



Posties, Cops and Ferrymen

Part One of a paper covering the provision of government services in the early days of the suburb of St Lucia

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St Lucia History Group Research Paper No 7

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Andrew Darbyshire March 2017

Private Study Paper – not for general publication

Issue No 1 (Draft for Comment) - February 2004

Issue No 2 (Supplementary Info) – November 2004

Issue No 3 (Supplementary Info) – March 2005

Issue No 4 (Supplementary Info) – May 2005

Issue No 5 (Supplementary Info) – September 2005

Issue No 6 (Supplementary Info/Images added) – February 2007

Formatting and minor edits, WE Ferries updated – January 2010

Re-shuffle of Post Office notes – March 2017

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INTRODUCTION AND AUTHORS NOTES

Considering its closeness to the city the current day area of the suburb of St Lucia must have been a government administrators dream when it came to spending on public works and services. Primarily a semi rural/small farming community until the 1920's the suburban building boom largely by-passed most of St Lucia until the 1940's when construction of the new campus and relocation of the University created the impetus for residential development. University campus aside, St Lucia remains a residential suburb with minimal commercial development.

Some of the basic services came late to St Lucia, and in fairness this probably reflected the pace of development. Piped water reticulation appears to have been completed in the 1950's, road formation and surfacing a little later however some residents were watching men walking on the moon on their TV sets before they were connected to a reticulated underground sewerage system.

This paper is a follow on to *Representing St Lucia - A paper on the governance of the suburb of St Lucia* and will track the development of government infrastructure and services in the St Lucia locale. By default it includes considerable material relevant to Toowong, Taringa and Indooroopilly. Part One covers post offices, police stations and the early ferry services, Part 2 (in due course) will focus on utilities. This Issue is 'work in progress' and will be developed as time permits.

Of the three sections, that on postal services is the most structured and developed, the other two I would class as research notes for reference purposes. These notes refer to events not always directly related to the suburb however they have been included as they are considered indicative of the time or of general interest.

The paper is based primarily on original documents held at the Queensland State Archives at Runcorn and the National Archives at Cannon Hill.

Subsequent to undertaking the research on Toowong Post Office I have discovered an Australia Post publication *Postal Pioneers – A History of Post Offices in Queensland* which covers the same ground. Obviously based on the same archive material, I am relieved to note we have come to the same conclusions.

GENERAL REFERENCES

POSTAL SERVICES

- *General postal services history and identification of 'local' post offices - Joan Frew 'Queensland Post Offices 1842 - 1980 and Receiving Offices 1869 - 1927' - Copy in JOL and UQ Fryer Library*
- *Detail on individual post offices - Australia Post History and Correspondence Files - National Archives, Cannon Hill (NACH)*
- *Annual Reports of the Post and Telegraph Department Queensland 1862 - 1899 - Copies NACH*
- *Alice Thomson 'The Singing Line'*
- *Reminiscences of the Western Suburbs - J O'Neil Brenan 1916/17*
- *Professor Robinson papers on the early history of St Lucia*
- *Presentations to SLCA History Group by Marilyn England (Dart Family) and Peter Brown (Development of St Lucia)*
- *Statutes of the Colony of Queensland Vol 1 1862 - JOL*
- *Brisbane General Post Office - Malcolm M Rae 1979 An Australia Post History*
- *Pughs Almanac - Microfilm State Reference Library*

POLICE

- *Police Station Files (Series RSI 2939) - State Archives Runcorn*

FERRIES

- *South Brisbane Municipal Council Minute Books 1888 - 1896 (Series SRS 4064) - Queensland State Archives Runcorn*

ILLUSTRATIONS

COVER

- *Postie Peter Barker 1913 – State Library*

POST OFFICES

- *Australia Post Files – National Archives*

POLICE

- *Outline of Taringa Divisional Boundaries - Author*

FERRIES

- *Milton and St Lucia Reach Ferry Routes – Author*
- *Indooroopilly Images – State Library*

And as noted in the text

POSTAL SERVICES

Brief History of Post and Telegraph Services in Queensland

The Colony of NSW got its first Postmaster in 1809 when Isaac Nichols was appointed to handle all incoming and outgoing mail for the colony. Regulations were enacted setting postage rates and giving him the authority to board vessels to collect mail and set up a separate room in his house to facilitate the service.

During the 1820s country Post Offices were established in some of the major towns outside Sydney and in 1830 William Whyte (a freeman) was made Clerk to the Commandant and Postmaster at Moreton Bay. William moved the service into the Superintendent's house following his departure in 1839 (less than 100 convicts left at this time). William served in this capacity until 1842.

By this time Moreton Bay had been declared a free settlement, a fortnightly mail service by steamship was running between Brisbane and Sydney and the Darling Downs were being settled by the early squatters. The first full time postmaster Captain John Edward Barney was appointed in 1852.



Early Queensland Postage Stamps (Courtesy Keith Haig)

The postal service expanded and by the time of Separation from NSW in 1859 there were 15 country post offices, from Warwick to Rockhampton. Postage for a $\frac{1}{2}$ oz letter delivered in Brisbane was 1d, to NSW 6d and to Britain 6d plus a registration fee of 6d. There were three iron 'letter receivers' for posting mail at South Brisbane, Kangaroo Point and Fortitude Valley. The first Queensland postage stamps were issued on 1 November 1860 with 6 individuals licensed to sell them (in addition to the Post Office). Thomas Lodge Murray Prior was the first (non political) appointment to the role of Post Master General on 4 January 1862.

'Broadband' of the day was messaging by Telegraph and this service expanded rapidly following installation of the first line from Melbourne to Williamstown in 1854. Brisbane and Ipswich were connected by April 1861 (cable route across the Domain, then under the river to Woolloongabba and then on to Ipswich - Contractor Brown & Sherry) and Brisbane and Sydney (via Toowoomba and Warwick) in November of the same year.

Promoters and operators of the telegraph service appear to have been given pretty much a free hand in determining routes and gaining access to property to erect and maintain lines and equipment (sounds not dissimilar to the rights given to Optus to distribute their cable network). The main restraint determined by the Act to Establish and Regulate Electric Telegraphs (NSW 1857 adopted by Queensland) was that there had to be at least 18 ft clearance to all wires and any supports attached to other structures.

The telegraph was a revolution in communications, typically it took up to 3 months for a letter to reach Britain (reduced to around 2 months after the opening of the Suez Canal in 1867) and the race was on to provide a link directly with Europe. Several different schemes were proposed including trans Pacific via Hawaii however, the most viable was that proposed by (Captain) Sherard Osbourne of the 'Telegraphic Construction and Maintenance Co' who proposed to extend their service from India to the Australian Colonies.

There was keen competition between the Australian Colonies for the route (and revenue) however Queensland was pipped to the post by South Australia. Charles Todd was allowed to make a better offer than his Queensland equivalent William Cracknell (Todd's wife is the 'Alice' in Alice Springs which was named after her). The link to Europe, Asia and America via Adelaide was completed in 1872. A message could now reach England in hours (turnaround time 2-7 hrs depending on traffic) rather than months and this revolutionised business. Despite missing out on the main trunk link, Queensland by 1891 had 800 staff employed on the telegraph and 1,197,000 messages per year were being handled.

The following dot points are notes on 'An Act to Establish and Regulate Electric Telegraphs' *Statutes of Queensland Vol 1 1862 - Copy JOL*

- 18 March 1857 NSW Act adopted by Qld
- Gave free access to enter and survey, take up earth and down trees and remove, in order to construct and maintain any line of communication
- Carte blanche to build about anywhere provided wires at least 18 ft above ground
- Could also fix to a house, building or other structure (provided 18 ft above ground)
- Governor to fix fees for the transmission and delivery of all messages and determine rules for management of lines
- Fees to Colonial Treasurer and then into consolidated revenue
- Manager of service to transmit and deliver messages in order received unless relating to arrest of criminals, discovery or prevention of crime or administration of justice. All Gov't despatches to have priority - £20 fine if manager/officer liable
- £100 or 6 months for breach of security
- Cutting wire an offence, court to determine fine
- Obstruction for construction or impeding transmission, between £5 - £100 fine or up to 6 months. Guilty party also liable for costs of repair
- 'Citizen's Arrest' ok if anyone finds somebody carrying out the above, £20 fine if anyone interferes with such an arrest
- The Act made provision for compensation for private loss or damage (arising from Telegraph activity)
- Compulsory purchase for land provision in Act (noted same as for Railways)

During the 1860s and 1870s the Postal Service introduced Money Orders, Postal Notes, its first travelling Post Offices (in special coaches on Brisbane to Dalby and Toowoomba to Warwick rail services) and its first 'Receiving Office' (similar services to contemporary Post Offices but run by

independent traders under contract - part fee, part commission depending on turnover). Queensland was the first of the colonies to introduce private boxes.



Everton Park mail service 1910 (State Library) – typical arrangement for country/suburban areas

Early postmasters in country areas were often farmers, publicans, storekeepers and school teachers. Introduction of the railways saw station masters and other staff taking on this role (in some cases the telegraph duties as well). Payment for providing these services was modest, however, the potential for ‘add ons’ at the store or pub would have been an attractive proposition. The use of independents must have been attractive for the Postal and Telegraph Departments to minimise the cost of new buildings and associated residences in isolated areas.

Sparsely populated or growing areas could petition for the establishment of a PO in their area. The nearest Postmaster could make an estimate of annual demand or a ‘free bag’ arranged were an unpaid volunteer would take deliveries and collections for a period of 3 months, projecting annual activity. The threshold was 600 items per year.

1879 saw the Postal and Telegraphic Departments being combined to take advantage of the potential savings, a move apparently resisted by Cracknell but embraced by David Jones (Postal Inspector), and in 1880, the introduction of the telephone to Government offices in Brisbane. During the 1890s letters could be posted on trams, bicycles began to replace horses for telegraph messengers and typewriters were introduced into P&T offices.

With Federation in 1901 the Commonwealth took over responsibility for the Queensland P&T Department including the handing over of Post and Telegraph Offices.

The introduction of mail deliveries by motor vehicle caused some angst and in 1908 legal advice was being taken on the conflict between mail contracts, requiring an average speed of 6 mph, and the newly introduced Municipal by-laws setting a maximum of 4 mph at intersections. 1914 saw the introduction of air mail (first airmail flight Sydney - Melbourne route) and the 1920s the phasing out of mail deliveries by horse drawn coach (Cobb and Co ran its last service, Surat to Yuleba in 1924 although other firms continued into the 1940s). Qantas ran the first Queensland air mail service between Charleville and Cloncurry in 1922.

1975 saw the restructuring of the service with Australia Post and Telecom Australia becoming separate entities.

Postal Services in the St Lucia Locale

The first local postal service commenced in March 1873 when a daily mail service between Brisbane and West Milton ¹ was established at a cost of £26 pa.

West Milton

Our first 'postmaster' was Alfred Roberts who had started a horse drawn omnibus service between West Milton, current day Taringa, and Brisbane in 1872 ². He announced his approach by sounding his bugle. In March 1873, to supplement his passenger service, Alfred also tendered and was awarded the first mail carriage contract for the area, Brisbane to West Milton. He also acted as Receiving Office Keeper, although it is not clear where he operated from, possibly his High Street home, or his depot and stables on today's Campbell Street.

Putney born Alfred Roberts together with his wife Sarah Jane and first born Frederick emigrated to Australia in 1862. Second son Alfred Edward, who would later join his father in business, was born in 1864, four other children would follow.

The West Milton - Brisbane fare was one shilling single, one and sixpence return, trip time half an hour. By the following year he was running three return trips a day and by 1874 advertising they would run from *The West Milton Hotel*. There is evidence that Taringa had two hotels during this period, the *Robin Hood* on the crest of the hill, the *West Milton* likely in the vicinity of the Moggill Road/Morrow Street split. Additional omnibuses, drivers and horse teams were employed to satisfy demand, increased frequency and additional routes as Toowong developed. These included from Brisbane to the Cemetery Gates and the Rifle Butts (rifle range) via Milton Road, a service along Sherwood Road and another through South Toowong. When their stables burned down in 1893 the Roberts decided to close leaving the field open to their competitors the Chalk family (illustration a contemporary Chalk vehicle).



'West Milton' office closed with the opening of Toowong RO at the railway station in 1875.

¹ Different sources have West Milton located anywhere between Milton and current day Indooroopilly. It is believed Taringa is nearer the mark – the West Milton Estate was an early sub-division of this area (marketed as early as April/May 1863 by Trundle & Cameron)

² Bruce Sinclair research on local transport

‘Darts Sugar Mill’ Indooroopilly



*Dart's Mill Indooroopilly noted as c1885 but possibly later
(Fryer Library)*

The river pocket including the current suburb of St Lucia (as with West Milton/Toowong above) is referred to by different names which have changed (and refined) over time. Tom Petrie's *Reminiscences* suggest the aboriginal name for the area enclosed by the river loop was 'Tuwong' however at the time of the first land sales in the early 1850s the titles identify it as part of the Parish of Indooroopilly.

Various references from the 1860s and 70s suggest the area was commonly known as Indooroopilly or Indooroopilly Pocket which is reflected in the different names given to Ironside School in its early days (including Indooroopilly and Indooroopilly Pocket). Also the main access road to the area from Brisbane (running off Moggill Road) was Indooroopilly Pocket Road (the Pocket has been dropped in the current name). It must be remembered that it was not until the 1880s that Toowong Creek was bridged in its current location and construction progressed on what is now known as (part) Gailey Rd and Sir Fred Schonell Drive (originally St Lucia Road).

The opening of the railway in 1875 appears to have 'anchored' not only the area we now know as Indooroopilly but also Toowong and Taringa.

Following land sales in the late 1850s much of the lower lying land of St Lucia was settled and developed for agricultural use and its population would have grown slowly during the 1860s and 70s. The main crop during the later half of the 1870s was sugar cane with crushing and manufacture being undertaken at Darts mill located on Mill Road (early maps refer to this north/south track off Carmody's Road as Jetty Road and at least during the 'sugar' period there would have been a wharf at its northern end for the offloading of cane for crushing and for the transport of refined sugar from the mill to Brisbane).

