pacific Highway but in May 2002, the boundaries were altered so that the suburb was located only on the south side of the highway. The Slacks Creek Progress Association had lobbied for many years for the retention of the area containing the school, the historic St Marks Anglican Church and the cemetery, but these are now in the locality of Daisy Hill.

This is one of the oldest settled areas in the Logan District and was named after John Slack whose property was named *Mungaree* near the Logan River. He grazed cattle in the district from about 1845. John Slack died in 1861 and his son William remained in the area and married local girl Mary Anne Skyring. William Slack leased land along the current Pacific Highway in between Paradise Road and the Loganlea Road interchange. William Slack originally operated a slaughter yard on *Mungaree* which Markwells later bought, as well as another one opposite the Upper Mount Gravatt School.

When the first bridge over the Brisbane River was constructed in 1865, this land was opened up for closer settlement and the rough bush track through Mt Gravatt to the Logan River was known as Slack's track. The main road to the south followed the current Pacific Highway to Loganlea Road, and then crossed Slacks Creek on Loganlea Road and continued to Waterford.

The Slacks Creek School has operated from numerous locations including the provisional school which operated from 1873 from the original Wesleyan Church located in Centenary Road. Messrs. Shailer and Markwell ran the school committee and the first teacher was Mr Beach who transferred from Eight Mile Plains. By 1878, Francis Shailer was teaching at the school. Following a falling out with some of the locals, the church steward Thomas Armstrong, refused to allow the school to continue in that location and a site for a new provisional school was chosen in Loganlea Road. This site was on the western side of the road between the creek and Loganlea Road. The site was gazetted in July 1879.

Mail services began in 1878, with the Markwells acting as receiving office keeper. Once the railway opened in 1885, mail was collected from the railway at Loganlea and by 1890, a receiving office opened at Daisy Hill. Mail was delivered by horse and buggy twice a week.

The Slacks Creek Provisional School was subject to much local flooding and by the end of 1893, the school and teacher's residence had been moved to a flood free location on the Logan Road (Pacific Highway) near the intersection with Daisy Hill Road. It was moved again in 1964 when the ever-increasing traffic on the Pacific Highway made it a less than ideal site for a school.

The first Church of England was St Marks which was built in 1901 and still remains today in Winnetts Road. A small cemetery exists adjacent to the church. Both are on the State Heritage Register.

The first store in Slacks Creek was opened by Sid Floate on the highway following WWII. The store was built of bricks removed from a demolition site in Brisbane and it housed the telephone exchange, post office as well as a general store. In March 1954 business became so brisk that Mr Floate erected a new Post Office building next door. Both buildings remain on the service road to the south of the Watland Street overpass (which was built in 1978).

At the end of WWII the Fiesta Gardens pool operated from a site to the south of Floate's store. The site was home to an army camp during the war. In 1954, it was noted in the council minutes that the pool was emptied every fortnight. Presumably the use of chlorine and pool filtration was quite primitive at that time. This site later became the Blue Gum Caravan Park.

While attempts to commence the construction of a community hall were made as early as 1938, the war hindered the process for some time. In 1955 the Slacks Creek Progress Association formed as an offshoot of the Slacks Creek School Welfare Committee, and fundraising began. The hall was built with community labour during 1958-59 under the direction of local carpenter Dick Ison. The building was regularly upgraded, with the final brick cladding completed in 1993.

Another significant shopping centre in the area was the Argonaut Centre. It evolved from Noel Burke's Golden Fleece Service Station on Kingston Road. The site was rebuilt in Early 1967 following a fire. An industrial estate was developed adjacent in 1968, and the Argonaut Shopping Centre was officially opened on 1 May 1969. A post office, known as Woodridge East was located in the shopping centre in 1970.

The area in the vicinity of Springlands Drive was part of the Dennis family's holdings. Many locals will remember Springlands Barn, which was demolished in 1983. It was originally built to house the Dennis's jersey cows and there was a sawmill at the rear of the building which provided timber for many local buildings. In later years the barn was converted into a dance hall by the Porter family and was used for many social functions in the district for many years.

During the 1960s, industry in the Slacks Creek area was developing with a macadamia nut processing plant located on the Pacific Highway, as well as a timber veneer manufacturer, Slacks Creek Pottery, Paxton's poultry abattoir and their subsequent machinery service centre. The Moss Street industrial subdivision in the 1960s was the forerunner to today's extensive industrialisation of the area.

In recent years the suburb boundary has been altered so that the Slacks Creek School and historic St Marks Church are now located in Daisy Hill. The Pacific Motorway now forms the suburb boundary.

Springwood:

Springwood took its name from a 614 acre property which was situated along Rochedale Road, between Underwood and Springwood Roads. Local publican William Underwood originally owned it. Brigadier Sam Langford bought the land in 1932. At that time it was known as 'wire paddock' because it was the first fenced property in the area. However the current suburb of Springwood lies to the south of the Springwood Road on land originally owned by W Robinson and Robert Grieve. The area was scrub with wild brumbies and plenty of wildlife, but it did have a spring in the middle, hence the name Springwood. Springwood Road was named in 1955. W F Roche suggested the name. At that time the road was known as Priest Gully Road, and confusion existed between it and Priestdale Road.

When the Brisbane Transportation Study was released in 1965, numerous freeways were proposed including one to link Brisbane with the Pacific Highway at Eight Mile Plains. The projected date of completion was 1970.

The Springwood area was planned as a satellite development to be located at the end of the South East Freeway. The first phase of development began in November 1968. Freeway construction proceeded at a much slower pace than originally predicted and the first phase which included the construction of the (Gardens Point) Captain Cook Bridge was not completed until 1970. The name Springwood was gazetted by the placenames board in 1972. The final section of the Freeway between Logan Road and Springwood Road was constructed between 1982 and 1985, almost 20 years after the first land sales in the area.

Springwood is an established residential area with three primary schools, one high school and two major shopping centres. Arndale Shopping Centre and the Springwood Hotel opened in 1974, with Springwood Mall being completed during 1986. The first Springwood Post Office was opened in January 1985, having been previously serviced by the Woodridge Post Office.

Stockleigh:

George Hawkins and Will Elworthy took up land here on 1st September 1863 and named the area in memory of Elworthy's home in Devon. George's wife Mary Ann was Will's sister. The Hawkins family planted willows from St Helena along the Logan River. Mary Ann provided midwifery services to local women and her daughter often rowed them both downstream to Logan Village to deliver babies. George conducted

church services and funerals from his home. The family initially lived in a slab hut, but built a substantial house *Sunnyside* in 1885. Other residents of the Stockleigh region included Fred Richardson, Richard Evans, T. Flood, John Garsden, William Walsh, George Carter, William Norris, J. Gibbons, Christopher Thompson and Andrew Banning. Catholic Priest Benedict Scortechini lived between Stockleigh and Logan Village.

Residents of the Chambers Flat area established a school in the home of John Garsden in 1872. This was a short lived venture and a provisional school was established in Stockleigh from 1873. The school was built to service families on both sides of the river. A new building was constructed in 1877. A further school building was constructed by Mr Leitzow in 1899.

Another family with links to Stockleigh in Devon were the Traces. James and Sarah Trace initially settled in Coopers Plains and moved to Stockleigh shortly after the birth of their eighth child Richard in 1878. Richard married Chambers Flat girl Agnes Hayes in 1901 and the families have remained in the area for generations.

Tragedy struck the Chambers Flat area on 7 July 1882 when timber-getter Richard Evans lost his wife and three small children. Mrs Emma Evans was the daughter of settler William Norris. Richard Evans had left home in the morning and his eight-year-old son Ned accompanied him to the river, so he could take his father across and then return with the punt so he could use it later that day. His mother Emma wanted to put some timber and bark on a new humpy the family was building near Stockleigh School. Later that day Emma, Ned, five-year-old Ruth and three year old Richard tried to cross the river in the punt, which was apparently eaten out by cobra worm. All were drowned. When Richard finished work for the day, he went down to the river to call for Ned or Emma to bring the punt over to fetch him. There was no response, so he went around the neighbourhood asking if anyone had seen them. Eventually it was too dark for him to return home, so he waited till morning, staying with his sister-in-law's family, the Marks. He borrowed a boat and went to the humpy and found that they had been there as there were new branches on the ground that the children had left. He eventually went home and found the house locked up and the dogs out. He went with the oldest dog to the river bank where his wife's bucket lay. The dog looked into the river and howled. Evans then sought help from the neighbours to search the river. Eventually all bodies were located and Constable Moylan was called from Beenleigh and an inquest was held.

Stockleigh remained a dairying region into the 20th century with local farmers taking out shares in the Kingston Butter Factory including Hawkins, Carters, and Holloways. The school closed in 1935 and the building was sold off in the 1950s.

Tamborine:

The local aboriginals referred to this area as *Tchambreen*, meaning 'yam on a cliff', or 'place of yams'. The original leasehold settler was Burton. Surveyor Robert Dixon took up a depasturing licence in 1843, run and called it Burton Vale. He transferred to H.P. Hicks who called the property *Tchambreen*, and let the licence lapse. Part of it was then taken up by Dugald Graham on behalf of Whitting and Co. and given the anglicised name of Tamborine. Graham later took up the land himself and re-named it *Tabragalba*, which means 'place where big nulla nulla was found'.

During the 1880s Tamborine was home to the Delpratt family, with Mr J. H. Delpratt a breeder of draught horses.

The Tamborine School began in 1874 in the Catholic Chapel in Tamborine and was instigated by Michael Yore and Thomas Plunkett. It was located near the swamp on

the Yore property on the south bank of the Albert River. Both men initially settled at Dairy Creek in the 1860s. In the early 1870s he selected land on the Albert River and named his property *Villa Marie* in honour of his wife Maria Ryan. Plunkett opened the first store in the district around 1872. He was postmaster from 1874 and the post office was run by the family until at least 1900. Plunkett had land at Beaudesert which later became Boystown and land on Tamborine Mountain which he never occupied. The first Catholic Cemetery was located near the church and was subject to flooding. Further land was later allocated by the Plunkett family in Plunkett Road. It remains in use today for the Catholic congregation of the district.