No doubt it was this activity at the eastern end of the pocket which prompted the introduction of a mail service from West Milton to Darts Sugar Mill Indooroopilly on 23 September 1874. It was a twice weekly service with delivery on horseback costing the Postal Service £15 pa. The service was discontinued from 1 January 1880, probably reflecting that the local sugar industry had peaked and uses other than agriculture were being considered for the land. Speculative purchase and development for residential sub-division took off in the early 1880s. These developments would see the introduction of the name 'St Lucia' to the area, initially applied only to this eastern end.

A Receiving Office operated at the Mill from September 1874 to August 1875 with the Receiving Office Keeper (ROK) noted as A Watt. Whilst it has not been possible to locate detailed post office records for this office for confirmation, it is considered more than likely that this may have been a member of the Alexander Watt family, Darts neighbour and fellow sugar grower (also possibly associate/partner in the mill).

Whilst Australia Post archives suggest the RO was closed in 1875, the mail service to Darts Mill was not terminated until 1880 and Pughs Almanac still lists the mill as a country office in 1880. It may be that an alternative to the RO (bag or similar) for the local distribution of mail was implemented.

With no mail service or post office until the late 1880s the community had to rely on post offices located at the Toowong and Indooroopilly railway stations for a number of years.

St Lucia Ferry

Post office services returned to the pocket when Mrs Eliza Barker opened a Receiving Office in 1889. It has not been possible to access detailed Post Office records to determine the exact location of the office, however as Mrs Barker was the wife of the West End (Boundary Road) ferryman, it would be reasonable to assume it was towards the eastern end. It is not clear which premises she traded from, presumably on the St Lucia side.

A check of bearings and distances quoted from the GPO tend to confirm the general location however it has not been possible to confirm if the ferry/RO was at the end of Mill Road or Keith Street (William Street on the sub-division maps of the day). Mill Road would have been formed at the time, Keith Street probably not. Keith Street, however, would be the shorter crossing. It is interesting to note that by the end of the 1880s that St Lucia had become the accepted name for this area, it having been extensively marketed as such for 3 of the early major sub-divisions.

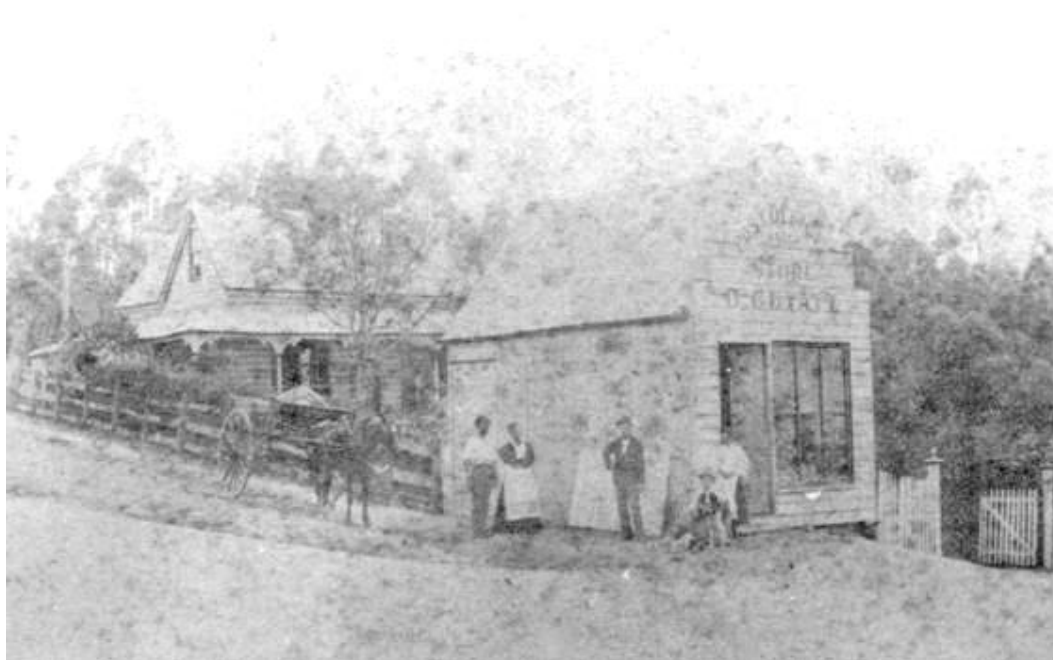
Mrs Barker appears to have been the brains behind the organisation as South Brisbane Council Minutes record her also conducting negotiations with the Mayor and signing the agreement for operation of the ferry. A check on the dates suggests the ferry may have operated unofficially for a number of years before being regulated by the local authority.

The office is noted as being closed in 1893 (this may have been connected with the floods of that year (which apparently also swept away parts of Darts Mill) or more likely reflecting that residential development activity was progressing at a quicker rate further west, probably due to easier road access.

The RO is noted in Pughs Almanac for the years 1890-93 and interestingly lists St Lucia Ferry under its list of place names and postal towns during this period.

Guyatt's Store

From 1 July 1892 a new mail route (*No 130*) was introduced between Toowong and Ironside. The service was operated on horseback 6 days per week at an initial cost to the Postal Service of £6 pa.



Guyatts Store around 1900 (Press cutting courtesy Peter Brown)

Ironside at that time referred to the immediate area to the east of Ryans Road between Carmody Road and the River including the streets now known as Hiron, Bryce, Depper, Sisley and Raven and part of St Lucia Road (now Sir Fred Schonell Drive). Initially sub-divided with the first stage marketed in 1885, the 1888 stage sale notes around 50% of the lots as already being sold.

David Guyatt is noted as the ROK operating the service from his store from July 1892. David is described as a carpenter and storekeeper which was probably a useful mix as it is understood that the original location of the store building was at the corner of Bryce St/St Lucia Road, it only being relocated to the south west corner of Ryans Road/St Lucia Road following the series of major floods in 1893.

It has not been possible to access the detailed Australia Post records for this post office. The 1893 Pughs Almanac confirms it as a RO and recognises Ironside as a locale.

David Guyatt served on, and was Chair of the Taringa Divisional Board, and his, and his family's contribution to the local community is recognised in the naming of Guyatt Park.

Brisbane University (Subsequently St Lucia)

Post Office opened 9 January 1950, made 'Official' 24 January 1966. Renamed St Lucia March 1970. Staff between 1965 and 1975 included:

KA Welsh	SJ Crawford	MA Mawhinney
RAJ Smedley	JR Blim	RL Jones

St Lucia (Subsequently SL South)

Post Office opened on Hawken Drive on 1 May 1964, renamed March 1970. Made 'Official' 1 November 1977³

Post Masters have included: 1973, SJ Bennetts and 1976, RW Smith

³ The Post Office is to be closed in early 2010 and the business transferred to the Newsagent in the same row of businesses

Support staff have included:

RV Litschener SC Walton
IJ Smith KS Taylor

Taringa East Post Office (Gailey Fiveways)

Proposals to open a post office date from the 1940s reflecting the post war growth in the suburb. Up until the establishment of the new office at Fiveways residents had to undertake their post office business at either Toowong or the un-official mixed business office on Moggill Road Taringa.

Offers to provide the service were received from local shopkeepers, both adjacent Ironside School and on the north east corner of the Gailey Road / Swann Road intersection. PMG were a little sceptical at first, however, as the local population increased approval was given to open an un-official office.

Finding appropriate accommodation proved difficult until agreement was reached with Dr CN Sinnamon, whose Practice was amongst other shops he owned on Gailey Road, agreed to extend his property around the corner, building two new shops fronting Indooroopilly Road, one of which he leased to the PMG.

Much to the consternation of businesses located in Moggill Road Taringa, the Taringa East Post Office was given Official status and sorting and delivery staff were moved from Toowong to be based there. The Post Office opened on 1 December 1953, upstairs was the retail outlet, the basement for the Posties.

Activity peaked in the early 1960s until the Post Office at the University began to take prominence. Taringa East was downgraded to a non-official office in January 1966 and the delivery staff relocated to Toowong and University.

The Post Office remained open until October 1977. The site was completely re-developed by Mr Eddie Power in the late 1980s.

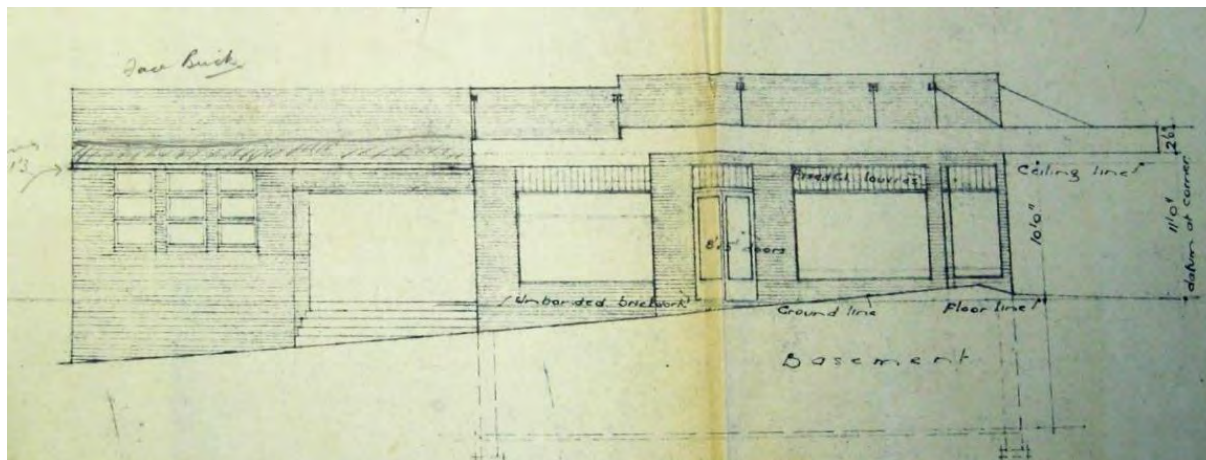
(National Archives Files Canon Hill)



Swann Road shops at Fiveways, proprietors were amongst a number of local business people that offered to provide Post Office services from their premises in the 1940s (Author September 2006)

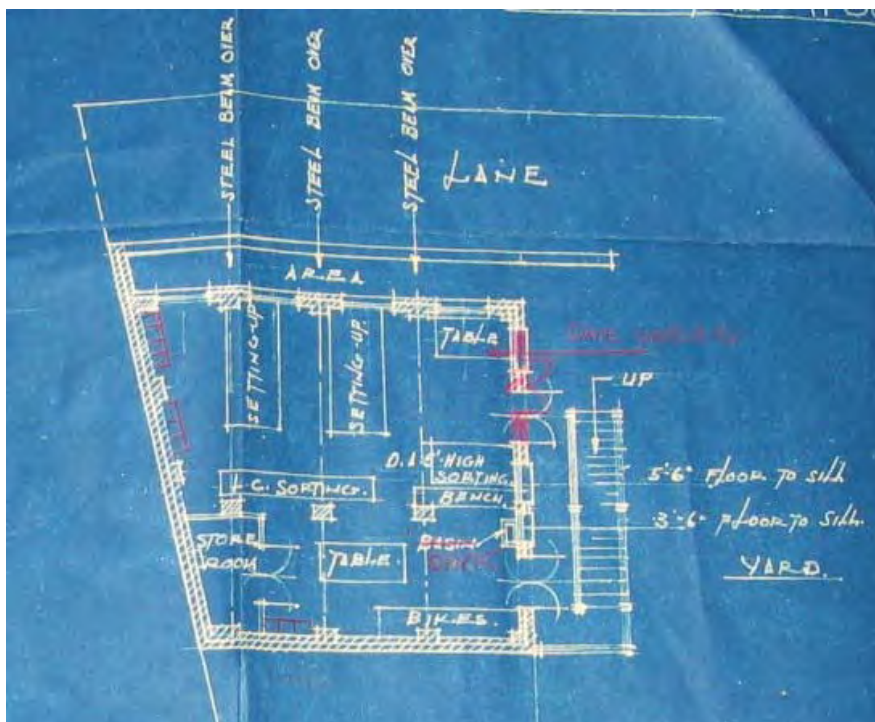
- July 1946, Doreen Elizabeth Murphy of Swan Road Taringa applies to combine Post Office services as part of a mixed business to be constructed on the corner of Swan and Gailey Roads. Offer knocked back by PO, don't believe there is sufficient demand at this stage (notes she is not a returned services person)
- 26 Jun 1947, E MacMahon (Mac's Store corner of Gailey and Swann Roads) applies to conduct PO business from existing store, many customers already ask for stamps, to cash money orders etc. He has freehold on property, is prepared to supply fixtures etc. Notes Senator B Courtice would give him a reference and he is a first world war veteran
- Nov 1947, JD McArthy writes to PO suggesting post office be located next to his store on the corner of Coronation (Hawken) Drive and Central Avenue opposite Ironside School
- Jan 1948, Mrs A Jeffrey advises she has purchased Murphy Store and proposes to make the existing store the post office (23' x 20') and arrange for their landlord to build a new shop next door and transfer the existing business. File Note that neither Mrs nor Mr Jeffrey are ex service personnel
- Apr 1948, PO Report on expected activity for post office in location and compares Coronation Drive location vs Fiveways. The later comes out on top noting whilst a small shopping centre (General Store, Mixed Business, Butcher, Chemist and Doctors Surgery) it is a growing area. Approx PO catchment 1,000. MacMahon still keen and proposing to erect a 25' x 15' post office on adjacent land subject to lease from owner
- 24 Sep 1948, Mr MacMahon withdraws application, can't lease land from owner
- Oct 1948, Anne Jeffrey advises she has given up the store but the new lessee, a friend, Mrs M Siller is keen to take on the role and is negotiating to buy the Freehold
- Jun 1950, Mr and Mrs Siller buy Freehold, however, business has grown to the point where they have been forced to sell. Business on the market
- Feb 1951, Mr AJ Thompson purchases Mac's Store and advises he is considering building a garage on the site previously proposed for the post office
- Feb 1951, Miss Eleanor Charmers, local Chemist (Gailey Road at Fiveways) expresses interest in running post office in locale. PO forward standard agreements advising anticipated remuneration of £43-10 pa
- Feb 1951, Dr CN Sinnamon (Gailey Rd Fiveways) advises he is considering building further shops on Indooroopilly Rd at Fiveways with potential rear access from the rear of Miss Chalmers Chemist (Dr Harold Forbes noted as his fellow Doctor in Practice)
- Mar 1951, Eleanor pulls out, Dr Sinnamon still keen to build
- Mar 1951, Major Dorothea J Skov writes reference for Mrs EC Geekie (ex Commissioned Officer AWAS of Ryans Road – age 42, was also Hon Treasurer SL Branch of Red Cross). Application promoted and supported by Dr Sinnamon who is now proposing to build 2 shops (probably realised £43 pa not sustainable)
- Mar 1951, PO decline, believe there is not enough business
- Mid 1951, Doctor Sinnamon promotes Sister Margaret Marion (Rita) Mundell, nursing sister at Cairns Hospital as Postmaster to be combined with a Cake Shop