The school committee for 1876 comprised Thomas Plunkett, Michael Massie, Michael Yore, James Henderson and Thomas Pownall. In 1883 Mr Leitzow was contracted to build a teacher's house which was built on Portion 104 east of the school.

A hotel was established on the property of Michael Yore on the south bank of the Albert River. The property was known as *Spiddle*. His son Andrew Thomas Yore later managed the property. The hotel was managed by John Ryan in 1879. No application for a licence renewal was received in 1880 but by 1882 William Walsh was running the Tamborine Hotel. William's wife Catherine was the sister of Anne Yore and Maria Plunkett. The girls had come to Queensland with their parents Edward and Jane Ryan on the *Erin-go-Brah* in 1862. John Ryan was their brother. The hotel remained in operation until at least 1900.

Residents of the Tamborine region, began lobbying the government for a rail connection in 1886 shortly after the Beenleigh line was completed. George Phillips surveyed a nine mile route to Tamborine Village township, but the main expense of the project was a bridge over the Albert River. Further agitations were made in 1888 led by J. W. Lahey. Laheys wanted to open up timber reserves in the Canungra area, and eventually began construction of a private rail line from Canungra to the upper Coomera, via a tunnel under the Darlington Range in 1901.

In May 1910 an inspection was carried out by the Premier (The Honourable W Kidston) and Cabinet Ministers of the proposed route of the railway. A non stop trip to Logan Village and a quick lunch at the hotel was followed by a horse and buggy trip to Canungra organised by the Tamborine Shire Council. An improvised bridge allowed for the crossing of the Albert River. The party reached Canungra by nightfall and were accommodated in tents. The Tamborine Shire Council representative William Walsh together with J W Lahey argued for the economic importance of the line for both the timber and dairying industries.

Construction approval was given in 1911. The line was completed to Bromfleet in March 1915 and to Canungra by 2 July. It was essentially a freight line. Passenger trains ran on occasional Sunday 'excursions' to Canungra, which could carry up to 400 people. The Plunkett station was located on the north bank of the Albert River within the current suburb of Yarrabilba. When the Commonwealth War Service Homes Department bought the Canungra mill from Laheys in 1920, the tramway closed and although the Standply Timber Company later took over, the tramway operated spasmodically after that. The use of the line was limited to the quality of the track between Logan Village and Canungra and the strength of the bridge over the Albert River. By 1939 the service was reduced to two trains per week and many of the sidings were removed.

The busiest traffic on this line was to and from the American Army Camp from 1942. The railway was closed in 1955.

The Tamborine School was closed in 1970 and the teacher's residence relocated to Tamrookum. The school building was relocated to the Beaudesert Shire Council's depot on Chambers Flat Road, now Logan City Council's Marsden Depot. The school was recently relocated back to Tamborine Village.

Tanah Merah:

The earliest selector in this region, which was originally known as Slacks Creek, was George Palk. He had come to the area in 1862 to work for the Cotton Company. Mr Palk was a member of the first Tingalpa Divisional Board of 1880, which had its headquarters at Mt Cotton. He was chairman in 1882, 1883 and 1884.

The naming of Tanah Merah seems to have been the subject of much urban myth and conjecture locally. Some have suggested that the name was given to the area by the McBryde family who came from Malaya in the early 1950s and carried on the name of their Malayan property. Tanah Merah means red earth and it seems that the developers of the housing estates in the area continued the theme of names from Malaya and Indonesia.

Underwood:

Underwood is named after early settler William Underwood who was a land holder, in the Eight Mile Plains district from 1865. He established the Commercial Hotel on his land to the north of the Beenleigh Road intersection. It operated from the early 1870s through to 1895 when it burnt down. Underwood had moved on in the 1880s to manage the Mt Gravatt hotel. During the late 1890s, Underwood's sons William junior and Walter were horse dealers in Eight Mile Plains, while Arthur was a storekeeper and blacksmith in the Mt Gravatt area. Walter Underwood lived on the corner of Underwood and Logan Roads through to the late 1930s and was involved in farming and timber getting. The suburb was gazetted in 1975 and at that time straddled the boundaries of Brisbane City and Albert Shire. Today, Underwood is bounded by Millers Road, Underwood Road, the South-East Freeway, Logan Road and roughly Compton Road. It includes major industrial and shopping precincts, the mail exchange, the Australian Football Club, the Logan Aquatic Centre, as well as residential estates.

Undullah:

The name is derived from the Aboriginal word Nandulla, meaning silver leafed iron bark. The land was originally taken up by Henry Herbert Elliot, who had extensive landholdings in the area, and ran cattle. The area was generally known for grazing and fodder crops in the 19th century.

Veresdale:

Robert Towns' plantation was situated between Veresdale and Gleneagle. Captain Patrick Logan had named the region Letitia Plains after his wife. This property was part of the original *Nindooinbah* station, which Towns had procured from Alfred William Compigné, who owed him money. Towns was a Sydney businessman with interests shipping, island trading and stations in northern Australia. His Logan plantation was known as *Townsvale* and he installed a manager, William Tutin Walker, who later purchased the estate. Towns initially used the Logan River for transport, building a wharf and store at Logan Village, and travelling overland for the remainder of the journey.

Robert Towns was of the opinion that the cotton plantation could never succeed if he had to pay colonial wages. He took advantage of his contacts in the South Pacific and sent the schooner *Don Juan* to procure Melanesian labourers. The initial load of seventy-three islanders arrived in August 1863, and these workers were given contracts providing them with wages of ten shillings (\$1) a month, including food and housing and a provision to be repatriated if they wished. Towns gave specific instructions to the captain of the *Don Juan*, Captain Grueber, that the Islanders were to be treated with respect and integrity. He chose Ross Lewin as the agent procuring this labour on the islands because of his familiarity with their language and customs. Lewin already had many years' experience on the islands in the sandalwood trade and his diligence in carrying out Towns' requests was questionable. By 1867 Lewin was offering his services to any plantation owners in the Colony requiring Pacific Islander labourers. He became notorious in his illegal recruitment practices.

While Towns had initially hoped to develop a community of islanders on his property, he could never convince married men to come to Queensland. Ultimately the estate did develop as a thriving community of workers both European and Islander, employing carpenters, overseers and a blacksmith. The property had its own cotton gin and sawmill and a small hospital.

By 1866 management was using the track to New England, which roughly followed the current Mt Lindesay Highway, to transport his cotton to Brisbane. Despite the treacherous approaches to the Logan Bridge at Maclean, it was quicker than the round trip by boat, which took a week. It was through this regular transportation to Brisbane that the legend of Jerry's Downfall began. Jerry was apparently a Kanaka working at *Townsvale*, who capsized a bullock dray of cotton while crossing Chambers Creek. The locality is marked by a plaque erected by the Beaudesert Historical Society, although its assertion of a later link with the Keaveny family is contested.

An overly romantic version of life at Townsvale plantation was published in the Logan and Albert Times over a number of weeks in late 1968, written by Rhoda Hassell, granddaughter of Walker. She claimed that the Kanakas were willing workers and everything was done for their care and protection and their lives made as happy as possible. They were from the islands of Sandwich, Loyalty and Tanna. The Kanakas had clothing purchased from army surplus from the Crimean War. The coats of the uniforms were scarlet, trimmed with brass buttons, so provided a picturesque site in the cotton fields. Some were apparently loathe to return home at the end of their term of service and Billy, Dick and Nellie remained working for the family for many years. The bell which called the Kanakas to work was later donated to the Church of England Grammar School.

Despite the massive investment in the establishment and running of the *Townsvale* plantation, its success was dogged by regular flooding and irregular drought. It did, however, receive a gold medal at the 1867 Paris Exhibition for Sea Island Cotton. By 1871 cotton planting was reduced to fifty acres and by 1873 cattle proved to be more lucrative. Towns himself had moved to North Queensland in 1865. He established Burketown and Townsville in partnerships with others. He died in 1873. The *Townsvale* property was then run by William Tutin Walker. When the American Civil War ended, and the market for Logan cotton dried up, the great stands of hoop pine here became the next marketable product. The timber mill on the *Townsvale* plantation provided employment locally. Veresdale eventually had a Court House, Police Station, Post Office, hotel and store.

Veresdale and Woodhill continued to grow as a regional centre revolving around the old *Townsvale* plantation. The Townsvale State School opened in 1873, was renamed Veresdale in 1874 and changed to Woodhill in 1899. A post office run by D

Morrison opened on 1 January 1874. Matthew and Verdon Hinchcliffe opened a new branch of their store at Veresdale early in 1878. The township boasted a police station from 1877 and a Court of Petty Sessions was established in early April 1879. A ten-acre cemetery reserve was proclaimed on 26 April 1879, and a board of local trustees was appointed. William Everdell established the Walton Hotel (named after his hometown in England) at Woodhill from about 1875. It functioned as a staging place for the mail run between Logan Reserve and Telemon. Hotels were centres of community activities at the time and the Walton Hotel hosted a public meeting in August 1879 to discuss the route of the proposed Upper Logan Railway. Land was also set aside here for a School of Arts later that year and, when the Tabragalba Divisional Board was established, it first met at Veresdale.

The Veresdale Wesleyan Church was built opposite the Woodhill Hall. Land had been allocated by the family which the Everdell's had purchased from (possibly Tanner) but Mr Hinchcliffe who lived at Veresdale had donated a substantial amount of money for the church and insisted that it be named Veresdale, even though it is at Woodhill.

Veresdale was described by a correspondent to the *Logan Witness*, 11 Feb 1882, as 'the centre of one of the finest basaltic districts of Australia, and is congenial to the successful growth of most sorts of European fruits with a large plantation of pine in the vicinity. However the transport costs to Brisbane are prohibitive to local farmers. The township boasted a stipendiary magistrate, police quarters, and a state school.'

The township of Veresdale was subdivided in 1885.

Dan and Jane Morrison opened the first hotel in Veresdale in 1874 and operated it until 1877. August Weilant operated the Victory Hotel from 1881. In 1882 it was operated by James Rogers, and it ceased trading in 1888. Publican Samuel Manning moved from the Rose and Crown at Acacia Ridge in 1885, when the railway line bypassed his establishment and relocated to Jimboomba. He then moved to Veresdale in about 1901 and ran the Veresdale Hotel. He died there in 1918. The Hotel continues operating to the present day although has been rebuilt.

Waterford West:

Waterford West must be examined in the historical context of Waterford and Logan Reserve. Migrants from England, Ireland and Germany settled this area.

Initial development in Waterford West began around Tygum lagoon. Arthur Pimm took up riverfront land here in 1862 with John Rafter taking up the remainder to the north of the lagoon. Pimm then engineered the relocation of the Waterford ferry, which Samuel Waterman had established at the end of Tygum Road in 1862. Pimm closed off the road and then had a new road surveyed to cross the river at the current bridge site. Pimm then subdivided the estate, which he marketed as Pimlico in 1866. A police barracks was established at Waterford at that time also. The township, we now know as Waterford, was surveyed in 1866, but did not have a name at that time. The name of Waterford did not come into common usage until 1868.

The ferry had a string of operators including Waterman and William Stone. The first official licence went to Henry Eden in 1865. Eden had a small hotel and store located between Loganlea Road and the ferry, which was used to accommodate travellers. Eden generally employed others to run his ferries, which also included the Loganholme ferry. Eden's Ferry Hotel was licensed to ferryman William Huston in March 1871. Richard Leo established the Morning Star Hotel at the same time on the western corner of Loganlea Road. He was licensed in May 1871. Another hotel was built on the southern side of the river closer to Bethania, run by Robert Skiffens,

which was built around 1873. It burnt down in January 1877. A new hotel was built near the river by Gottfried Tesch, known as the Waterford Arms, which opened in October 1878.

Arthur Pimm's attempts to sell Pimlico township were not successful and in 1869, Henry Jordan, the former emigration agent for Queensland, purchased the estate and renamed it Tygum. Jordan was instrumental in much of the Irish immigration to Queensland. He was the state member for East Moreton between 1868 -71. Jordan began construction of a sugar mill almost immediately. Sugar was seen as a better option to cotton. Sugar cultivation on the Logan was encouraged by Louis Hope of the Ormiston plantation near Cleveland, and early sugar crops on the Logan were taken by riverboat to Hope's mill for crushing.

Sugar growing became a key industry on the Logan for the next 20 years. Hope only managed to secure the milling of Logan sugar for a couple of years and many farmers started building their own mills. The first crushing at Tygum mill was in September 1870. At that time Jordan purchased Tygum Road and it was permanently closed to traffic. It is likely that the stand of bunya trees marking the entrance to his estate was planted at this time. The other significant legacy of Jordan's occupation is the private cemetery in Henry Jordan Park, which holds the remains of four infants of Henry and Sarah Jordan, who died between 1872 and 1876.

Logan River residents continually lobbied for a bridge across the river, but the funding was not forthcoming. By 1875 tenders were called for the supply of timber for a bridge at Waterford. It was completed in August 1876.

A school was also required in the region. While the Logan Reserve School had been established around 1865, it was far removed geographically from Waterford. The first Waterford school was set up in Charles Wilson's barn in 1869 and a new primary school was established in 1871.

In the mid 1870s the Catholic Church from Logan Reserve was relocated to a site adjacent to the Morning Star Hotel. A cemetery evolved next to the church. It may have been in use as early as 1874 when infant Richard Leo junior died. The Leo family formally donated the land to the Church in 1892.

Henry Jordan sold off much of his property in 1878. Tygum House was sold to William Arthy and Jordan left the district. Arthy and his son James are also buried in the private cemetery on the riverbank in Henry Jordan Park.

The Lahey brothers purchased Jordan's sugar mill in 1879. The sugar milling equipment was then sold to Schneiders of Bethania, who set it up on the creek in Old Logan Village Road. Laheys then turned their attention to timber milling. The sawmill burnt down in 1884 and the family later moved to Canungra.

Local government was introduced in the form of the Waterford Divisional Board, (later known as Shire Council) which commenced operation in 1880. Initial meetings were held in the Waterford Arms Hotel, and then in a storeroom opposite the Royal Hotel in Beenleigh. Waterford shared premises and a clerk, with the Beenleigh Division for many years. In 1906 new boundaries were gazetted for the Waterford Shire to include some of the former Yeerongpilly Shire to the west. Chairman Martin Schneider, then lobbied for independent premises for the Council. He donated land in Waterford and a small timber hall was erected. The first meeting in the new hall was held in April 1908.

Railway transport came to the Logan with the construction of the first part of the South Coast line in 1885. A rail bridge was constructed over the river at Loganlea in 1884.

The worst flood ever recorded on the river occurred in January 1887, and the railway bridge was washed away. The Waterford Bridge survived, but six houses were washed away.

Further major flooding occurred in April 1893, with the bridge suffering each time it had to endure a flood. By 1916 a new concrete bridge was built with steep sides, which was locally known as the pig trough.

In the twentieth century, dairying became the key industry, particularly after the opening of the Kingston Butter Factory in 1907. Cattle ticks were a problem and the locals installed a cattle dip in Waterford, between the bunya tress and the river in 1905.

Waterford was again victim to a major flood on Australia Day in 1947. The bridge washed away and the ferry had to be re-introduced while the construction of the new bridge was planned. Fortunately for the council, the Kingston-Beenleigh Road had been declared a main road, which meant the State Government had to pay for a new bridge. Despite local councillors lobbying the Main Roads Commissioner for a high level bridge, this was not forthcoming, and a new low level concrete bridge was constructed during 1953-4, which opened in July 1954.

Coincidentally, the next major flood on the river occurred on Australia Day in 1974. Two houses were washed away, although the bridge survived. A new high level bridge was constructed in 1996.

The old hotels were rebuilt too. The Morning Star, which became the Club Hotel at the turn of the century, was rebuilt in 1969. The Waterford Arms was resurrected as the Riverwilde Hotel in 1972.

A drive-in theatre was built on Logan Reserve Road, near Beutel Road in December 1974. A new school was established in Waterford West in 1976. The old Catholic Church had been sold off in the late 1940s and relocated to Eight Mile Plains and then to Daisy Hill, where it remains in use as St Declans. The cemetery was then sold by the Catholic Church, with only four graves relocated to Gleneagle. It is unknown how many graves remain on the site, which is now occupied by semi-industrial shops.

A new school was built in Waterford West in 1976.

Shire amalgamations in 1949, saw Waterford Shire incorporated into the Beaudesert Shire. In 1978 Logan and Albert Shires were formed and Waterford was split in two, with the western part in Logan and the remainder in Albert Shire (later Gold Coast). Waterford West was gazetted as a suburb in 1987.

Windaroo:

Windaroo was the second sugar lease taken out in the Albert River Region by J.S. Pinwell. It was later run by William Warren who also had Noyea Plantation, now known as Mount Warren Park. The Heck family, who own the Rocky Point sugar mill, took up the estate in the 1894 and continued to grow sugar along the flats, while grazing cattle on the slopes.

The area remained essentially rural until the late 1970s when a rural residential estate, Windaroo Acres, was subdivided. Land was first released for sale in 1983 in lots ranging from 4054 to 8071 square metres. Although located near to Mount Warren Park, Windaroo also has a golf course and a range of sporting facilities. The Windaroo Golf Club opened in 1981.

Windaroo Cottage was renovated by Jim and Ann Hart after they purchased it in 1974. It had been relocated to the site from the Beenleigh Rum Distillery some years earlier and had been home to a widow with seven children. The Harts established a gallery in the cottage and in 2003 it was again renovated by new owner Wendy Child. At that time it was a function venue.

In 1989 the Country Club opened an a la carte restaurant. In 1990 the Heck family offered part of the estate which included the golf course for sale. It was purchased by developer Chris Kerwick of Chima Pty Ltd. Further upgrade to the golf club and its facilities were undertaken in time for the 1993 Queensland Open Golf Championship. In 1995, Villa World purchased the last vacant land on the estate to develop a range of house and land packages. The Windaroo Shopping Village opened in April 1996.

Windaroo State School opened in January 1992. In 1993 approval was given for the construction of a State High School to be known as Bahr's Scrub State High, as that was the official suburb name at the time. When it opened in 1994 it became known as Windaroo Valley High School. The school continued to expand and in 1996 a performing arts centre was opened. Plans were then put in place to develop a visual arts building, music building and a gymnasium.

In 2002 the country club was sold to Albert Valley Properties to develop a gated community, which included townhouses.

Woodhill:

Woodhill and Veresdale evolved from the Townsvale plantation established by Robert Towns in 1862. William Tutin Walker was the manager at the Townsvale plantation and he remained on the property until his death in 1920. He had an adventurous life having worked as a gold buyer for the Victorian government on the gold fields in the Ballarat region. Having run the gauntlet of bushrangers one too many times he turned to sheep grazing near Ballarat. In 1865 he moved to Queensland to work for Captain Towns on his cotton plantation. He later turned to timber getting and dairying, with his dairy at Townsvale being one of the largest in the district. His four children remained living in the district at the time of his death.

Early settler William Everdell had first worked on Collin's *Mundoolun* station before moving to Oxley in 1862. He returned to Veresdale in 1869. Land for the school was donated by William Everdell. The Townsvale State School opened in 1873, was renamed Veresdale in 1874 and changed to Woodhill in 1899. Verdon and Matthew Hinchcliffe whose family were the first settlers in Waterford, had a store in Logan Village, and another on the Townsvale Plantation in the early 1870s. It is possible that Veresdale was named after Verdon. Woodhill was the property name of the Ferguson Family.

A Wesleyan Church was built near to the school on the adjoining property owned by Joseph Binstead. Despite the fact that it was built in Woodhill, Verdon Hinchcliffe had donated a substantial amount to its building fund and he insisted that it be named Veresdale.

David and Jane Ferguson also donated the land for the cemetery, when their 11-year-old son George was killed after a fall from a horse on 13 March 1873. The first

police headquarters in the upper Logan district was established at the home of William Everdell. The first constable was Martin Quinlan who was transferred from Beenleigh in 1876. A courthouse opened down the road at Veresdale in 1879, which operated until 1880 when a new courthouse was founded in Beaudesert.

The Walton Hotel was built by William Everdell in 1875. The substantial timber building was built from local cedar and hardwood. It was the changing station for the coaches of the Logan Reserve and Teleton Mail Runs. When the railway came through in 1888 the local station was called Walton.