- Aug 1951, PO think she fits the bill and recommendation made and approved
- Apr 1952, Margaret Mundell drops out and Mr Charles Rudolf Rogers becomes new Nominee

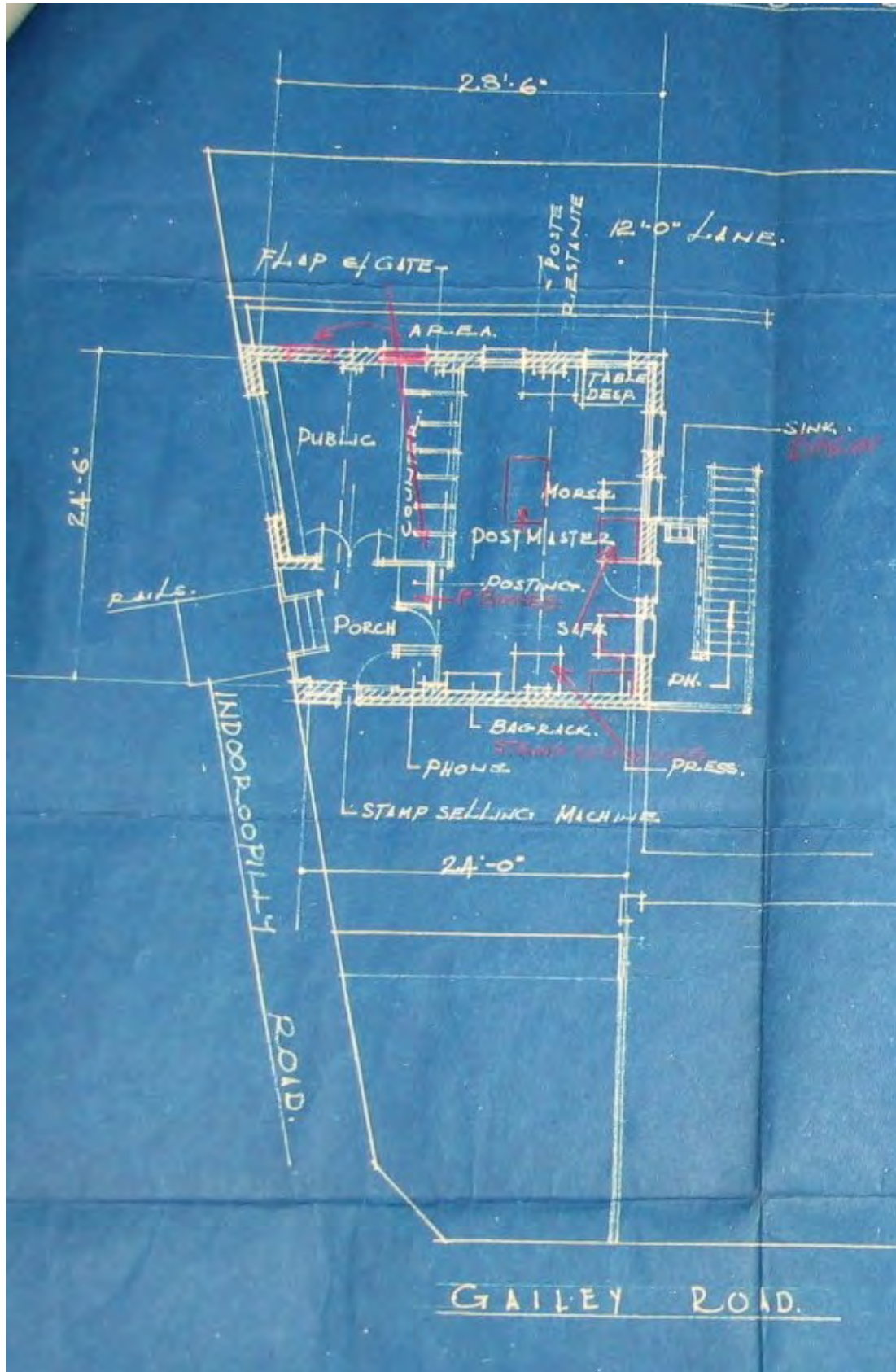


Indooroopilly Road Elevation of proposed Dr Sinnamon development (National Archives) – Post Office tenancy on the left, Deli/Butcher on the corner

- Dec 1952, Dr Sinnamon suggests £6-17-6 per week, 3 year lease + 3 year option at same rent. PO consider £5 nearer the mark
- 6 Mar 1953, Dr Sinnamon agrees to £5 pw, notes work to commence on 2 storey building shortly
- Mid 1953, discussion on design of 1,300 square feet building, public telephone to be relocated from opposite corner into alcove at front of post office



Post Office comments on Architect's 1952 plans for the Basement level of the new building (National Archives) – AT Longland (or Langlind) ARIBA assumed to be Dr Sinnamon's architect for the development



Post Office comments on Ground Floor Plan (National Archives)

- Jun 1953, Local MP E Nigel Drury expresses concerns of Mr E Humphrey 202 Moggill Road that new office should be more central (may have been concerned Taringa PO would be closing)

- 1 Dec 1953, Target opening date for Grade 1 Official Post Office, proposed staffing Postmaster, 6 Postal Officers (Delivery) and 1 Junior Postal Officer



Taringa East Post Office nearing completion (National Archives)



Taringa East Post Office around 1954 (National Archives) – PO occupied two floors, 'retail' at pavement level, sorting etc in the semi basement below. Subsequent tenants included men's and ladies hairdressers. The building was demolished in the late 1980s to make way for the current Gailey Fiveways development.

- Dec 1953, complaint from Mr Kay (Frederick Street Taringa) re new office (believed to be concern that Taringa still a non official PO)
- Apr 1954, new telegraph equipment installed with direct connection to Brisbane office (now a faster more reliable services)

- Apr 1954, based on activity Taringa East given temporary Grade 2 classification
- 25 Aug 1954, EO Prentice appointed Postmaster
- 14 Mar 1955, E Trembarth appointed Postmaster
- Mar 1955, full years activity check justifies Grade 2 status
- Mid 1950s (during period) Posties include LD O'Sullivan, RJ Boyd, PL Mills, JP Spence, L Rumble, JJ Burke, RED McKeller, HK Phillips, D Forest and KM McNamara
- Aug 1965, new office opens at University, postmen re-assigned, 4 to Uni, 4 to Toowong. Taringa East to be downgraded to unofficial status (September)
- 18 Oct 1965, Fire on lower ground floor probably caused by cigarette, Mr Douglas Pope 140 Indooroopilly Road raises alarm 5.30pm. Cleaner confirms that staff are all very diligent in use of ashtrays, can't remember ever having picked up a butt from the floor
- 27 Jan 1965, Mr William Hay McLeod takes over (transfer from University Branch) at a salary of £1,945–10. Downgrade of office effective day before. Mr J Russell (Grade 2 Postmaster – assumed to be running Taringa East at the time) goes on the Unattached List
- 1 Apr 1969, intruder with toy gun enters lower floor at close of business and gags and binds Mr McLeod, taking keys for safe and gets away with \$281.59 (also tears open Registered Mail addressed to Miss V Wicks 127 Gailey Road). Uni student Grimmett hears 70 year old Mr McL's stamping feet on floor to attract attention and climbs in through window to release him
- 2 Jan 1971, Mr McLeod to retire, 12 people apply for post. Salary \$3,537.50
- 4 Jan 1971, Mr William Vain Benson appointed Postmaster
- 31 Oct 1977, Post Office closed down



Map of Taringa East Delivery Area 1950s/60s (National Archives)

Toowong Post Office

(National Archives J3111 Series, BP 13/1 E1920/17)

The first postmaster for 'Toowong' was Robert Shacklin, the stationmaster at the newly opened Toowong Station in 1875. This combination of roles seems to have been a common arrangement. Shacklin was replaced by C Collidge in 1880 who undertook the duties until 1890. The 'Town Rate' of postage applicable to deliveries in Brisbane was extended to Toowong and Indooroopilly in 1884.

- 29 Aug 1890 (GG), Toowong becomes a Money Order Office
- 1890, Mrs E Ferguson Postmistress, office moved from Railway Station to rented property in High Street next to St Thomas Church. At end of year staff include Mrs F plus 3 letter carriers (Mrs F appears to have been employed from 1889 to at least 1902) [Was this in current Peerless Dry Cleaners? (Built 1878 as a Drapers Shop - Miss SC de Winton, 89 Jephson Street advice to PO 1976)]
- 15 Dec 1892, first public telephone installed at Post Office
- 1894, staff 7 letter carriers, 3 stampers (counter staff?) plus postmistress. Operator and switch attendant located at Railway Station
- 1896/97, 'Telegraph' business transferred from Station to P&T Post Office, not without some disputation. Messenger employed at PO, wage 7/6 per week
- 27 July 1897, Branch Exchange installed with 10 line switchboard (44 lines by 27 Jan 1902). Must have been 11 subscribers to the central telephone exchange at the time as this was the threshold for a Branch Exchange to be installed
- In 1898 there were 6 subscribers, in 1910 132, in 1914 427 and in 1925 1,380
- 1 Mar 1899, First purpose built Post Office opened. Built by C Millar for £1,780



Toowong's first purpose built Post Office, post office services on the ground floor (front rooms), living accommodation on the upper floor (three bedrooms and a bathroom) and the rear single story wing (Dining Room, Kitchen, Pantry, Wash House and Servant's Room) – assumed all for Mrs Ferguson and her family. (National Archives)

- 1902, staffing Mrs F plus 4 letter carriers U Ferguson/W Bryans/J Christenson/WJ Gibles and an unnamed messenger (just post office ?)
- 1907, coin operated telephone proposed outside PO, projected revenue £5 pa. LH Hutchinson advises installation complete 1908. Located in alcove under veranda, money for trunk calls taken through window by night operator. Notes no requirement for light as some spill from building and from Hotel opposite



Toowong Post Office noted as around 1910 but possibly later (National Archives) – note original first floor verandah built in to provide more space perhaps when the upstairs area was converted from residential quarters to telephone exchange

- 1915, Local telephone call was 1d
- 24 Oct 1918, stamp advance increased from £80 to £100
- 1920, ‘Entertainment’ Tax tickets reduced from £60 to £50
- 20 June 1923, Alex Fraser, Clerk to Town of Toowong advises of imminent commencement of the installation of electric light and power poles and cabling on River Road, Boomerang to Cribb and Cribb to Railway Terrace
- 18 Dec 1941, Tender for Auto Exchange building (Jephson Street) let to Ernest Taylor for £1,229
- 1945, plans on Archive file show layout of building (post office below, exchange above) and location of (or proposed location) air raid shelters (eastern side in lieu garages)
- 1947, Auto exchange fitout complete and cut over
- 1963, Exchange extended by KD Morris & Son for £37,878
- 1966, new gear 7,200 lines



Demolition of the original Toowong Post Office early 1970s (National Archives)



Toowong Post Office 1973 opened at a cost of \$123,450 (National Archives) – building subsequently demolished in the mid 1980s to make way for the Toowong Village development. The Post Office opened a retail outlet in the new development and a separate Business Centre in Ebor Lane. The Post Office in the Village was closed as part of the 2016 redevelopment

Toowong West

*3 ½ miles from Brisbane GPO, bearing 243 degrees
Post Office opened 16 May 1955, closed March 1978*

Postmaster MJ O'Brien as part of his grocery business in Orchard Street Toowong

Indooroopilly

A new mail service was established between Toowong and Indooroopilly by horse twice per week in 1875 at an initial cost of £15 pa. This seems a little surprising bearing in mind the opening of the railway in the same year, perhaps it was short lived.

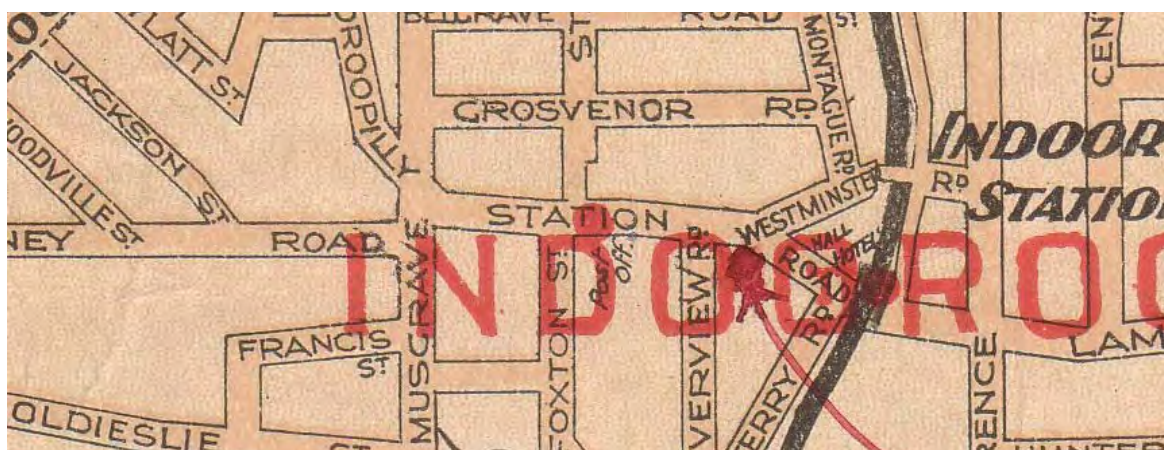
A Receiving Office was opened at the railway station in August 1875, the initial ROK being the stationmaster AH Rowlandson. Railway staff then appeared to fulfil this role possibly until the post office was relocated from the station in 1911, they included:

1876	William McKean	(Stationmaster)
1876	J Ball	(SM)
1885	Charles Hall	(SM)
1885	E Trueman	(SM)
1891	J Holdsworth	(Traffic Manager)

The opening of the post office at the railway station saw the cancellation of the existing Brisbane to Moggill mail route and a new service initiated between the station and Moggill via Brookfield and Pullen Vale.

(National Archives J3111 Series)

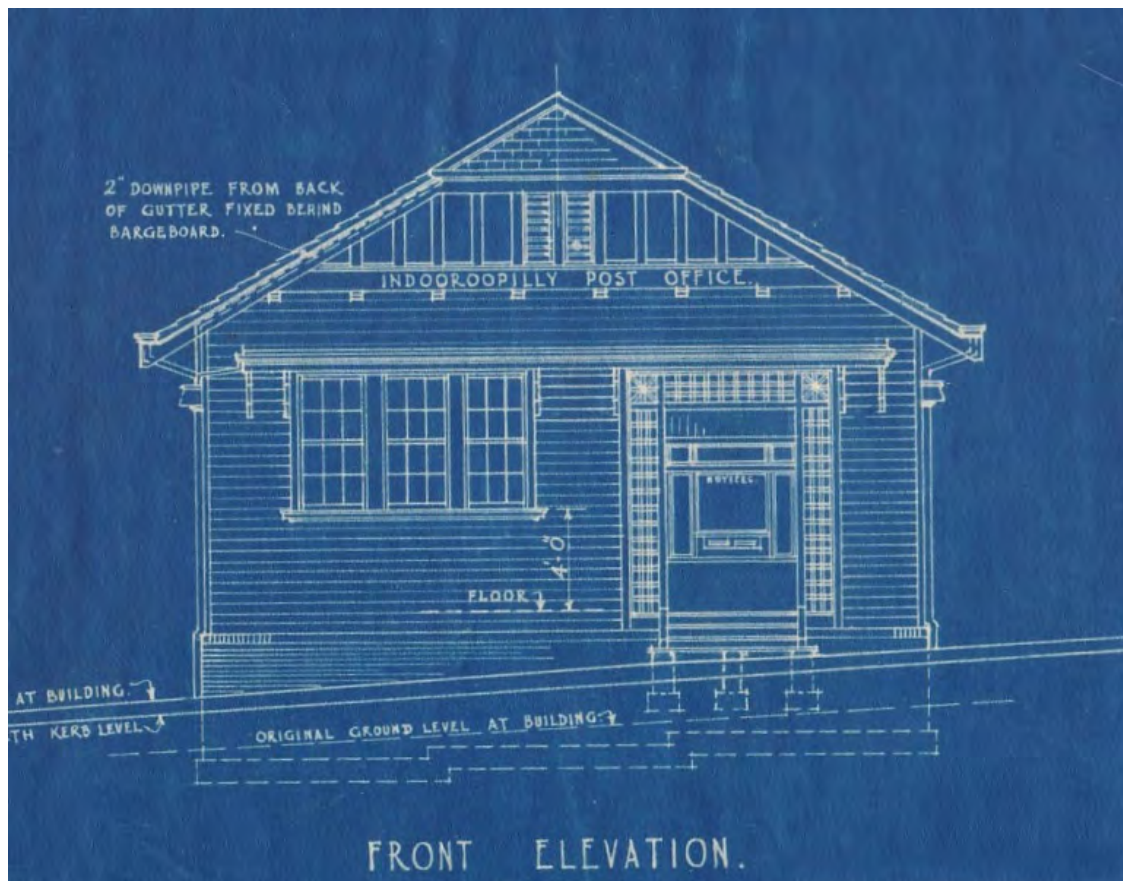
- 1911 PO moves from Railway Station



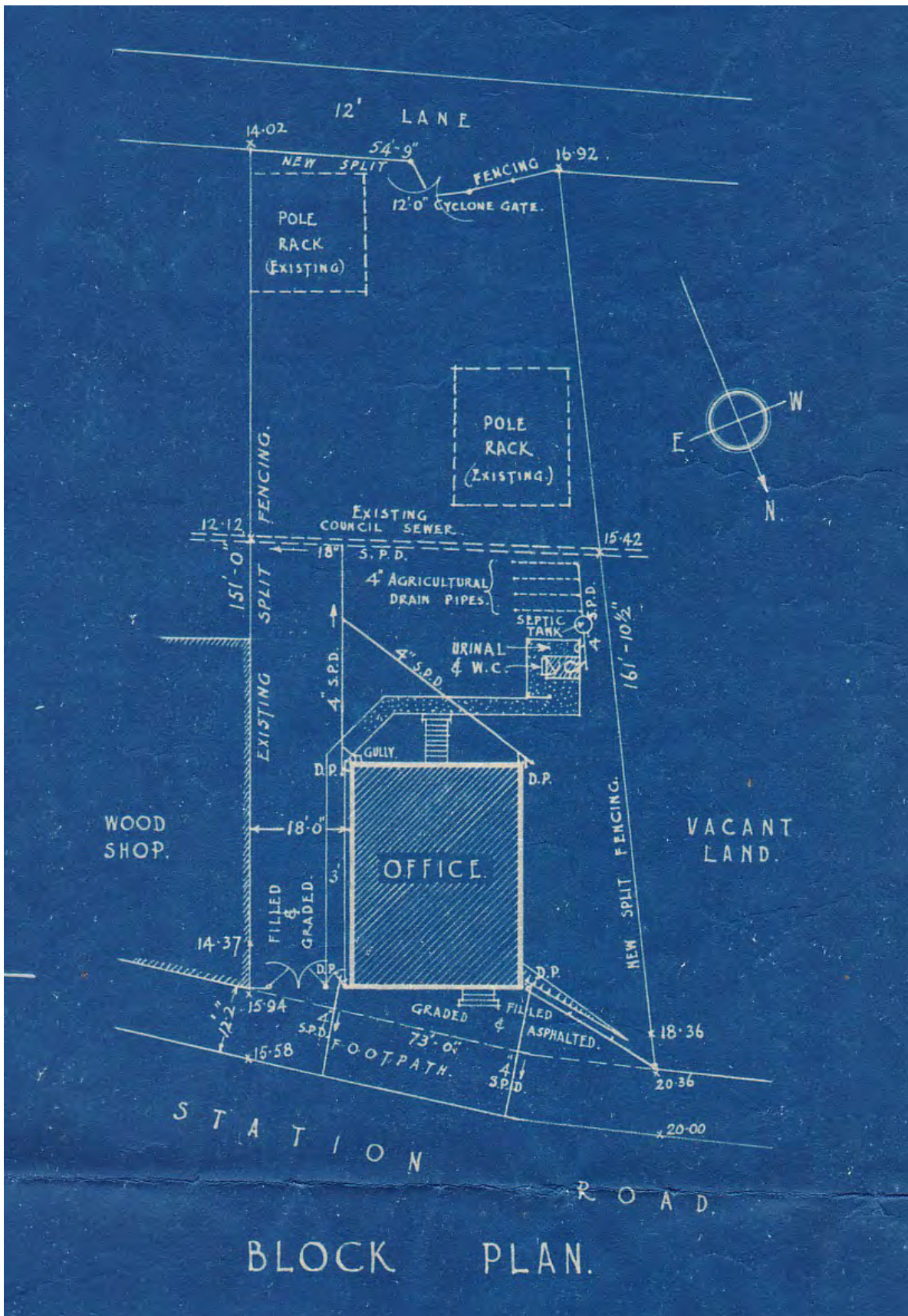
Extract from 1920s Street Map on File (National Archives) – map is locator for land subsequently purchased to build new Post Office (arrow and red dot). Current location shown as between Foxton St and Riverview Road

- Feb 1913, Miss Ridge Postmistress, not very busy PMG considering downgrading
- Apr 1913, Mrs CL Nield Postmistress plus letter carrier and telegraph messenger. Decide to extend lease on building
- 20 Jul 1917, Clerk Taringa Shire Council agrees to PO being closed at lunchtime to allow postmistress HG Jackson to have lunch at home
- 25 Jun 1918, G Heathwood Moggill Shire Clerk requests private box at Indooroopilly, unfortunately non available
- 1918/22 (sometime), V Webb in charge
- 1921, PMG considering purchasing land and building rather than continue leasing

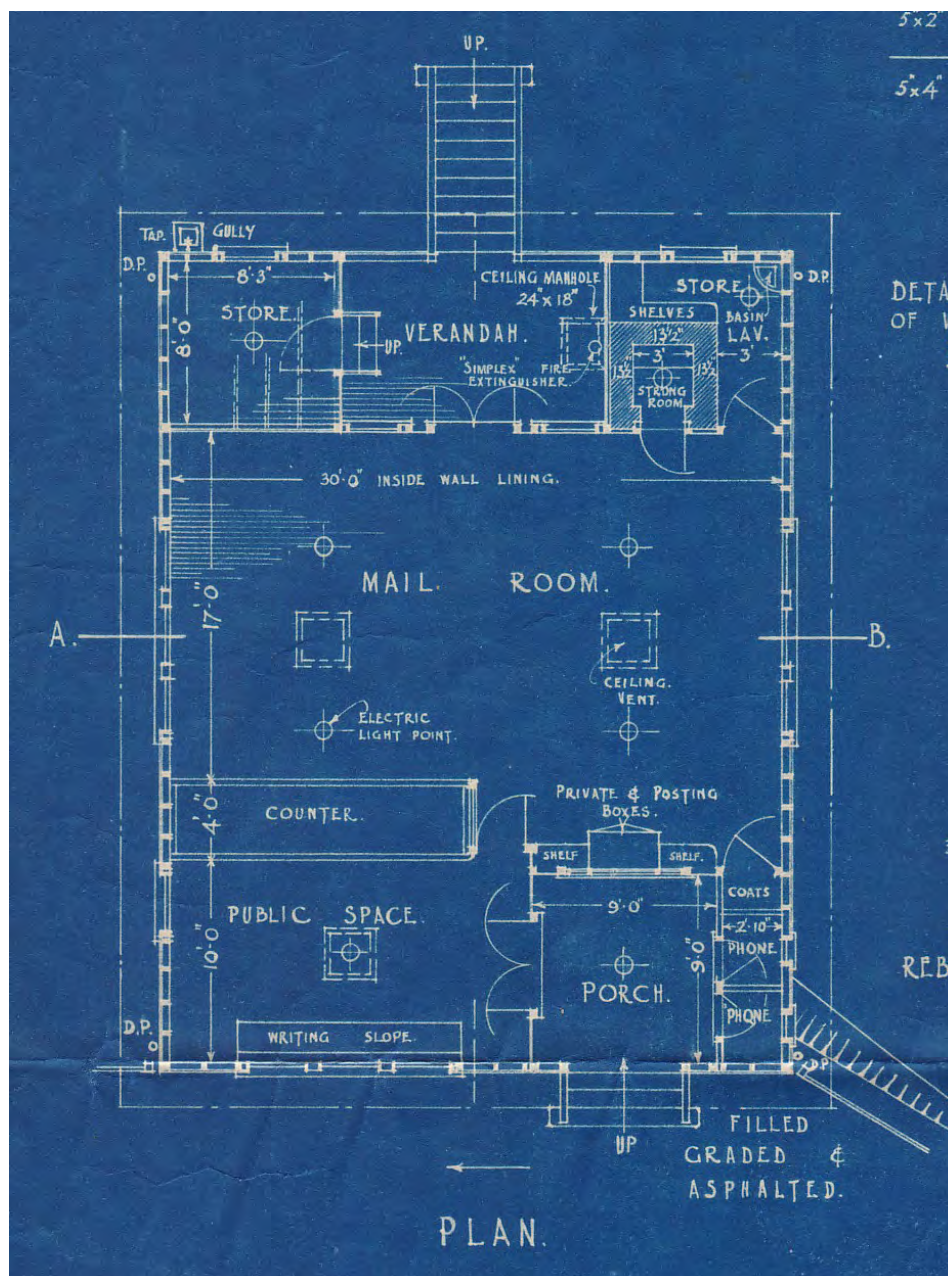
- Dec 1921, Government advertise for land.
- 22 Jan 1922, Mrs Minnie McDonald offers land for sale in Station Road 35 perch £500
- 24 Nov 1922, Miss Burrup takes over as Postmistress
- Mar 1923, Government Gazette notes compulsory acquisition of Station Road land
- Apr 1924, preliminary building budget £2,950
- Nov 1924, sketch plans prepared
- Jan 1924, Government settle land sale with Mrs Mary Louise Coonan of Taringa, purchase price £550 (only 9 months late !)
- May 1925, Plans revised (similar to Nundah), suggest brick (£1,950) rather than timber (£1,250) construction



Construction Drawings Station Road Elevation (National Archives)



Site Plan for the Station Road Post Office built in 1926 (National Archives)



Floor plan for the Station Road Post Office built in 1926 (National Archives)

- Feb 1926, Tenders received and awarded to JC Hicks & Sons £1,494 (A Dare Depper Street St Lucia was a tenderer)
- Sep 1926, new Post Office completed

[1926 to 1966 missing File ?]

- Dec 1966, attempted break in via rear door (noted \$149.19 held in cash which was within the \$200 maximum allowed)
- 1967, extension/re-building being considered, plans drawn up and developed for tender. Existing building considered to have another 20 years in it so design is to lower, relocate further back on block and add new build on front. Postal Officer reminds designer to make provision for sorting activities currently done under existing building

- 1967, initial budget \$60,552 rising later to \$67,163
- 1969 (?), Amalgamated Trade Services Pty Ltd (New Farm – Manager HT Dickinson) tender of \$59,948 accepted for the works. 40 week programme
- Feb 1970, works complete and building re-occupied [where did they trade in meantime ?]