The Woodhill Cemetery was gazetted on 26 April 1879, although was called the Veresdale Cemetery at the time. Trustees included William Tuton Walker, Verdon Hinchcliffe, John Hopkins, Archibald Auld, John Waters, David Ferguson and George Smith.

David Ferguson had a store at Woodhill from mid 1870. It was located to the north of the school, on a one acre lot with a four roomed cottage. In 1878 he offered it for sale at auction. The store remained in business until 1956. During that time it was the hub of the local community with local farmers also using it as cream depot.

In 1894, the former Veresdale courthouse was relocated by bullock dray to Woodhill for use as a community hall. Committee members included David Day, Richard Day, Verdon Hinchcliffe, William Hiscock, David Ferguson, George Plunkett, John Hopkins and G. Wilson.

The Cavell Family came to live at Woodhill in 1879 from Coopers Plains. Edwin Cavell named his property *Rose Hill* which comprised a number of properties bounded by Hiscock, Hall and Undullah Roads. He had earlier worked on the construction of *Mundoolun* Homestead for John Collins and later purchased his own bullock team. He worked in the timber industry around Jimboomba before taking up the Woodhill land. He was treasurer of the school committee and trustee for the church committee. His youngest son Joseph then managed the property

The Hopkins family came to the area in the 1870s where John Hopkins selected land. His property was known as *Woodlands*. Son Joseph left school early to assist his father in taking care of the large family. He was initially employed by William Walker at *Townsvale* working on the sawmill. His mother died when he was 17 and he continued to support the family. When Walker subdivided, Joseph was assisted to acquire his own property. He married neighbour Lillie Everdell in 1899 at her family home *Walton*. Joseph was chairman of the Beaudesert Shire Council for 27 years and a member for 32 years. He was secretary of the Woodhill School of Arts Committee from the time he was a youth and was trustee of the hall at the time of his death in 1948. He was also a director of the Logan and Albert Co-operative Dairy Association and the first president of the Beaudesert Bowls Club. He was the first Queensland councillor to cross over the border into New South Wales at Urbenville, with Main Roads Commissioner Kemp and Chief Engineer Crawford. The track that was to become the New England Highway until 1954, when it was renamed the Mount Lindesay Highway.

Woodridge:

The area where Woodridge now stands was set aside as a timber reserve when the first selections were being taken up in the early 1870s. The township of Booran was surveyed in 1888 following the construction of the railway. The current streets of Victoria, Smith and Bruce, Edward, Douglas, Plunkett and North Street indicate the location of that township.

Woodridge became known as Grahams' Siding in 1913 after timber getter Dugald Graham, received permission to erect a siding. Initially he wanted the siding called Grahamvale or Grahams' siding. He then suggested Devar. He sold to Octavius Stubbs in June 1913. Stubbs had a poor impression of Graham and objected to the locality being named after him. Unofficially Stubbs named his property 'Woodridge', although the Railways Department called it 15 Mile Siding at that time. The Railway Department officially accepted the name Woodridge when the platform was made accessible to the travelling public in January 1917. The post office recognised the name in November 1917 and the first Woodridge name plate was erected on 19 January 1918. Local progress associations were an integral part of life in these developing areas. In Woodridge, the association under Secretary S McDonald built its first public hall in 1917.

In 1916 Stubbs began subdividing his land. Initially some ten acre lots were created along Wembley Road and into Bardon Road. Stubbs built simple timber homes on six of these lots and sold them for £340. By 1918 Garfield Road was surveyed, with further subdivisions in that area. On the other side of the railway line, Arthur Blackwood began subdividing land between North and Ewing Roads, including Blackwood, Defiance and Croydon Roads. This was marketed as Dorothy Park Estate and subdivisional approval was given in November 1918. Land parcels were generally quarter acre lots. He also subdivided Mabel Park Estate, beginning in 1915. Land along Garfield Road was further subdivided by Stubbs in 1924. The site of the current progress association hall was held in trust by William Seeleither and John Thomas in 1918 and, in June 1927, was further held in trust by Seeleither and Edward Miller. Seeleither later ran the local sawmill.

A Provisional School operated from the Progress Hall from 1924 to 1932. A new school on the corner of Wembley Road and Railway Parade opened in 1932. Mr Boyle who operated a sawmill in Railway Parade donated one acre of the two-acre site. During the 1930s about 30 farming families lived in Woodridge and as well as growing fruit vegetables and fodder crops, they also started up a poultry industry.

The establishment of government services to Woodridge began with the appointment of a receiving officer for the mail in May 1923. She was Mrs J. Towning. Townings had been residents from at least 1917. Mr John Towning was to run the local store for many years from his property at 34 Railway Parade near the corner of Charles Avenue. The telephone exchange opened in 1928 with Lloyd Barden, a retire grazier, the only subscriber until Mr H. Newmann installed the second telephone in 1938. Electricity came to Woodridge in 1939.

Land for housing was in demand and in 1943 the Tingalpa Shire Council was offering allotments in the old town of Booran (Woodridge) for £5 (\$10). Further growth occurred in the 1950s with subdivisions undertaken by R.G. Oates, of George Street Brisbane and Arthur Trinder. R.G. Oates subdivision was approved in May 1951 and included Oates Park. At that time the park was reserved as the Woodridge Sports Ground. Trinder had purchased most of what was originally George Cannon's property including Karawatha Forest and land along the railway line. Arthur Trinder began his subdivisions in 1952, and he built houses on many of his allotments. In 1959, Trinder gave two hundred and twenty-two acres to the Lutheran Church. By August 1966, plans were underway for construction to begin on the Trinder Park Rest Home which opened in 1969.

Woodridge telephone services continued to expand. In October 1953, there were five telephone subscribers in Woodridge and by 1958 there were fifty-eight. From 8 June 1945 the post office was run by George Livingston from his home at 22 Railway Parade. The office remained in this locality until 1 July 1953 when it was relocated to Station Street in a new office run by Thomas Tonkin.

Reticulated water was installed in Woodridge in 1963. Much of the development in the 1960s was the result of the developers buying up large parcels of land in the area. The Queensland Housing Commission began building homes in Woodridge once the water had been connected. Eight homes were constructed in Woodridge between June 1963 and June 1964, making a total of thirteen constructed in the area since 1945. The housing boom continued and by the end of the 1968-9 financial year, four hundred and seventy-two Housing Commission houses had been built in Woodridge, since 1945, with that number rising to one thousand five hundred and forty-seven by mid 1977.

The post war growth in Woodridge saw four churches built in Railway Parade. The Methodist Church operated from 1951. St Catherine's Catholic Church opened in August 1954 followed by St James' Anglican Church in October 1955. In 1959, the Trinder family donated 230 acres to the Lutheran Church and ten years later the Trinder Park home for the aged was opened. A Lutheran Sunday School operated in the Progress Hall from 1961 and an Air Force Hut was later erected on the Railway Parade site donated by Pop Trinder. The Sunday School Hall was dedicated in March 1964.

The Ambulance service began in 1964 in Railway Parade with the building completed in 1967. A fire station opened in Garfield Road in 1965.

A new automatic telephone exchange opened in Kingston Road, opposite Paradise Road in April 1961. It superseded manual services in Woodridge, Slacks Creek and Kingston. During 1967, demand for telephone services in the Woodridge/Kingston area led to calls for an upgrade to the exchange. An unofficial post office was located in the Argonaut Shopping Centre from 1970.

The Woodridge post office changed hands in March 1968, with Mrs Ngaire Horner purchasing the post office and residence from Mrs Truran. In 1969, Mrs Horner, built a block of twelve shops in Station Road, which were known as Horner's Court. The post office then relocated to Shop 41 and a TAB was built on the old post office site. The post office remained at that locality until a new building was constructed at 36 Blackwood Road. It opened for business on 2 August 1976, with Woodridge now the district mail centre.

A new Ambulance station was opened near the Parklands Shopping Centre in 1970, and a library was established in the old Ambulance Station at that time. It was relocated to the Parklands Shopping Centre in 1972. A temporary Police office was established in a relocated home in Station Street in 1971, with a permanent site procured in Railway Parade later that year. The new station opened in 1972, and is now the home of Radio FM101. In 1975 the Woodridge Civic Centre opened with a shire office, community hall and Library. The shire office and library are now occupied by the Logan Art Gallery.

In 1969 a new Catholic School opened in Woodridge and a state school was established in Woodridge North. Woodridge State High School opened in January 1972 and the Woodridge Opportunity School opened in November 1972. Enrolments at Woodridge State School continued to rise rapidly in the early 1970s following an influx of British migrants. In January 1974, enrolments totalled one thousand six hundred and eighty-nine students, making it the largest in Queensland at that time. Other schools were quickly built to take the pressure off Woodridge, including Mabel Park State School in 1974, Harris Fields School in Smith Road, in January 1975, and Berrinba East School in 1977. Woodridge High School built its community hall in 1986.

The Woodridge Tavern opened in 1973 followed by the K-Mart shopping centre in 1978. Woodridge Centrepont shopping centre was under construction in 1981.

The new Logan Shire Council began operations in July 1979, with some officers based in the Woodridge office of Albert Shire. Logan was declared a city on 1 January 1981. The new administration centre was almost complete at the time and was formally opened by the Governor of Queensland, Sir James Ramsay on 21 February 1981.

A new Catholic Church was under construction at St Pauls in Woodridge during 1980-81. It was formally opened in October 1981. Mabel Park State High School opened in January 1984.

The growing population in Woodridge led to the construction of a new police station in 1992. A revision of the structure of the organisation also led to the new building becoming the head office of the Logan Police District. The official opening occurred on 10 October 1992.

The Booran Park Neighbourhood Centre was formally opened in October 1995. In 2004, Community Renewal funding provided a new multi-purpose community hall located on the site which was completed in November 2004 at a cost of \$340,000.

Yarrabilba:

The Wanggeriburra Clan of the Yugambah language group occupied this land before the arrival of Europeans. Yarrabilba means 'place of song' in Wanggeriburra/Bundjalung language. The area still contains many artefacts and evidence of their occupation.

Original European settlers who took up land within the boundaries of Yarrabilba include Henry and Isaac Seymore, Thomas Plunkett, William Walsh, George Richardson, Alexander Watt, Daniel Kelso, Samuel Kelso, Andrew Watt and William Steele.

Steele's Road led to the property on bank of the river owned by William Steele, and taken up by him around 1862. He built a house on the Albert River and is considered to be the first white settler in the area. The falls on the river here were known as Steele's falls as was the creek and the road. It is thought that he grew cotton and later sugar and owned a mill. His property was known as *Albert Park*. It was later the home of the Waldron Family and later again was occupied by Alf Henderson, eldest son of James Henderson of *Tabragalba*.

Isaac Seymore was from Northern Ireland. Two families of Seymours arrived together on the *Roddell Bay* in July 1887, which included Isaac senior (61) and Junior (21), as well as Henry senior (60) and junior (15), Fanny (23), Henrietta (20), Catherine (18), Charlotte (17) and Charles (10). The Electoral rolls of 1879 indicate that Henry resided at Quinze Flat, and Isaac junior and senior resided at Parish of Moffatt and Logan Village respectively, which may well mean the same place. Henry senior died in November 1879 and by 1884, his son had moved to Veresdale. Henry senior was the first burial in the Logan Village Cemetery and land was formally subdivided from the Seymore property for this purpose in 1885. Land for the cemetery had apparently been promised back in the mid 1870s and William Drynan wrote to Peter McLean the local MLA reminding him of this in 1877.

Thomas Plunkett arrived in Queensland aboard the *Fiery Star* in 1863, along with Michael Yore, with whom he had a long friendship. Both initially went to the Gympie gold fields, where they met William Walsh. Yore and Plunkett then selected land

together on the south bank of the Logan River, near the current intersection of Deer Lane and Waterford-Tamborine Road. The original property was known as *Argyle* according to the electoral rolls of the late 1860s. In 1872 Yore sold his share to Plunkett and took up land on the banks of the Albert River near Tamborine Village, where he established a dairy. In the 1880s his property was known as *Villa Marie*. (Presumably the property was named in honour of his wife Mary Ryan.)

Plunkett nominated as a candidate for parliament in 1888 and represented the electorate for eight years initially, before being defeated by local rival R M Collins, but was returned again in 1902, 1904 and 1907. He was instrumental in the construction of the railway from Logan Village to Canungra. Due to ill health he was unable to attend the initial turning of the sod ceremony in 1913, and died shortly after. His son Thomas Flood Plunkett took over the running another family property near Kerry. He was a member of the Beaudesert Divisional Board, a JP, founder of the local Farmer's Union, Director and Chairman of the Logan and Albert Co-operative Dairy, trustee of the Logan and Albert Pastoral Society and treasurer of the Beaudesert Railway League. His brothers Christopher and Walter managed *Villa Marie* Estate.

William Walsh arrived in Queensland aboard the *Prince Consort* in 1862. He initially settled on the Logan River at Chambers Flat in the mid 1860s. He married Catherine Ryan in 1868 and she bore him three children. In 1869 he took up 100 acres near the Albert River at Tamborine and continued to add to that landholding, eventually owning 2,000 acres which he devoted to grazing, dairying and cultivation, and was the first in the district to use a plough. His property was known as *Munster Vale*. Catherine died in 1876, and he apparently went gold seeking on the Palmer River for a short while. He returned to the Logan district and married Margaret Yore, daughter of John Yore. John's brother Michael Yore was an early landholder on Tamborine Mountain where William Walsh also selected land in 1875. William and Margaret had 8 children. He was a member on the Tabragalba Divisional Board (part of which later became the Beaudesert Divisional Board) and the first Chairman of the Tamborine Divisional Board in 1890 and prominent in the Shire Council from 1903. Sons Edward and Ernie remained in the district

The Ryan family have links to three families in this region through marriage. James Ryan and family came to Queensland on the *Erin-go-Brah* in 1862. Daughter Catherine married William Walsh, daughter Ann married Michael Yore, and Mary married Thomas Plunkett.

The Kelso family, Daniel (28), Samuel (29), their sister Margaret Pollock (30) her daughter Mary (8) and their mother Jane (50) arrived aboard the *Maryborough* in May 1866 from Glasgow. Also on board were Caleb (36) and Edmund F. Curtis (11). The remainder of the Curtis family came to Queensland aboard the *Royal Dane* in April 1867. They included mother Mary, and children Helena, Sydney, Edgar, Clifford and baby Ann. The family initially settled at Eight Mile Plains. Four more children were born in Queensland. Caleb and Mary selected land on the Albert River immediately south of Kelso's land. Curtis' Albert River property was called *Leigh Farm*. Caleb Curtis died in 1908 and is buried on the property, along with wife Mary who died in 1912. Other family members are also buried here including Ethel Lillian, Esther Sarah (daughter of Charlotte Kingston and Henry Curtis).

Edmund Curtis and his brother Sidney first walked up to Mount Tamborine when they were very young men and resolved to live there one day. In 1877 both brothers selected land there. Mary Jane Pollock married Edmund Ford Curtis in 1878 and produced 11 children. It is likely that Margaret Pollock lived with her daughter on the mountain, as the titles searches indicate Tamborine Mountain as her place of residence. The Curtis brothers erected the waterwheel on Cedar Creek in 1888. Daniel Kelso also selected land on Mount Tamborine.

Daniel Kelso died in 1886, Samuel died in 1907 and Margaret in 1895, their property being transferred to William Gordon Curtis, the eldest son of Edmund and Mary Jane Curtis (nee Pollock).

Residents of the Tamborine Village region, began lobbying the government for a rail connection in 1886 shortly after the Beenleigh line was completed. George Phillips surveyed a nine mile route to Tamborine Village township, but the main expense of the project was a bridge over the Albert River. Further agitations were made in 1888 led by J. W. Lahey. Laheys wanted to open up timber reserves in the Canungra area, and eventually began construction of a private rail line from Canungra to the upper Coomera, via a tunnel under the Darlington Range in 1901.

In May 1910 an inspection was carried out by the Premier (The Honourable W Kidston) and Cabinet Ministers of the proposed route of the railway. A non stop trip to Logan Village and a quick lunch at the hotel was followed by a horse and buggy trip to Canungra organised by the Tamborine Shire Council. An improvised bridge allowed for the crossing of the Albert River. The party reached Canungra by nightfall and were accommodated in tents. The Tamborine Shire Council representative William Walsh together with J W Lahey argued for the economic importance of the line for both the timber and dairying industries.

Construction approval was given in 1911. The line was completed to Bromfleet in March 1915 and to Canungra by 2 July. It was essentially a freight line. Passenger trains ran on occasional Sunday 'excursions' to Canungra, which could carry up to 400 people. The Plunkett station was located on the north bank of the Albert River within the current suburb of Yarrabilba. When the Commonwealth War Service Homes Department bought the Canungra mill from Laheys in 1920, the tramway closed and although the Standply Timber Company later took over, the tramway operated spasmodically after that. The use of the line was limited to the quality of the track between Logan Village and Canungra and the strength of the bridge over the Albert River. By 1939 the service was reduced to two trains per week and many of the sidings were removed.

The busiest traffic on this line was to and from the American Army Camp from 1942. The camp was named in honour of Sergeant Gerald O'Cable, one of the 32nd Infantry Division, or Red Arrow Brigade, who was killed during transport along the southern Australian coast when torpedoed by a Japanese submarine. The Australians had camps at Maclean, Jimboomba, Tamborine and Canungra and the Americans at Jimboomba, Tamborine and Beaudesert. The Americans built Camp Cable Road to link with Jimboomba and the road between Tamborine and Logan Village was sealed. All culverts and bridges in the area were upgraded. An army hospital was built on the south side of the river as well as a theatre, which was where General MacArthur addressed the troops as did Eleanor Roosevelt. This was a major camp housing men en route to service in the Pacific war and at one time had 35,000 soldiers stationed there. A railway siding was constructed at Logan Village and large igloos were constructed to house and handle the stores for the troops. The Logan Village Hall was commandeered to serve as a post office and administrative centre. After the war the Logan Village community constructed a small monument to the soldiers, built of rocks found on the site. Two other monuments also stand nearby at the Camp Cable Road intersection with Tamborine-Waterford Road. One is in honour of Vicksburg, a small dog who had stowed away on the *S.S.Lurline* and was not discovered until they were four days out of San Francisco. She became the Division's mascot. She was born in the town where the final major campaign of the American Civil War occurred. Vicksburg was accidentally killed in Southport on 8th October 1942. The other monument is in honour of Sergeant Robert Dannerburg, killed in action on 2 June 1942. He saved a fellow soldier after his platoon walked into a

sniper's nest in New Guinea. He was posthumously awarded the Silver Star for gallantry. The soldiers arrived in Brisbane on 2 July 1942. The Red Arrow Brigade served in New Guinea and Luzon, and took the surrender from the Japanese in Luzon, Philippines on 2 September 1945.

Camp Cable had a major impact on the local area and provided business opportunities to many Queensland companies. Contracts were let to provide 122 latrines, 92 mess kitchens, 96 bath houses, 156 tank stands and 24 storage sheds as well as the 4 ward hospital and 5 infirmaries. Water was pumped from the Albert River and stored in tanks and able to provide 12,000 gallons (54,600 litres) per hour. Tradesmen failed to clean up following tank construction causing the death of a valuable heifer which accidentally ate scrap metal, and the owner, Stimpson, wanted his property cleaned up, re-fenced and compensation for the loss of the cow.

The railway was closed in 1955.

Following the war a significant amount of this estate was purchased by James Fairlie Brett in 1947. Bretts had significant interests in sawmills throughout South East Queensland. From 1933 his company began the manufacture of plywood. In 1942 he established a business in New Guinea. His business interests came to include wool, gold, oil and cement companies. He never married and died in 1966 with his estate valued at \$1,578 at the time. The degree of timbergetting undertaken by Bretts at Yarrabliba is unknown, but presumably they would have utilised whatever native timbers that were of use for their enterprises.