Indooroopilly Post Office in Station Road around 1969 before relocation on the block and extensions to the front (National Archives)



*Extension and new elevation to Station Road at or around completion (National Archives).
The roofline is quite distinctive and it is easy to locate the building which is opposite the
Station Road/Westminster Road intersection (2017)*

- Aug 1970, 36 ft of Nylon rope and 2 metal flag clips stolen from flagpole

- Apr 1975, HJ Jones (Postman) bike stolen in Taringa whilst he is doing delivery to shops (young man rides off down Morrow Street). Never recovered

Postmasters	AJ Hayes	1923
	MA Savage	1924
	JR Chapman	1928
	PE Toomey	1937
	EH Corkran	1940
	MS Connellan	1942

Indooroopilly Centre Post Office

- Jul 1970, post office opened at Indooroopilly Shoppingtown (Westfield General Manager official nominee). Mrs B Fisher in charge. Mrs B appears to have been nominated by the District Postal Manager Mrs SR Fisher 16 Wiseman Street Kenmore [may have got this wrong]
- Jul 1973, elevated to 'Official Status'
- Oct 1990, tenancy remodelled as a 'New Retail Post Outlet' (self serve style), Cathy Perkins Postal Manager

Indooroopilly - Moggill Mail Contract

[Service No 4 appears to include drops and pickups en route via Witton etc on way to Moggill, the contract was regularly tendered]

- Aug 1912, R McLennan is mail contractor, notes he has coach and 2 horses
- 1928, Mr EF Carr wins contract
- 1931, CG Ballinger wins contract
- 1931, above must be short-lived, Mr WH Johnston wins contract his tender £274 pa for 3 years
- Mr Huggins contract extended for 1937
- Jan 1937, Mr Huggins contract terminated due to missing monies in transit (2 cases). Huggins taken to court and fined 40 shillings (or 14 days jail) on first count and £4 (or 1 month) on second. Huggins Guarantors suggest George Edward Mimis takes over
- 1939, Mr Ryan mail contractor in trouble over sorting procedure in Post Office (helping PO staff to speed his departure – not allowed under rules)
- Apr 1939, contract transferred to JW Bacon. Now a 6 days per week service, £249 pa

[File closed 1941]

Witton Park Post Office

- Nov 1957, 'non official' Post office opened at Mooredale Street, Mrs P Gould postmistress

Federal MP, Mr EN Drury had been pushing for same

Taringa

Taringa's first post office opened at the Railway Station on 16 May 1884 'manned' initially by Mrs Slaughter then from 19 October 1885 to February 1886 by J Pedler.

Subsequently the Postmaster role, as with Toowong and Indooroopilly, appears to have been combined with Railway Staff duties. This may have been a rotating responsibility (and income supplement) with 4 different staff noted as Postmaster in one year as follows:

15 Feb 1886	William Dudgeon (Railway Clerk)
9 Aug 1886	J Childs (Porter)
15 Sep 1886	R Duncan (Porter)
21 Oct 1886	A Tucker (Porter)

The Post Office remained at the Railway Station until 1927 when it was relocated onto Moggill Road, trading in at least two locations until its closure in March 1979.

Taringa was classed as a 'Non Official Office' and was for most of the time part of a mixed business arrangement. Whilst the PMG paperwork notes that appointments etc were not in any way connected with the supplementary business, the selection process strongly favoured the person who had the option on the lease for the premises (and one assumes had purchased the goodwill for the secondary business). Neither mail sorting nor delivery appears to have been undertaken at Taringa, these functions being arranged from Toowong and then Indooroopilly.

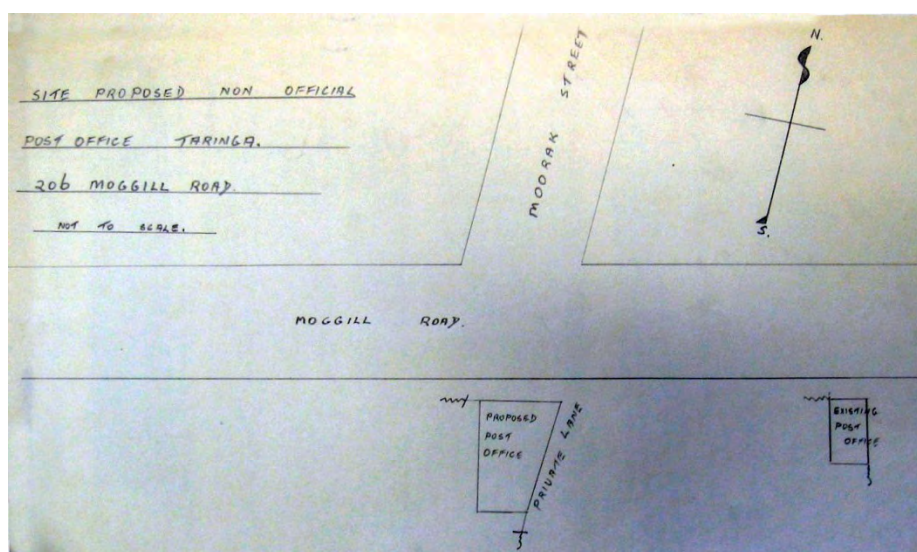
Peak activity appears to have been in the mid 1960s gradually declining in the 1970s following construction of the Bye-pass and the opening of the Shopping Town Branch.

(National Archives Files Canon Hill)

- 1897 Telephone now available at Taringa Railway Station for the transaction of telegraphic business
- 1922/23, Correspondence with Taringa Shire/AE Harding Frew (Engineers) re power distribution and street lighting, advised one thing did another (*refer Representing St Lucia SLHG Research Paper No 6*)
- 19 Jun 1927, Harold Henry West takes over as Postmaster. PO moves from railway station (£5 special allowance payment to railway employees stopped). Other interested prospective postmasters, W Lauriston, E Powell and EG Humphreys. Mr West has best located central premises
- 1 Aug 1929, Ernest James Hetherington takes over as Postmaster
- 1 Dec 1929, Cyril Edwin Jacobs takes over as Postmaster
- ? , E W Larsen
- 25 Sep 1931, William Laureston takes over as Postmaster
- 1938, PO authorised to issue Wireless Licenses, £1/1/- (office in Zone 1 area)
- 1938, PO authorised to pay Old Age and Invalid Pensions and War Service Homes Collections in addition to normal Postal, Telephone, Telegraph and COD Parcels business
- Oct 1945, Byron August Napier Blank takes over as Postmaster, salary £299 pa

- 1 Apr 1946, Colin Keith Blank (nephew of Byron), returned soldier, takes over as Postmaster. BAN Blank's daughter to continue to act as assistant. Alterations being made to premises
- 1946, typical Savings Bank activity 28 deposits and 6 withdrawals per month (over 3 month period)
- 1 Oct 1946, George Francis Deacon Wadsworth takes over as Postmaster, salary £299 pa. Opening hours 9-5.30 M to F, 9-12.30 Saturday
- 1948, Complaint by Mrs EA Rolland (c/o Mrs Bruhm, Taringa Parade), received advice in post box to collect Parcel at PO. On presentation girl tears the card up in front of her. (May have been holiday relief Miss E Fleming)
- Jul 1948, English lady Mrs M Waring (Cheviot, Stanley Terrace) claims assistant threw Child Assistance Book back across counter to her and refused to assist in Form filling
- 14 Jun 1950, complaint against Postmasters wife (not the first time) from Mr Glystos who wished to post a parcel to Greece just before 5pm one night. Claims she made derogatory remarks about him being a 'foreigner' (naturalised for some time) – there may have been some history between the two. Glystos also abusive to PO Official on phone. Central PO interview Mr Glystos. Head Office write letter to Postmaster insisting PO standards and behaviour be maintained at highest level.
- 2 Jun 1952, James Hannah, aged 56, takes over as Postmaster, salary £763/5/-. Mrs Muriel Jane Schmidt, Mrs Veronica Joyce Plummer, Mrs Joyce Lillian Pitts and Mrs ML Roberts approved at various times as temporary holiday relief for Postmaster
- Aug 1953, Correspondence with E Nigel Drury, MP for Ryan, regarding Non Official status of Taringa and Official status of new PO at Taringa East. PO notes transfer of postmen from Toowong to Taringa East to reduce congestion and in response to service demands in Ironsides, St Lucia and Taringa
- May 1954, £12 allowance to carry mail from Post Office to Station dropped, now picked up by Mail van
- 1 Mar 1956, 53 years old Jack Herbert Williams takes over as Postmaster, annual salary £754. Notes part of mixed business, 'Theatre Shop'
- 1 Aug 1956, Charles Henry Meyers takes over as Postmaster, salary £886 pa. Selection of Postmaster now closely related to sale of associated business of premises. PO stress in contracts that the two are not connected. Subsequently Mr Meyers advises he needs to retire due to the deterioration of his wife's health.
- 1 Dec 1956, Ernest James Le Cren takes over as Postmaster on a salary of £917/10/-. Option on business again a factor in recommending him for post
- 1 Oct 1957, Mr Rosslyn Ainslie Quin appointed as Postmaster, salary £943/10/-. Noted Quin has option on business, now described as Milk Bar and Confectionary
- Dec 1957, Mr Quin advises that due to physical and mental strain he is resigning, advises purchaser Mr Stevens of Seven Trees, Sunny Bank will be applicant to take on PM role in addition to Theatre Shop business

- 1 Feb 1958, after a detailed check of references, George Patrick Stevens appointed Postmaster with an annual salary of £952/10/-. District Postal Inspector from Victoria notes advice from the Longwarry Postmaster that he considers Stevens appropriate candidate despite recent financial difficulties. Stevens had taken on a farm in the district, probably bitten off more than he could chew and ran into problems, however, had taken on additional night shift work at the local dairy to assist in resolution
- 17 Oct 1960, Mr Richard Lucas aged 69 takes on Postmaster role, salary £1,123/15/- pa. Lucas has option on business (noted he was in Forces)
- Dec 1961, Mr Lucas advises he has quit the separate business and will apply himself full time to the Postmaster duties (Stat Dec provided)
- 5 Apr 1962, Taringa Chamber of Trade pushing for upgrade to Official status. PO look at figures, only 185,000 units conducted, 300,000 required for Official status (158,000 1958/59, 171,000 1959/60, 185,749 1960/61. Main activity 59/60, Postal 82,783 and Money Orders 82,580)
- 2 May 1962, Dr R Bennett 55 The Esplanade St Lucia, offers PO a room 24' x 13.5' in building being built next to current Post Office for £8 per week. PO turn down, considered excessive, £5 would have been ok
- 2 Jun 1962, Mrs Fegan Toowoomba Road Grantham, applies for post, advises she has a lease on the existing business
- 30 Jun 1962, R Lucas resigns, advises he is going into the Repatriation Hospital to have his big toes removed (old war injury)
- 2 Jul 1962, Mrs Eileen Monica Fegan appointed Postmaster, annual salary £1,154. Selection process notes preference for ex servicemen, however, applicant has lease on premises (consistent factor influencing selection – consequence of mixed business arrangement)
- 7 Aug 1962, Taringa C of C (FR Colley) complain again of a variety of issues. Letter notes 5 new shops and 5 existing shops renovated. 2 new shops under construction and the confidence in the area shown by the Commonwealth and National Banks who had both opened new branches



Sketch indicating location of existing and proposed new Post Offices (National Archives
Suggests previous premises may have been on the corner of McInroy Street

- Mar 1963, PO consider relocation of Post Office to new premises at 206 Moggill Road (opposite Moorak Street) once Mrs Fegans current lease expires. Property owner Mr L Howard 47 Elizabeth Street Rosalie, currently used as an Agency for his dry cleaning business. 300 sq ft (compared with current 16' x 9'), rent £5/5/- per week (£1 current)
- Apr 1963, Commonwealth takes lease on property and relocates. Letter box moved a little later
- Feb-Aug 1967, correspondence re supply of fan for welfare of staff. Delivered 5 September
- Sep 1969, new step provided to telephone box, several reports of customers falling/tripping
- 1971, correspondence with EN Drury MP re services and in particular provision of private boxes. PO advises Postmaster has to provide their own boxes in non official post offices, timber building would probably not suit anyway. Commonwealth Bank have a special arrangement for collection of mail (quasi private box)
- 1971, noted business declining (67/68 178,422 units, 69/70 167,000 units) believed to be due to combined impacts of new Shopping Town Branch and opening of bye-pass
- 22 May 1972, Taringa Chamber of Commerce request response/reassurances regarding rumour Post Office will close and request it stays open at lunchtime. PMG responds to EN Drury CBE MP dismissing rumours and confirming Post Office will not close
- 12 Jun 1973, Richard Frederick David Pittock, aged 63 appointed Postmaster on a salary of \$4,536.50
- 13 Jun 1974, 54 years old Returned Serviceman Mr Douglas William Elmer appointed Postmaster. Total salary \$5,181 including Saturday penalty (\$124) and cleaning allowance (\$91). Mrs S Robinson 13 Clarendon Street Indooroopilly had been standing in. Several other applicants for PM role. Opening hours M-F 9-12.30, 1-30 to 5 Saturday
- 9 Mar 1979, Taringa Chamber of Commerce notice in paper calling meeting to discuss proposed closure of Taringa PO



Taringa Post Office (right hand side of driveway) Moggill Road in the late 1960s/early 70s (Courtesy Judy Magub) - building already looks in a sorry state, by the end of the 1970s other photo's suggest the roof was about to collapse

POLICE STATIONS

INTRODUCTION TO RESEARCH NOTES

The following research notes are primarily extracts from the police station files held at the State Archives at Runcorn (Series RSI 2939). Individual File Reference numbers are noted below.

The records in this series relate primarily to property matters, not local crime, however they provide an indication of contemporary issues and to some extent the lifestyle of the early policeman. The files contain little reference to the exact location of the various properties, however this information should be available from other sources (not pursued at this stage).

‘Station’ is probably an exaggerated description in the early days, ‘Police House’ may be more reflective of their function. The local constable lived there with his family with perhaps a room set aside as an office for administration. The stations covered below all started life housed in rented residential property, purpose built facilities not being considered until the 1930s. Plans on file suggest that even these were of domestic layout and construction.

The earliest record on the Toowong file goes back to 1885, however, this appears to relate to an existing property, the Police Station probably pre dates this perhaps as early as 1879. The Indooroopilly files provide confirmation that a permanent police presence was established there in the early 1890s following requests from the local residents and Divisional Board (see paper *Representing St Lucia - A paper on the governance of the suburb of St Lucia*). All early correspondence on the Taringa file is with Toowong, reflecting that it was initially a sub-district of this station.