Hancock Brothers began purchasing land here from 1965. Hancock's business had been established by Josias Henry Hancock senior at South Brisbane in 1898. Josias Henry Junior, known as Harry, joined the family business as soon as he left school, and soon became the chairman of the board. The company by then was known as Hancock and Gore. His business interests were similar to that of James Brett. Hancocks also established a plywood mill in 1930-31 and became one of Australia's largest plywood producers. He also had interests in New Guinea but was betrayed by a confidence trickster in 1944 and his firm suffered the indignity of a Royal Commission. He died the following year, leaving four sons and a wife.

Hancock brothers established a nursery to raise the seedlings and began planting *Pinus Elliotti* (slash pine) in 1966. John Hancock supervised the activities and employed seven men on the site. His brother Viv is credited with encouraging a sustainable approach to forestry. Timber from this plantation supplied the company's plywood mill at Ipswich. Plantings in 1966 covered 16 ha, with 93ha in 1967 and 139 the following year. From then on each year saw between 150 and 200ha planted until 1977, when the area was considered to be fully stocked. Logging in 1980 produced 18,000 cubic metres of timber. A large forest fire destroyed about 283ha in October 2001. Viv Hancock died in 1989 and is buried at the Logan Village Cemetery. The old Hancock mill was burnt down in April 2008.

One of the most controversial outcomes from WWII activities on the site has been the discovery of unexploded ordinances (UXOs). In September 1981 the Logan and Albert Times reported on three mortar bombs found in the area. In 1984 a resident on a new estate in the Logan Village area found an old grenade, which was detonated by Army ammunition technicians. Further articles on UXOs were published in the Gold Coast Bulletin in 1984.

In November 1991 Hancock Brothers called a public meeting at the Logan Village School to discuss a proposed rural residential development for the former Camp Cable site. A development application was before the Beaudesert Shire Council at that time. The Logan Village Progress Association lodged an objection because of

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the lack of services to the proposed 2000 blocks of land. By 1993 the Beaudesert Shire Council gave conditional approval to the staged development, the concern over the UXOs, led to the Beaudesert Shire Council listing affected properties on the contaminated land register. Local residents continued to lobby for the Federal Government to conduct a sweep of the area and commit to removing any UXO's. Residents staged a protests rally and street march in Brisbane in November 1995. Current advice from the Environment Protection Agency is that of minimal risk of contamination of the site from UXO's.

Separate handouts are available for the following suburbs:-

1. Browns Plains
2. Carbrook
3. Crestmead
4. Kingston
5. Loganholme
6. Marsden
7. Mount Gravatt and Eight Mile Plains Districts
8. Rochedale
9. Shailer Park
10. Waterford
11. Woodridge

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WATERFORD

Early History

Captain Patrick Logan explored the Waterford area, during his excursion south of the Moreton Bay Penal Colony (Brisbane). The Logan district was not available for white settlement until after the Penal Colony was closed in 1842. After this time, squatters leased vast areas in the district on a year by year basis, until in the early 1860s the area was surveyed, and the Logan Agricultural Reserve was established. From then on, the land in the area was progressively released to settlers. Waterford was the part of the lease of James Fitzgerald.

Migrant Settlers

Two migrant groups, the Irish and the Germans mainly settled the Waterford area. Irish settlers were brought to Queensland by the Queensland Immigration Society, which was founded by Bishop Quinn. The first group sailed for Queensland on a ship called the “Erin-go-Bragh”, which took twenty five weeks to make the long journey. Many of the immigrants chose to leave the ship at some of the ports of call down the coast of Queensland, however a significant number completed the journey to Brisbane, and then travelled overland to the Waterford area.

Irish settlers included the Leos, Maloneys, Rafters, Colgans, Beethams, Ryans, Deerans, Gavans, Farrells and McHughs. The Leos later established the Morning Star Hotel, as well as a butcher shop, grocer’s and blacksmith’s which serviced the Cobb & Co. coaches. Many of the Irish immigrants later left the district and moved to the Beaudesert and Tamborine areas, however the Irish influence in the area had been established.

The German immigrants began arriving in Brisbane from 1864. Land was available in the Logan area, and many of the immigrants selected blocks there, including twelve families who travelled from Brisbane on the steamer *Diamond* to land at what is now known as Bethania. Nevertheless, while the division between Waterford and Bethania was cultural, both communities worked together for the development of the Logan region.

Establishing Waterford

Initial development in Waterford began around Tygum lagoon. Arthur Pimm took up riverfront land here in 1862 with John Rafter taking up the remainder to the north of the lagoon. Pimm then engineered the relocation of the Waterford ferry, which Samuel Waterman had established at the end of Tygum Road in 1862. Pimm closed off the road and then had a new road surveyed to cross the river at the current bridge site. Pimm then subdivided the estate, which he marketed as Pimlico in 1866. A police barracks was established at Waterford at that time also. The township, we now know as Waterford, was surveyed in 1866, but did not have a name at that time. The name of Waterford did not come into common usage until 1868.

The ferry had a string of operators including Waterman and William Stone. The first official licence went to Henry Eden in 1865. Eden had a small hotel and store located between Loganlea Road and the ferry, which was used to accommodate travellers. Eden generally employed others to run his ferries, which also included the Loganholme ferry. Eden's Ferry Hotel was licensed to ferryman William Huston in March 1871. Richard Leo established the Morning Star Hotel at the same time on the western corner of Loganlea Road. He was licensed in May 1871. Another hotel was built on the southern side of the river, run by Robert Skiffens, which was built around 1873. It was known as the Waterford Arms.

Arthur Pimm's attempts to sell Pimlico township were not successful and in 1869, Henry Jordan, the former emigration agent for Queensland, purchased the estate and renamed it Tygum. Jordan was instrumental in much of the Irish immigration to Queensland. He was the state member for East Moreton between 1868 -71. Jordan began construction of a sugar mill almost immediately. Sugar was seen as a better option to cotton. Sugar cultivation on the Logan was encouraged by Louis Hope of the Ormiston plantation near Cleveland, and early sugar crops on the Logan were taken by riverboat to Hope's mill for crushing.

Sugar growing became a key industry on the Logan for the next 20 years. Hope only managed to secure the milling of Logan sugar for a couple of years and many farmers started building their own mills. The first crushing at Tygum mill was in September 1870. At that time Jordan purchased Tygum Road and it was permanently closed to traffic. It is likely that the stand of bunya trees marking the entrance to his estate, were planted at this time. The other significant legacy of Jordan's occupation is the private cemetery in Henry Jordan Park, which holds the remains of four infants of Henry and Sarah Jordan, who died between 1872 and 1876.

Logan River residents continually lobbied for a bridge across the river, but the funding was not forthcoming. By 1875 tenders were called for the supply of timber for a bridge at Waterford. It was completed in August 1876.

A school was also required in the region. While the Logan Reserve School had been established around 1865, it was far removed geographically from Waterford. The first Waterford school was set up in Charles Wilson's barn in 1869 and a new primary school was established in 1871.

In the mid 1870s the Catholic Church from Logan Reserve was relocated to a site adjacent to the Morning Star Hotel. A cemetery evolved next to the church. It may have been in use as early as 1874 when infant Richard Leo junior died. The Leo family formally donated the land to the Church in 1892.

Henry Jordan sold off much of his property in 1878. Tygum House was sold to William Arthy and Jordan left the district. Arthy and his son James are also buried in the private cemetery on the riverbank in Henry Jordan Park.

The Lahey brothers purchased Jordan's sugar mill in 1879. The sugar milling equipment was then sold to Schneiders of Bethania, who set it up on the creek in Old Logan Village Road. Laheys then turned their attention to timber milling. The sawmill burnt down in 1884 and the family later moved to Canungra.

Local government was introduced in the form of the Waterford Divisional Board, (later known as Shire Council) which commenced operation in 1880. Initial meetings were held in the Waterford Arms Hotel, and then in a storeroom opposite the Royal Hotel in Beenleigh. Waterford shared premises and a clerk, with the Beenleigh Division for many years. In 1906 new boundaries were gazetted for the Waterford Shire to include some of the former Yeerongpilly Shire to the west. Chairman Martin Schneider, then lobbied for independent premises for the Council. He donated land in Waterford and a small timber hall was erected. The first meeting in the new hall was held in April 1908.

Railway transport came to the Logan with the construction of the first part of the South Coast line in 1885. A rail bridge was constructed over the river at Loganlea in 1884.

The worst flood ever recorded on the river occurred in January 1887, and the railway bridge was washed away. The Waterford Bridge survived, but six houses were washed away.

Further major flooding occurred in April 1893, with the bridge suffering each time it had to endure a flood. By 1916 a new concrete bridge was built with steep sides, which was locally known as the pig trough.

In the twentieth century, dairying became the key industry, particularly after the opening of the Kingston Butter Factory in 1907. Cattle ticks were a problem and the locals installed a cattle dip in Waterford, between the bunya tress and the river in 1905.

Waterford was again victim to a major flood on Australia Day in 1947. The bridge washed away and the ferry had to be re-introduced while the construction of the new bridge was planned. Fortunately for the council, the Kingston-Beenleigh Road had been declared a main road, which meant the State Government had to pay for a new bridge. Despite local councillors lobbying the Main Roads Commissioner for a high level bridge, this was not forthcoming, and a new low level concrete bridge was constructed during 1953-4, which opened in July 1954.

Coincidentally, the next major flood on the river occurred on Australia Day in 1974. Two houses were washed away, although the bridge survived. A new high level bridge was constructed in 1976.

The old hotels were rebuilt too. The Morning Star, which became the Club Hotel at the turn of the century, was rebuilt in 1969. The Waterford Arms was resurrected as the Riverwilde Hotel in 1972.

A drive-in theatre was built on Logan Reserve Road, near Beutel Road in December 1974. A new school was established in Waterford West in 1976. The old Catholic Church had been sold off in the late 1940s and relocated to Eight Mile Plains and then to Daisy Hill, where it remained in use as St Declans until it burnt down. The cemetery was then sold by the Catholic Church, with only four graves relocated to Gleneagle. It is unknown how many graves remain on the site, which is now occupied by semi-industrial shops.

WOODRIDGE

Early settlement

Woodridge was initially a timber reserve, which was subdivided for settlement once the railway was built in 1885. The subdivisions were completed around 1888. Many early purchasers were speculators. The first commercial venture in the area was the firewood mill operated by Dugald Graham located in Railway Parade. He acquired the land in December 1912.