The information on file includes originals of letters from landlords and various local organisations however much of the material is internal police memos starting with a query on high, a report by the local constable or sergeant, commentary or direction by the Inspector in charge and rulings from the Commissioner. Other than the early material, reports etc are typed with superiors comments added in the margin. The tone is fairly direct at times, however, there is only one occasion that this annotation has been neatly and purposely cut from the page (to protect the innocent ?).

Having read through the files there was an impression that the contents were very selective, sanitised would be too harsh a word, however this may only reflect the removal of any reference to ‘case file’ type material which may or may not be available elsewhere.

Further research on the general development of the police force, its structure and the lot of the common bobby would make a useful introduction to this section. Researchers more focused on Toowong, Taringa and Indooroopilly may wish to locate the stations more precisely.

The notes are not verbatim nor is all the material included. AD comments and queries are generally in [*].

POLICE STATIONS IN ST LUCIA LOCALE

Toowong Police Station (A / 41507)

- 1885, Australian Joint Stock Bank advise to Commissioner that the rented property in Toowong has been sold to Mr George Carr [George Carr was an early settler of Long Pocket. He served on the Divisional Boards of Indooroopilly and Taringa. Having purchased from the bank it may also be that they had foreclosed on someone]
- 1886, cost to empty cess pit £1-5-0 (Dobbin and Co), noted last cleaned in 1883
- Constable Pat Dunne No 195 the local policeman
- 1888, John Holdway, 'Nightman of Toowong', takes dimensions of cess pit and bids £2 to empty [not sure if this is a one off / pa / or a regular service]
- 1 Aug 1893, rent 15/- per week
- 1896, Inspector rides out from Brisbane on bicycle to inspect the 'station', report notes that Sgt Dunne with his family of 8 has been stationed here for 17 years during which time the property has been used primarily as a house. Noted not even one room set up as an office, other (married) constable lives elsewhere. Inspector less than impressed with Dunne who meets him in shirt sleeves, old trousers and boots. Inspector's boss recognises it is time to pension Dunne off however notes he has been a good servant



Rosalie Police Station 1880 (State Library) – perhaps all policemen had large families

- 1896, Constable DP Reardon No 751 the local policeman
- 1896, letter to George Carr requesting reduction in rent to 10/- [Queensland was in the middle of a depression during this period]. This was agreed by George who addressed his letter as 'Toowong'

- 1896, new location being promoted, School of Arts/Odd Fellows Hall. Mr Finney of Finney Isles and Co writes two letters on the subject [Finney the local MLA as well as a prominent local businessman]. His 'vision' is to see the Post Office and the Police Station on the Government Reserve near the Station [PO at least went there]
- Oct 1896, Mr FA Muller offers to rent property opposite School of Arts for use as police station
- 1898, still in George Carr house, correspondence uses 'Indooroopilly' as his address, looking for return to 15/- per week, isn't making a return on investment at 10/-
- 1916, Constable A(H) Horn No 1980 local policeman
- 1918, Miss Ann Jane Carr advises of the death of her brother John Carr (Oakland Farm, Long Pocket) who had been receiving the rent from the property in accordance with her deceased fathers wishes for some years. The property had been willed to her by her father and the rent should now be paid to her agent. Miss Carrs address, Long Pocket (Oakland Farm as John ?)
- Constable WM Riddle No 1506 and Acting Sergeant Lynch No 326 local policemen
- 1920, place needs converting from kero to gas or electric. Management resisting changeover (at other suburban stations as well)
- 1924, rent increased to 30/- per week
- Sydney C Luck the Acting Sergeant No 507
- 1925, current lease from Miss Carr expires 30 September 1925
- 1925, Police look for new property, house purchased from Mr Palmer in High Street for £825 (excluding garage - removed before police moved in). Noted old Toowong Council Chambers considered as an option (press report on Greater Brisbane Council proceedings). Local constable requested to retain telephone number from above at new location, 'Toowong 88'
- 30 Sep 1925, old station vacated on time and keys handed over to 'Landlady' Miss Carr
- 1925, WJ Henry A/Sergeant No 563
- 1928, Sgt Henry investigates complaints of bad language etc at Theatre closing time. Noted 3 picture theatres in District Gaiety at Toowong, Elite at Auchenflower and the Victory at Taringa
- 1929, lots of requests for light globes, noted local stores don't stock
- 1936, Kelly requests old lock-up be converted to a garage for the motor cycle outfit (CJ Carroll Commissioner of Police at the time)
- 1937, JF Kelly Acting Sgt promoted to 2/C Sgt No 1964 (Constable in 1932)
- 1948, single constables quarters needs a radiator
- 30 March 1952, Mrs Holly Henrietta Kelly moves out and Ost moves in. Sgt Kelly must have died late 1951/early 1952
- 1965, Sgt Ost No 3053 promoted from 2/C to 1/C, Inspectors Report notes station functioning well under Ost with (at least) 3 constables working harmoniously. District has 2 Hotels, 3 bowling clubs, RSL Club and one Chinese Club

- 1969, Sgt GW Greasley in charge 1/C No 4001
- 1969, file ends 84 years later as it started, trouble with the septic



Toowong Police Station High Street 1980/90s (Police Museum)

Long Pocket
Andoverpully
7th February 1918

To Inspector Carroll
Police Department
Brisbane

Sir, I have the honor to advise you that the Quarters occupied by the Police Department as a Police Station at Toowoong has been my property and is my now property at the present time - the Deeds of this property has been in my name for the past seven years and were transferred to me some years ago by my late father (George Carr Senior deceased)

A family arrangement was made for my late brother John Carr of "Oakland Farm" Long Pocket to receive the rent and acquit the Voucher - He (my brother John Carr) died on 30th January ultimo and I ask that you will be pleased to arrange that in future the Vouchers for rent of Toowoong Police Station be made out in my name - namely Miss Anne Jane Carr, and I will receive the rent in future and acquit the Vouchers for same

There is no encumbrance through any Will or other arrangements going to the death of my late father & brother - the deeds of this property are held on my behalf at the office of Messrs Chambers Bruce & McCall Brisbane and can be inspected at any time by the Police Department if necessary thanking you in anticipation

Yours very faithfully
A J Carr

Anne Jane Carr letter re ownership of building currently occupied by the Police (State Archives)

Indooroopilly Police Station (A / 41340)

- 18 Nov 1889, letter from James P Laughler Assistant Station Manager at Indooroopilly Railway Station, advising police that a couple had been accosted on the station by a gang of men late Saturday night whilst he was on duty (the Stationmaster E Truman supported his version of events). Police commissioner unsympathetic, concerned about 'over policing the Colony'
- 1889, petition for a Police Station organised by Courtney Luck [relation or HC Luck the Div Indooroopilly and Taringa Auditor?]. Biggest concern appeared to be the weekend activities of the Gold Creek construction workmen
- 1890, inspections and trial night time police beat reports all clear generally. Believed that Toowong with 2 men should be able to cover adequately. Mr Luck to be advised
- 1892, change of mind and 6 roomed house leased in Foxtan Street from Mr James Henry (Samuel Henry gets involved later) at 14/- per week. Mounted Constable McConechy in charge. File notes refer to request from Clerk of Taringa Div Board - William Weedon for establishment of police station
- 1893, rent 10/6 per week [police probably wrote to all landlords at the same time to get some relief during depression]
- 1898, house in poor repair
- 1903, recommended that a telephone be installed
- 1903, Commissioners attitude softening and beginning to think moving station closer to Indooroopilly and in due course stationing an officer in Taringa may be a good idea (all subject to more police being engaged)
- 13 Aug 1903, Agreement to rent Mr Thomas Atkinson's house for 13/- per week
- 1906, move into house owned by Mrs Keating
- 1909 Mrs L Coonan raises rent on Police Station (her address Stamford House, Taringa) so the police must have moved again or she bought out Mrs Keating
- 1909, move to house owned by Mr Herbert Rollason on Riverview Terrace. Herbert a bookbinder at the Government Printing Office in Brisbane. Rent to be paid to his wife Mary. (Offers to sell to police in 1915 for £350 - declined)
- Constable West No 291 local policeman around this time
- 1913, James Tiernan⁴ offers premises for rent next to Post Office, building has view of Hotel and Railway Station. JT is a Station Road storekeeper and notes people often call in and ask where the police station is. JT writes on 'Phoenix Assurance Co Ltd' letterhead, Indooroopilly Agency, so assume this was part of his business
- 1914, William Weedon Clerk to Taringa Shire Council writes to Commissioner re 'stretched' police cover in Indooroopilly and to some extent Taringa. Inspector advises Commissioner that he was aware the Chairman of Taringa Shire Council, Mr TJ Moore had complained about people on a Sunday excursion on the river having trespassed on his property. The Inspector was not too

⁴ Refer notes on Tiernan at end of this section

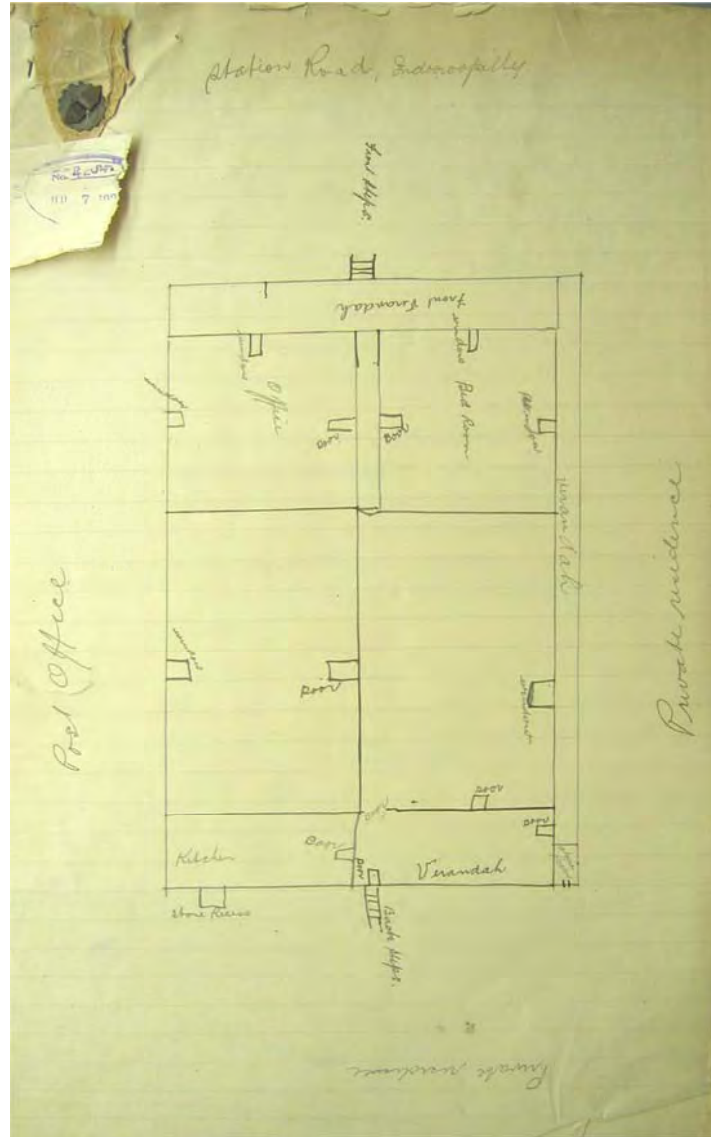
impressed and notes in his report ‘ *I have no doubt that the complaint ... was engineered by an interested person not loyal to his salt*’

- Feb/Mar 1915, Shire of Taringa close part of River Road (end of Foxton to end of Maud Streets) to motor vehicles, considered too dangerous. Horses ok but to be walked along this stretch [Foxton led down to Ferry]
- Mar 1915, more trouble with day trippers at Witton Flat, local police investigate, river police patrol. Investigations reveal no reports of particularly bad behaviour however noted the party did bring a 10 gallon keg of beer with them
- 1916, William McMullen (Farmer) of Station Road buys Riverview Terrace house from Rollason. New Rent 17/6 per week. Assigns rent to his wife Mary address 54 Leichhardt Street Spring Hill
- Constable Lawson No 711 local policeman
- Aug 1919, Constable Marr requests permission to keep sulky and pony at station, approved subject to keeping separate from troop horse
- 1920 Rent goes up to £1 per week
- 1921, Constable Scanlon (No 1562) requests approval to keep a cow for milking purposes, intends to pasture it in neighbours paddock. Recommended by Inspector Carroll and approved by Commissioner, Patrick Short
- Police push for construction of a cell, Scanlon quotes following arrest data for 12 months ending 30 June 1922 noting last trains from city 11 & 11.45 pm bring in the drunks. With no cell he is compelled to send them home. [18 April a big day ! - Easter time ?]