He immediately asked the Railway Department for a siding to enable him to transport the cut timber. The private siding was completed on the 4th April, 1913 at Mr Graham's expense. When it came to naming the siding he suggested Grahamvale and then later Craighburn, Loner and then Devar. Only Devar, (named after a lighthouse in the west of Scotland) was considered, but then someone realised that it was only a private siding and all proposals for naming it were forgotten. No-one however let the Lands Department know of the decision not to officially name the siding and the name Devar was used on some maps produced at the time.

Mr Octavius Stubbs bought Graham's property in July 1913. He built a sawmill and also used the siding to his advantage transporting timber for building purposes as well as firewood. He also controlled the industry locally and would not allow timber getters to use his siding to transport timber to other mills. Mr Stubbs named his property Woodridge in about 1915. 'Wood' because it was the most important industry in the district and 'ridge' because the property was situated on a ridge. When Mr Stubbs investigated the matter of the name for his siding he was told officially the name was '15 Miles Siding' as it was 15 miles from Brisbane.

In 1914 Mr O Stubbs advertised the subdivision and sale of his land - Woodridge Estate.

THE WOODRIDGE ESTATE **SEMI-SUBURBAN FRUIT AND POULTRY FARMS**

15 miles from Brisbane (Main South Coast Line) and half a mile from the siding. The LAND is highly recommended for Poultry, Vegetables, Pines, Strawberries, Pawpaws, Rosellas, Mangoes etc. and has a good rainfall, in addition to never-failing water-holes all over the property.

Telephone and Postal facilities on the estate.

UNSURPASSABLE OFFER 10 Acres fenced, 1 acre cleared, new 4 roomed House, Stove, Tank (1000 gallons)

STARTLING PRICE - 170 pounds, Deposit 50 pounds, Balance 10 shillings per week. WITHOUT INTEREST.

Mr Stubbs at this time had four sawmills supplying timber for wood stoves in Brisbane. The Church of England in Railway Parade stands where one of the mills was located.

In 1916 the region was well established with an active Progress Association comprising 19 resident families. They erected a progress hall in 1917. Apart from timber and small crop farming, poultry was a key industry in Woodridge. The largest poultry farm was located on the position taken by the Woodridge North State School today. Dairying was also carried out with the cream sent down the railway line to the Kingston Butter Factory.

The railway line was re-aligned in 1917 and a new trestle bridge was opened on Wembley Road to replace the old level crossing. In November 1918, Arthur Blackwood subdivided the estate known as the Dorothy Park Estate. Part of this estate was essentially urban and comprised land between Ewing and North Roads, including Blackwood, Croydon and Defiance Roads. Small acreage lots were situated to the north up to Whitey and Orchid Streets. Many residents commuted to work in the city or the nearby industrial areas at Kuraby and Rocklea.

The Towning family were amongst the early residents of Woodridge. Mr John Towning received mail for people in the district via the railway in the early days. In 1923 on the 10th May, a Receiving Office (Post Office) was opened and Mrs Towning became the Receiving Officer. She was paid an allowance of 13 pounds 10 shillings for her position. "The office was located in a small tin building adjacent to a house owned by Mr Towning. The Building was situated at 34 Railway Parade. Telephone and telegraph facilities were introduced on August 9th 1923." (*Albert News* 31 August 1977)

The postal officials considered the name 'Woodridge' temporary at the time of the opening of the Receiving Office. 'Woodridge Park' was suggested but the Progress Association and the Railways Department objected strongly and finally the Postmaster Generals Department advised the Department of Public Lands on January 1st, 1924, that the Woodridge name would remain.

By 1930, Woodridge boasted a post, telegraph and telephone office, a store, newsagency and a hall which doubled as a church on Sundays for various visiting religious ministries. One local sawmill was owned by Mr Boyle and Stubbs old firewood depot was owned by Bill Seeleither and George Dellitt.

The Progress Hall was used by the Provisional School from 1924 to 1932. Dorothy Tuke was transferred from the Bahr's Scrub school to the new Woodridge Provisional School in May 1924. The school started with an enrolment of 21 children. Miss Annie Lloyd took over from Miss Tuke in 1925 and taught at the Hall until the new school opened. The new school building, on the corner of Wembley Road and Railway Parade, was opened by the Minister of Public Instruction on the 2nd of April, 1932. The first Head Teacher was Mr Frederick Perrett.

Growth of a suburb

Woodridge telephone services continued to expand. In October 1953, there were five telephone subscribers in Woodridge and by 1958 there were fifty-eight. From 8 June 1945 the post office was run by George Livingston from his home at 22 Railway Parade. The office remained in this locality until 1 July 1953 when it was relocated to Station Street in a new office run by Thomas Tonkin. By 1958 the township boasted a post office two grocers, and a butcher.

The post war growth in Woodridge saw four churches built in Railway Parade. The Methodist Church operated from 1951. St Catherine's Catholic Church opened in August 1954 followed by St James' Anglican Church in October 1955. In 1959, the Trinder family donated 230 acres to the Lutheran Church and ten years later the Trinder Park home for the aged opened. A Lutheran Sunday School operated in the Progress Hall from 1961 and an Air Force Hut was later erected on the Railway Parade site donated by Pop Trinder. The Sunday School Hall was dedicated in March 1964.

Reticulated water was installed in Woodridge in 1963. Much of the development in the 1960s was the result of the developers buying up large parcels of land in the area. The Queensland Housing Commission began building homes in Woodridge once the water had been connected. Eight homes were constructed in Woodridge between June 1963 and June 1964, making a total of thirteen constructed in the area since 1945. The housing boom continued and by the end of the 1968-9 financial year, four hundred and seventy-two Housing Commission houses had been built in Woodridge, since 1945, with that number rising to one thousand five hundred and forty-seven by mid 1977.

In 1963 a new railway station was built, with a second one completed in mid 1968, known as Trinder Park. A new automatic telephone exchange opened in Kingston Road, opposite Paradise Road in April 1961. It superseded manual services in Woodridge, Slacks Creek and Kingston. During 1967, demand for telephone services in the Woodridge/Kingston area led to calls for an upgrade to the exchange.

The Woodridge post office changed hands in March 1968, with Mrs Ngaire Horner purchasing the post office and residence from Mrs Truran. In 1969, Mrs Horner, built a block of twelve shops in Station Road, which were known as Horner's Court. An unofficial post office was located in the Argonaut Shopping Centre from 1970. The Woodridge post office then relocated to Shop 41 in Horner's Court and a TAB was built on the old post office site. The post office remained at that locality until a new building was constructed at 36 Blackwood Road. It opened for business on 2 August 1976, with Woodridge now the district mail centre.

The Ambulance service began in 1964 in Railway Parade with the building completed in 1967. A fire station opened in Garfield Road in 1965. A new Ambulance station was opened near the Parklands Shopping Centre in 1970, and a library was established in the old Ambulance Station at that time. It was relocated to the Parklands Shopping Centre in 1972. A temporary Police office was established in a relocated home in Station Street in 1971, with a permanent site procured in Railway Parade later that year. The new station opened in 1972, and is now the home of Radio FM101. In 1975 the Woodridge Civic Centre opened with a shire office, community hall and Library. The shire office and library are now occupied by the Logan Art Gallery.

In 1969 a new Catholic School, St Paul's, opened in Woodridge and a state school was established in Woodridge North. Woodridge State High School opened in January 1972 and the Woodridge Opportunity School opened in November 1972. Enrolments at Woodridge State School continued to rise rapidly in the early 1970s and by January 1974, it was the largest in Queensland at that time. Other schools were quickly built to take the pressure off Woodridge, including Mabel Park State School in 1974, Harris

Fields School in Smith Road in 1975, and Berrinba East School in 1977. Woodridge High School built its community hall in 1976. A new Catholic Church was under construction at St Pauls in Woodridge during 1980-81. It was formally opened in October 1981. Mabel Park State High School opened in January 1984.

The Woodridge Tavern opened in 1973 followed by the K-Mart shopping centre in 1978. Woodridge Centrepoint shopping centre was under construction in 1981.

The new Logan Shire Council began operations in July 1979, with some officers based in the Woodridge office of Albert Shire. Logan was declared a city on 1 January 1981. The new administration centre was almost complete at the time and was formally opened by the Governor of Queensland, Sir James Ramsay on 21 February 1981.

A new police station was built off Jacaranda Avenue in 1992. A revision of the structure of the organisation also led to the new building becoming the head office of the Logan Police District. The official opening occurred on 10 October 1992.

The Booran Park Neighbourhood Centre was formally opened in October 1995. In 2004, Community Renewal funding provided a new multi-purpose community hall located on the site which was completed in November 2004 at a cost of \$340,000.

IMPORTANT YEARS IN THE DEVELOPMENT OF WOODRIDGE

- 1958 ♦ The town had a Post Office, 2 grocers and a butcher.
- 1959 ♦ 230 acres (approx.) were donated to the Lutheran Church by Mr & Mrs Trinder.
- 1969 ♦ The Trinder Park home for the aged was opened in 1969.
- 1970 ♦ The first public library in Woodridge was in Railway Parade and opened 20th April, 1970.
- 1973 In May the ambulance sub-centre for the district was opened by Sir Douglas Fraser.
 ♦ The Woodridge Tavern built by Castlemaine Perkins Ltd., cost \$700,000.00 and opened February 1973.
 The Woodridge Civic Centre was in the initial stages of construction.
- 1974 The Woodridge Drive-In opened in December 1974.
- 1975 The Woodridge Library shared its accommodation with the Albert Shire's Sub Office in a new building.
- 1977 On August 29th the Woodridge Maternal, Child and Community Health Centre opened on the corner of Wembley and Ewing Road.
- 1978 ♦ A Bill to provide for the creation of the Shire of Logan was passed through State Parliament. The Bill was initiated in committee on May 31st by the Hon. R.J. Hinze, Minister for Local Government.
 ♦ The AMP Society \$9 Million regional Shopping Complex at Woodridge opened August, 1978. (K-Mart).
- 1981 ♦ Logan Shire was declared a City on 1 January 1981. The administrative centre of Logan City Council on Wembley Road was officially opened on 21 February 1981.
- 1986 ♦ Logan Central was gazetted as a suburb to mark the administrative centre of Logan City.

Logan City Council Local Studies Collection

Logan West Library, 69 Grand Plaza Drive, Browns Plains
Ph 3412 4165

The purpose of the Local Studies Collection is to ensure the preservation of information and resources specifically related to the Logan City district and to support the study of the district. The Collection aims to cover all aspects of the district's history and contemporary life, including relevant parts of surrounding local authorities.

The Collection consists of monographs (books), microfilm, microfiche, photographs, pamphlet files, maps, newspapers, CD-ROMs and a small collection of rare books. Three broad categories of subjects are covered: historical, contemporary and genealogical. The collection includes a range of sources including:

- published and unpublished regional histories
- school histories
- transcripts of oral history interviews
- Queensland Electoral Rolls to 1900
- Logan Witness newspaper 1878-1893
- Beaudesert Despatch/Logan and Albert Times/Beaudesert Times 1899 - 2006
- Albert Advisor/Albert News/Albert and Logan News:- Dec 1966 –to present day
- Reporter:- January 1989 –to present day
- Jimboomba Times:- 1991 - 2004, 2006 - to present day
- Photographic prints are available in hard copy for viewing, but are also accessible via our website <http://www.photosau.com/Logan/scripts/default.asp>
- Pamphlet Files– all appear on the catalogue with the prefix LSF
- Maps
- **History in a Box** museum-based kits with teacher's notes are available for borrowing by corporate members through any of the libraries.

Logan City Council Website - www.logan.qld.gov.au Click on H and then on History and follow the links to:

- [A brief history of Logan](#)
- [Cemeteries](#)
- [Educational resource kit](#)
- [Family history and genealogy](#)
- [History Clicks \(historic photos\)](#)
- [Logan: 'Rich in History-Young in Spirit' a publication of Logan's history](#)
- [Logan River Tinnie Trail](#)
- [Logan's regional history](#)
- [Local studies collection](#)

Genealogical Resources

- ◆ Queensland Births 1850-1919 (fiche)
- Marriages 1839-1939 (fiche)
- Deaths 1856-1964 (fiche)

- Queensland Pioneer Index 1829-1889 (BDM) (CD-ROM)
- Queensland Federation Index 1890-1914 (BDM) (CD-ROM)
- Queensland Early Pioneer Index 1824-1859 (CD-ROM)
- Queensland Baptisms 1829-1856 (fiche) *
- Queensland Immigration Records 1848-1923 (fiche and film)
- Queensland Naturalisation Records 1851-1905 (film)
- Queensland Electoral Rolls 1860-1884 (fiche & CD-ROM) 1885-1900 (fiche)
- Queensland Census 1861 – 1901(fiche)
- Queensland Post Office Directories 1868- 1949 (fiche) *
- Queensland Intestacies, Insolvencies and wills 1859-1900 (CD-ROM)
- Index to Queensland Burials 1829-1856 (fiche) *
- Queensland Death Index 1850-1869 (fiche) *
- Brisbane Death Index 1856-1894 (fiche) *
- Country Death Index 1856-1894 (fiche) *
- Queensland Death Index 1895-1899 (fiche) *
- Miscellaneous Records of the Moreton Bay region 1855-1859 (fiche)

- ◆ Local cemetery lists
 - ◆ Darling Downs Vol. 1&2
 - ◆ Bulimba 1995
 - ◆ Lone Grave Collection
 - ◆ Beenleigh Monumental Inscriptions
 - ◆ Redland Bay
 - ◆ Dutton Park
 - ◆ Mount Cotton
 - ◆ Mount Gravatt
 - ◆ Nudgee
 - ◆ South Brisbane
 - ◆ Nundah
 - ◆ St. George
 - ◆ Lutwyche
 - ◆ Brookfield and Moggill
 - ◆ Logan Village
 - ◆ Chambers Flat
 - ◆ War and other Memorials Vol. 1&2
 - ◆ Index to K M Smith Undertakers Records
 - ◆ Alberton ***-only**
 - ◆ Eagleby ***-only**
 - ◆ Pimpama ***-only**
 - ◆ Bethania ***-only**

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- ◆ NSW
 - Births 1788-1918 (fiche & CD-ROM)
 - Marriages 1788-1945 (fiche & CD-ROM)
 - Deaths 1788-1945 (fiche & CD-ROM)
 - Census of NSW November 1828 *
 - NSW Pre 1856 Baptisms (fiche) ***-only**
 - Sydney Morning Herald BDM and Funeral Notices 1831 – 1853 (CD-ROM)
 - Convicts to NSW 1788 – 1812 (CD-ROM)
 - Bounty Immigrants to NSW 1828-1842 (CD-ROM) *
 - Shipping Arrivals and Departures Sydney 1788-1825 (ships only)
 - Shipping Arrivals and Departures Sydney 1826-1840 (ships only)
 - General Muster NSW and Norfolk Island 1811
 - General Muster NSW 1814
 - Cyclopedia of NSW *
 - Census NSW 1828
 - General Return of Convicts in NSW 1837

 - ◆ Victoria
 - Births 1836-1913 (fiche & CD-ROM)
 - Marriages 1836-1920 (fiche & CD-ROM) 1921-1930 (fiche)
 - Deaths 1836-1980 (fiche & CD-ROM) 1981-1985 (CD-ROM)
 - Marine BDMs 1853-1920 (CD-ROM) *
 - Index of early church records 1837-1853 (fiche) *
 - Immigration 1852-1879 (CD-ROM)
 - Inquest index 1840-1985 (CD-ROM) *
 - Sands and Kenny's Melbourne directories 1857-1861 (CD-ROM) *
 - Argus Newspaper Index Victoria (B: 1914-1931) (M: 1931-1941) ***-only**

 - ◆ Sth Australia
 - Births 1842-1928 (CD-ROM)
 - Deaths 1842-1972 (CD-ROM)
 - Marriages 1842-1916 (CD-ROM)
 - South Australian Post Office Directories 1903 ***-only**

 - ◆ Tasmania
 - Pioneer Index 1803-1899 (CD-ROM)
 - Births 1900-1919 (fiche & CD-ROM)
 - Deaths, Marriages 1900-1930 (fiche & CD-ROM)
 - TAS Miscellaneous Parish Records 1837-1953 (CD-ROM) ***-only**
 - TAS Colonial Index 1816-1889 ***-only**
 - TAS Colonial Collection 1803-1923 ***-only**
 - Index to Assisted Immigrants into Tasmania 1841-1889 (fiche) ***-only**

◆ General

- ◆ ABS QLD Past and Present 1896-1897 (fiche)
- ◆ ABS QLD Registration of BDM 1860-1869 (fiche)
- ◆ Aldine History of QLD 1888 (fiche) *
- ◆ Bailliere's Queensland Gazetteer & Road Guide 1876 (fiche) *
- ◆ Blake's Central Queensland Almanac 1891 (fiche) *
- ◆ Bourke District Directory 1893 (fiche) *
- ◆ Cowie & Cowland's Central Queensland Almanac 1900 (fiche) *
- ◆ Discharged and deserted seamen 1882-1913 (fiche)
- ◆ Eadie's Illustrated Bundaberg Almanac 1911 (fiche) *
- ◆ Early history of Rockhampton (fiche)
- ◆ Emigrants from Hamburg Series (fiche)
- ◆ First Fleet Families (fiche)
- ◆ Foreman's Rockhampton Almanac 1906 (fiche) *
- ◆ Fourth Fleet Families of Australia
- ◆ Fuhrer Durch QLD (fiche)
- ◆ Geographical Dictionary of the Australian Colonies 1848 (fiche)
- ◆ Groom's Darling Downs Book Almanac 1885-1887, 1892-1898, 1900-1903, 1905, 1909-1910 (fiche) *
- ◆ Harrison and Pulling Surnames of the United Kingdom (fiche) * - **only**
- ◆ Herald and Weekly Times Who's Who in Australia 1906-1988 (fiche) * - **only**
- ◆ History of Maryborough (fiche)
- ◆ History of Queensland Vol. 1, 2 & 3 (fiche) *
- ◆ Hopkins Rockhampton Almanac 1878 (fiche) *
- ◆ Index to NSW Colonial Secretary's office 1828-1850 (fiche)
- ◆ Ingham's Almanac & Central Queensland Advertiser (fiche) *
- ◆ Ipswich, Toowoomba & Drayton Directory & Gazetter 1885-1886 (fiche) *
- ◆ Land settlement and economic development on the upper Logan until 1920 (fiche)
- ◆ Maryborough Almanac & Wide Bay & Burnett Business Directory 1874-1875 (fiche) *
- ◆ Pamphlet file includes local family histories
- ◆ Paracensus of Australia 1788-1828 (Interim) (fiche)
- ◆ Photograph collection of local area and families
- ◆ Pioneer and Settler Register - South East Queensland
- ◆ Pioneer Register (volumes 4 and 5)
- ◆ Port Curtis Rockhampton Almanac 1880, 1894-1896, 1899 (fiche) *
- ◆ Port Denison Times Almanac 1862 (fiche) *
- ◆ QLD Blue Book (fiche)
- ◆ Rabaul Gazette (fiche)
- ◆ Researching Your Family Tree Here And Over There (fiche)
- ◆ Second Fleet Families of Australia
- ◆ Slater's Queensland Almanac 1868-1908, 1918 (fiche) *
- ◆ The people of Norfolk Island and Vandiemens Land and their families 1788-1820 (fiche)
- ◆ Third Fleet Families of Australia
- ◆ Transmission of Real Estate by Death 1878-1914 (fiche)
- ◆ Verney's Almanac 1899 (fiche) *
- ◆ Western Champion Almanac & Year Book 1891 (fiche) *
- ◆ Wide Bay & Burnett Directory 1887 (fiche) *
- ◆ Willmetts Northern Queensland Almanac 1876-1879, 1883, 1885, 1888, 1892, 1898 (fiche) *

Available at all Logan City Council Library Branches:

- Basic BDM CD-ROMs for each state as listed
- Ancestry Library.com

* - denotes the extra resources also available from the Beenleigh Library Branch. (Beenleigh Library does not have the facilities to print from microfiche)

Two Internet PCs are available in the Local Studies Room as well as two microfiche readers, a microfilm/microfiche scanner and a flatbed scanner