<i>Name</i>	<i>Date</i>	<i>Time of Arrest</i>
George Julius Anderson	24/11/1921	10 pm
Richard James Harding	15/12/1921	6.30 pm
Thomas Moran	7/1/1922	11.45 pm
Thomas Moran	21/1/1922	9 am
George William Edwin Briggs	27/2/1922	5 pm
Harold Arthur Briggs	27/2/1922	5 pm
John Moore	24/3/1922	11.10 pm
Thomas Henry Moore	18/4/1922	11 am
Robert Henry Bridge	18/4/1922	11 am
William Willis Clarkson	18/4/1922	11 am
Albert Robert Howard	18/4/1922	1 pm
Arthur John Bridge	18/4/1922	6.30 pm
Robert Reynolds	21/4/1922	11.35 pm
Harold James Redmond	12/5/1922	9.45 pm

- 1922, McMullen adds a 7’-6” by 9’-4” by 8’-3” high cell to building. Floor and walls of tongue and groove hardwood, ceiling of 6”x1” pine. Noted as temporary overnight hold prior to transfer to Brisbane Watchhouse via first am train. Rent increased from 20/- per week to 24/-.
- 1922, Indooroopilly has a 4 gallon a year allowance for Kerosene (bit lower than average)
- 1923, William McMullen moves to Eagle Farm Road, Hamilton. Constable Scanlon requests approval to keep pony and sulky in a separate part of yard (separate to troop horse) - permission denied by Inspector Carroll [obviously not as popular as Marr]

- 1924, McMullen sells to a Mr Tonkin who proposes to pull the building down. McMullen suggests Police write to Mr Tiernan
- 1924, police scout around, McCann and Co offer several properties to the Commissioner price range £880 - £1,500 all within 200 yards of railway station
- Jul 1924, Mr Tiernan offers a 6 roomed dwelling (4 rooms plus kitchen on plan) in Station Road [looks like same house offered in 1913]



Floor Plan sketch of Tiernan Station Road house offered to Police (State Archives)

- Constable Nugent No 2351 local policeman
- 1925, discussions with James Tiernan re provision of a cell and a horse stall. Deal done on Station Road property, 26/- per week rent
- 1926, electric lights installed
- 1931, Tiernan offers 10/- per month reduction in rent (due to depression). James Tiernan's advice is on the letter heading, and notes him as the proprietor, of the Australian Hotel, Pastoral and CTA House, Murgon Queensland



1930s Indooroopilly Police Station in 'Ferry Road' now Coonan Street (Author 2006)

Indooroopilly Police Station – Notes on James Tiernan

The following notes are included for no other reason that I was a little intrigued why a storekeeper in Station Road would suddenly become the proprietor of a Hotel in Murgon.

In the 1920s James appears to have followed his family into the South Burnett, however, it is not clear if Patrick James Tiernan (assumed to be his father) originally lived in Indooroopilly and left James in charge of the shop when he left to open up the Ready Money Stores, or if James was a self starter.

In 1913 James was running a Store in Station Road and was also in a position to offer the Police a property to rent next to the Post Office (in the block between Foxton Street and Riverview Road). He used Dalgety and Company Ltd – Phoenix Assurance Company Ltd, Indooroopilly Agency letterhead to make his offer, so it is a little difficult to pinpoint his address.

The police files show that part of his estate included four blocks on the northern side of Station Road, starting from the Stamford Road corner (now part of the Indooroopilly Shopping Centre), perhaps it was in this location.



PJ Tiernan's store on Gore Street Murgon around 1907 (Wilderness to Wealth)

- 1906/7, Patrick James Tiernan opens his store in Murgon 'The Ready Money Stores' offering the local residents an alternative to Gray's Store

- GH Keating manages for a while (Keating an Auctioneer and Grain Merchant) until moving to Angel's
- 1908, Mr Robert Moore is Tiernan's manager
- ?, PJT purchases more land including that on which the Royal Hotel sits
- 1918'ish, PJT purchases Royal Hotel building



Murgon 1913 (State Library) – Originally called the Murgon Hotel in Reilly's time it is believed Tiernan changed the name to the Australian Hotel

- 1920'ish, Mrs J Tiernan Royal Hotel licensee (Mary Tiernan nee Cooney was born in Tipperary around 1876, coming to Brisbane as a young child)
- 1922, James Tiernan licensee of the Australian Hotel
- 1927, JT purchases freehold of Australian Hotel from Ida Murphy for £6,000
- 16 Jan 1928, bad fire destroys original shop and Royal Hotel. PJT sells freehold of pub and shop (Pub etc rebuilt)
- 1930s, Australian Hotel extended by adding hotel building relocated from Tiaro
- 11 Sep 1932, James Tiernan dies
- 1939, Mary Tiernan dies
- 1953, family sell lease of Australian Hotel and freehold of a couple of shops. James Tiernan advises press he has purchased the freehold of the Crown Hotel at Rocklea
- 1993 Dermot Tiernan dies as result of a brawl near the Australian Hotel (notes he is Landlord of Hotel)



Tiernan's Australian Hotel Murgon (Author 2006)

References

Murgon in Focus – Cleo Goodchild and Susan Tsicalas

Wilderness to Wealth – JE Murphy and EW Easton

Landscape of Change, A History of the South Burnett – Tony Matthews

Police Files – National Archives

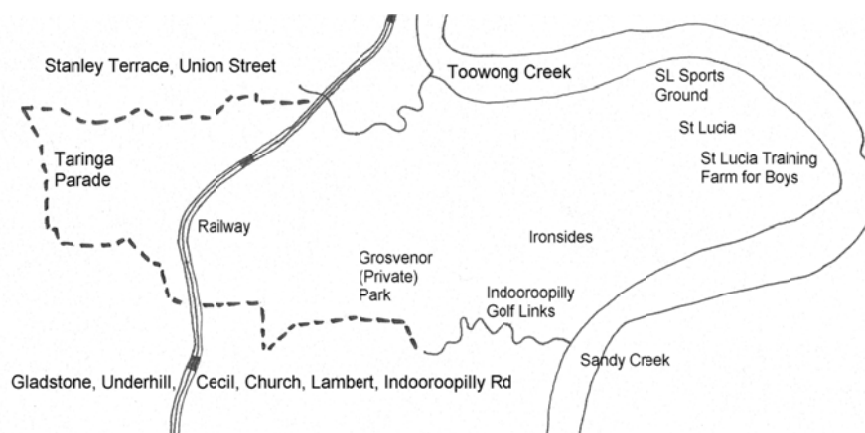
Taringa Police Station (A / 41697)

- 1904, note sent to Sgt Henderson (Toowong) and Constable Murphy (Indooroopilly) asking them to investigate reports of 'Moonlight Footballing' and 'Larrikinism' on the vacant lots at Pyes Flat, Lillian Road
- 1904, Constables 'stake out' area, young boys playing football with usual barracking etc but no foul language. No complaints from immediate neighbours
- 1911, Peter McInroy (address Archer Street, Rockhampton) proposes increase in rent to 15/- per week for police house occupied by Constable Davies. Mrs McInroy and Mr McKenzie may have been looking after his interests locally
- 31 Aug 1911, move to new property rented from Mr Frederick Wiltshire on Moggill Road, 80 yards from above
- 27 Mar 1912, FW advises he wants his house back due to changed personal circumstances. He writes on R Collick Ltd letterhead, Fruit Merchants, Commission Agents and General Auctioneers, 29-30 Fruit Exchange, Turbot Street
- May 1912, relocate to house owned by Mr William McLaughlan, correspondence from his wife Mary, Beatrice Street, Taringa. Mary makes her mark on the letter, Simon Cameron wrote it on her behalf
- 17 Jun 1918, Shire of Taringa (WA Weedon) complain that the Taringa officer spending too much time at Toowong neglecting his duties in the Taringa local area. Disappointed as the cover was good when the Police House was first established. Constable Arnold (No 995) reports he is at Toowong most mornings and relieving there during the evenings. Advises no real trouble or complaints. Inspector suggests to Commissioner he thinks Acting Sergeant Lynch may be keeping

Taringa constable at Toowong too much in an effort to secure more resources. Lynch directed to leave Arnold at Taringa more

- May 1924, Mrs M Irish on behalf of her husband Mr Robert John Thomas Poulson Hayford Hallwell Irish (Butcher, Moggill Road, Taringa) shows police constable around property in Taringa (approx 1 mile from Toowong Station) which she would rent to police for 25/- per week. Property would be upgraded with bath, water tank and electric lights. No telephone but could be extended the 300 yards from current location for £2. Alternative will sell for £580
- 1924, McLaughlan house passes to Agnes Josephine Cameron (wife of Simon John Cameron) Beatrice Street Taringa, daughter of William and Mary McLaughlan
- Oct 1924, decide to stay put in (now) Cameron house
- Constable Marr local policeman at this time
- Inspector recommends consideration be given to making Taringa a stand alone district. Current sub-district arrangement not working too well. Sub-district population in the order of 4,500
- 16 Oct 1926, F Piercy (Queens Road, Taringa) Hon Sec on behalf of Taringa Progress Association (TPA) requests Commissioner to commit to full time constable for area. In his report Toowong Sgt believes current arrangements acceptable, thinks letter may have been spurred by a late night fight outside the Taringa Theatre. Noted no physical damage done. Advises has been short handed over last 5 weeks but anticipates position to improve. Agreed separate district premature, TPA advised
- 7 Mar 1927, advice that Agnes Cameron has died in the Mater Hospital, house passes fully to her husband Simon John Cameron. She leaves 4 children, Phyllis Mary Hazel aged 10, Pearl Marguerite Nancy aged 8, Simon John and Patricia Joan both aged 4
- 1929, WE Collingbridge (Stanley Terrace) Hon Sec TPA writes requesting an additional officer for Taringa, not dissatisfied with Constable Kelly but notes he has to share his time with Toowong. Kelly thinks there should be an extra man at Toowong, Sgt thinks Kelly should be transferred to Toowong full time and all Taringa business be conducted there
- Jul 1930, relocate to property owned by Mrs Agnes Singer (Swann Road, Taringa - wife of James Thomas Singer). Rent 25/- per week, house on Moggill Road between Harry Road and Frederick Street
- 1931, Mrs Singer moves to Marmion Parade, Taringa, rent reduced to 22/6 per week
- 10 Jun 1935, Carl Marcus Fischer (for Fisher and Knott) Prospect Talkies, Prospect Terrace, Kelvin Grove, pleased to hear Taringa Progress Association pushing for increased local police cover. Recently took over Taringa Theatre and problems with drunks accosting their patrons as they leave in the evening
- 1935, looking for land in area, 3 sites considered, best one on Morrow Road (close to intersection with Moggill) owned by Miss Briggs (Sydney). Asking £450 agent thinks she will accept £400 [New Commissioner is CJ Carroll - did Inspector Carroll get promoted ? same man ?]
- 7 Aug 1935, proposal to buy put to Minister, Under Secretary Dept of Public Works advises ‘ *in view of Governments policy of providing employment the Minister is unable to recommend purchase*’ [assume funds tied up in directly creating jobs - this was the middle of the depression]

- Sep 1935, (Carroll tries again), Under Secretary advises 'in view of known position of Loan Fund appropriation for current Financial Year..' still no
- 2 Jul 1936, Henry Beardmore Hodge (Stanley Terrace) Hon Sec on behalf TPA writes re police cover. At interview HBH notes numerous new buildings going up in St Lucia and the possibility of the University being built there. In his opinion this would cause a further boom for the building trade in SL
- 14 Aug 1936, more favourable response to property purchase proposal from Dept Public Works
- 21 Sep 1936, Taringa Division created, Kelly promoted to Acting Sgt at Toowong, new constable, Albert Friedreich Jenz starts at Taringa requests provision of office furniture, equipment, stationary etc. Boundaries of District illustrated below [notation 'St Lucia Sports Ground' etc from hand drawn sketch on file, presumably by local officer - interesting to note what he considered significant]



Sketch of District Boundaries (Author)

- 22 Oct 1936, AB Leven (Chief Architect and Chief Quantity Surveyor) provides estimate of £950 to construct a 'Type 2 Police Station' at Taringa (3 bedroom residence with office and motor garage, timber construction galvanised iron roof)
- 25 Nov 1936, Property purchase (Miss Briggs) approved at £450, Carroll provides Titles details
- 24 Dec 1936, Land Administration Board advise the correct Title details are 'Volume 951, Folio 212, Sub-division 4 of Section 2, portion 43, Parish of Indooroopilly'. Area is 1 rood and 1.4 perches
- 8 Jan 1937, purchase completed, noted Executive approval may now be sought to have land set aside as a Police Reserve. Sitting tenant is Mr Arthur Overson paying £1 per week rent
- 17 June 1937, site cleared except existing earth closet/lavatory
- 12 Oct 1937, construction proceeding constable concerned with location of lavatory in relation to actual building position
- 3 Dec 1937, constable requests the addition of posts for a cloths line, and paths at the front to the separate residence and office entries
- 1937, actual cost to build £1,290, work done by Public Works Wages Men

- 15 Dec 1937, Constable Crank No 2939 advises new station taken over although drains not yet connected, water gas and power all on. Very happy with new facility and furnishings, no progress on paths or cloths line though. Mrs Singers property vacated. Public Works estimate for paths and cloths line posts £9-10-0
- Apr 1938, more paths required
- 8 Jun 1938, constable reports one stump has borers, top 2 steps of front external stairs in poor condition
- 11 Sep 1938, constable notes although Dept Public Works man doused the stump with liquid infestation continuing and spreading, steps not fixed
- Mar 1940, application for gas geyser to be provided in Bathroom. Current method of heating in wood fired copper and then carrying up outside stair (17 steps) through Breakfast Room and into Bathroom getting a bit tedious. Steps still a problem
- Mid to late 1940s, Crank gets promoted to Sgt 2/c
- 1947, single constable moves into lower level extension at rear of property (originally constructed for Government Relief). Separate bathroom facilities requested, approved and constructed
- 1948, gas geyser installed in Bathroom [Mrs Crank would have been happy !]
- 1951, single mans bathroom finally gets hot water heater, a transfer from another location. ['Duchess' - assumed electric as some concern over locating gas heater next to emergency fuel store adjacent]
- 1953, Constable Quinn charged for excessive use of electricity, had electric ring in his room for cooking. Created a formal industrial issue with Police Union, noted Quinn moved on from Taringa, appears cost recovery was dropped (may have been a test case)
- 13 Mar 1967, Sgt Sharp goes on pre-retirement leave and hands over to Sgt MG Roberts. Written inventory includes diverse items including a Ford Cortina sedan, garden implements, 2 police batons and 2 No 0.38' Smith and Westerns with 20 rounds of ammunition
- 3 Apr 1967, CG Viggers writes on behalf of Taringa Chamber of Commerce with concerns at rumours of station closing. Not so responds Commissioner
- Jun 1957, 5 Officers, one earth closet, time to install septic ?
- Files cover period up to Dec 1969, information mainly on minor repairs/lack of maintenance etc



1930s Taringa Police Station on Morrow Road (Author 2006)

St Lucia (A / 41829)

The only record on this file is correspondence, the drafting/background for a response to a local resident requesting a police station be provided. The request is dated 20 May 1954.

Part of the background for the Commissioner's advice to the Minister appear to have been prepared by AH Kickbush the Sergeant from Taringa Station. The Sergeant's report differentiates between SL and Ironsides but notes SL 'loosely' comprises St Lucia, Ironsides and portions of Toowong, and Indooroopilly.

Information for the briefing of the commissioner includes the following:

- Area 2 ½ sq miles, population approx 5,000 (noted as 1.32 sq miles and approx population of 3,900 - probably by sergeant's superior)
- 60 streets
- 2 service stations, 14 lock up shops, 6 others
- Stamford Hotel, Station Road Indooroopilly
- Exchange Hotel, Toowong
- Nearest Billiard Room, Taringa School of Arts, Morrows Road
- Area includes UQ, Cromwell College, Indooroopilly State High, Ironsides State School and St Peters College (under construction)
- Part of the Police Division of Taringa
- Taringa force comprises one Sergeant and two constables
- A Harley Davidson solo motor cycle is based at the station and patrols undertaken 'as often as possible'
- No arrests for drunkenness, obscene language or similar minor offence in SL for the last 6 months
- Criminal offences are noted as on the increase with 18 cases of Break and Enter, 5 attempted B&E and 14 cases of Stealing or Attempted Stealing
- Police Hours, 8am - 4 pm and 3 pm - 11 pm [assumed two shifts] Monday to Saturday and 9 - 5 Sunday

The local Sergeant was probably pushing the case for more local resources however the Commissioner did not support increasing staff noting officers at Taringa only work an 80 hour fortnight. He did support the introduction of properly equipped patrol cars [perhaps this was his current agenda].

The Commissioner did not support a new station noting in his response:

' St Lucia is mainly populated by business people, office workers etc and the conduct of such residents is all that could be desired '

FERRIES

Early West End Ferries

The primary source for the following research notes are the South Brisbane Council Minute Books held at the State Archives at Runcorn (SRS 4064)⁵

The examination of these records was originally initiated to verify the location of the 'St Lucia Ferry Receiving (Post) Office' identified in other research as being operated by a Mrs Barker during the years 1890 - 93. The office was noted in Post Office records as being operated by a ferry man's wife.

In 1879 the newly created local authorities had been given the responsibility for the regulation of the operation of cross river ferries, hence the obvious place to look was the records of the Indooroopilly / Taringa Divisional Boards and the Shire of Taringa. Enquiries of the Brisbane City Council and Queensland State Archives suggest that these records have been lost or destroyed over time. Hence the specific detailed record of the activities of the local authorities managing the area of St Lucia are sadly missing.

With a hint that Mr Barker was the Boundary Street ferryman an examination of the South Brisbane records was undertaken to obtain both a confirming reference and a better indication of location.

The 'local' government of South Brisbane, in common with other inner suburbs, evolved from the structure established at the end of the 1870's. During this particular period the Municipal (or Borough) Council had been formed from the amalgamation of the Woolloongabba Divisional Board and the South Ward of Brisbane Council. North and South Brisbane would exist as separate authorities until 1925

The Minute Books (all in copperplate - some sections easily readable some not) refer to a variety of sub-committees which appear partly to be based on the old ward/sub-division boundaries. Initially at least, valuations and receipt of rates would have been based on the individual sub-divisions and, as with other authorities of the time, there would probably have been active debate on the amount of expenditure in each. Based on discussion recorded on ferry services however, a more 'macro' or authority wide view seems to have been evolving as time progressed.

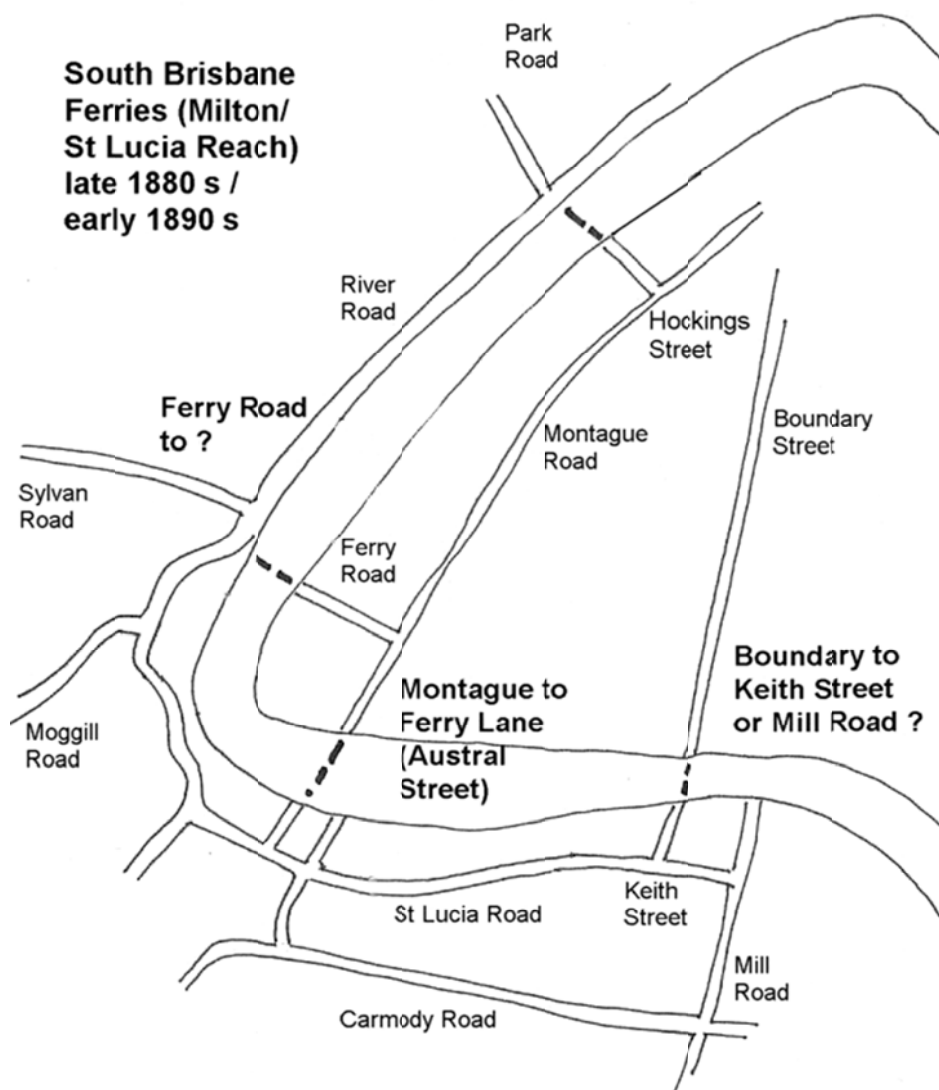
South Brisbane Municipal Council would become South Brisbane City Council from 1903 to 1925 (it may also have been SB Town Council for a short period in 1903) before combining with other local authorities to become part of the Greater Brisbane Council (current BCC).

In these early days it was left to individual authorities to negotiate with their neighbours in respect to adjoining roads, bridges and the like. Ferries are the focus here.

The Minute Books provide both definitive reference to St Lucia and in addition a useful guide to other contemporary events and issues. The notes focus on St Lucia references (ferries and individuals) and interaction with the Indooroopilly and Taringa Divisional Boards. Ferries appear to have been a hot issue during this period so reference to all 'South Brisbane' ferries is included. This may be of interest to other researchers looking at Toowong or Brisbane in more detail.

The notes are not verbatim nor is all the material included. AD comments and queries are generally in [*].

⁵ *The footnotes to this section are all references from the Brisbane Courier reports of the proceedings at the meetings of the local authorities – National Library website. Thanks to Peter Brown for identifying this source of information*



The above sketch is the Author's 'best guess' of the cross river ferry routes (South Brisbane to St Lucia and Toowong) based on the information gleaned from the Minute Books. Frustratingly this source does not detail the landing points on the St Lucia side of the river, however, it can be seen that Ferry Lane (now renamed Austral Street) and somewhere in the location of Keith Street would be odds on favourites.

The Montague Road Ferry appears to have been a hand pulled cable operated punt capable of taking vehicles (as the contemporary Indooroopilly and Moggill ones). Size was probably in the order of 32ft x 12ft (size of new punt purchased for Moggill Ferry by the Indooroopilly Divisional Board in mid 1880's). The approaches at Austral Street formed by IDB (whilst somewhat compromised by recent development) are still clearly evident today.

Once the punt was removed it is noted that passenger services continued, it is likely this was by row boat, however, it has not been possible to confirm this, nor how passengers got on and off the ferry although some form of jetty may have been provided by the local authorities.

The Boundary Street ferry is believed to have been a passenger only ferry, hand rowed across the river. This suggests a landing near Keith Street (it would certainly have been the shortest pull) rather than the more established Mill Road. It may in fact have been somewhere between the two.

Meeting Minutes (not verbatim)

- 21 June 1888, West End residents petition council regarding the decision to establish a cross river ferry from the south end of **Montague Road** (not happy). Council refer to South Ward and Sub-Division No 1 Ferry Committee for report ⁶
- 2 July 1888, Petition from Ratepayers supporting the establishment of a ferry from the end of **Montague Road**. Noted as signed by **WA Wilson** and 366 others. Referred to committee
- 16 July 1888, noted correspondence with **Indooroopilly Divisional Board (IDB)** in connection with proposed ferry. Meeting agrees to set up joint meeting of Board representatives to discuss ferry on site (end of Montague Road) on 24 July ⁷
- 31 July 1888, committee report recommends establishment of ferry from the end of **Montague Road** (endorsed by Council 27 August) ^{8 9}
- 19 November 1888, correspondence from IDB re draft **Montague Road** Ferry Agreement, Council agrees to Indooroopilly request for SB guarantees in respect to operation of ferries (minimum 3 years ? - not clear)
- January 1889, noted correspondence with Toowong Council re Toowong ferry (no details)
- 6 May 1889, resolved Joint Committee to meet and finalise **Montague Rd** Ferry Agreement ¹⁰
- 3 June 1889, **WA Wilson** corresponding with Council regarding storm drainage to his land at the corner of Montague Road and Gray (?) Street
- 24 June 1889, Council adopt committee recommendation that the **Montague Road** ferry be free between 6am and 8pm on all ordinary (?) days
- August 1889, discussion and proposal that Ernest to Alice Streets and 'Railway Wharf' to Botanic Gardens foot traffic be free on 'commodious safe and speedy steam ferries', North Brisbane to be approached re same
- August 1889, noted SB and IDB both working on **Montague Road** ferry approach works, Mayors comments suggest IDB side least advanced (still working on cutting)
- August 1889, Council agree with Electric Tramway Committee recommendation of 2d fare staging rather than 1d

⁶ 15 Mar 1887 Indooroopilly Divisional Board (IDB), noted that Robert Stewart had approached IDB seeking permission to establish a steam or warp punt ferry to St Lucia from the end of Montague Road. The Board were in favour subject to Stewart constructing the approaches himself. The notion had already been around at least 15 months before this petition was tabled

⁷ 15 Aug 1888 IDB, noted minutes of the Joint Ferry Committee read recommending ferry

^{8 9} Oct 1888 South Brisbane Council (SBC), Ferry Committee report two tenders received for the supply of the ferry punt £210 from JM Stewart and £220 from Wm Nimmo. Committee recommend council provide all plant and labour (and retain revenue) provided IDB create approaches to main road on their side of river. IDB to share in revenue if they pay one-half of the costs. Arrangements for working and fares to be agreed by Joint Ferries Committee. SBC agree to proceed subject to IDB confirmation

⁹ 17 Nov 1888 IDB, Board approve expenditure of £120 to form the ferry landing and connection to St Lucia Road (Sir Fred Schonell Drive).

¹⁰ 18 May 1889 IDB, Board agree ferry fares proposed by SBC

- 4 November 1889, vague reference to opening of **Montague Road** ferry ^{11 12}
- 7 April 1890, noted correspondence received from IDB suggesting a ferry be established between **Boundary Street** and **St Lucia Estate**
- 20 October 1890, noted funds approved to undertake river bank protection works at Boundary Street
- 3 November 1890, Mayor notes expiry of 12 month free period for **Montague Road** ferry. Council moved to 'improve communication across the river'
- 3 March 1891, **WA Wilson** letter requesting 2 gas lights be installed on Montague Road between Gray Road and the ferry
- 3 March 1891, operation of **Montague Road** ferry is suspended until the Mayor can procure a **new rope for the punt**
- 9 March 1891, Council agree that the establishment and operational costs of running the **Montague Road** ferry should be spread pro-rata over all wards rather than just charging to Nos 1 and 4
- 6 April 1891, discussion on establishment (?) of a ferry to North Quay and the lease arrangements for the (Toowong) 'Thompson Ferry'. Offer received from S Babbidge to lease the Thompson Ferry for £20 pa
- 27 May 1891, joint meeting with Toowong proposed to discuss operation of ferries
- 15 June 1891, discussion on preliminary costings of £232 for the approach works and shelter sheds for the Ferry Road and Hocking Street ferries (SB - Toowong). Toowong agree to reduced rate of 3d rather than 6d for traffic between the hours of 10 and 11pm.
- 29 June 1891, Engineers estimate of number of houses for the new sanitary (night soil) contract, No 1 Ward - 1406, No 2 - 1338, No 3 - 1438, No 4 - 941, Total 3724. Mayor had been 'down south' during April and inspected the 'Eureka' process for treating nightsoil (subsequently contracted to Eureka)
- 13 July 1891, EW Rowe requests lease of additional land adjacent Ernest/Alice Street ferry, Council suggest £1 per week (subsequently agreed at £26 per annum)
- 27 July 1891, correspondence from Toowong requesting tenders be called for Lease of proposed ferries

¹¹ 4 Nov 1889 Brisbane Courier, reports on the opening of Brisbane's first free ferry service on Saturday 2 November. Members of the South Brisbane Council, Mr C Paterson (Indooroopilly Div Board), a cab, two buggies and around 50 passengers board the ferry at Montague Road landing around 3pm and the ferry man pulls it across the river using the wire rope. Mr Morrow, chairman of the Indooroopilly Board greets the passengers on the St Lucia side. Speeches, talk of steam ferry and then possibly a bridge once Indooroopilly side population reaches that of South Brisbane. First meeting to discuss July 1888, tenders for punt accepted 8 October 1888. July (1889) Agreement signed, Brisbane to provide plant and bear expenses for free ferry at least for first 12 months. SBC spent £450 so far plus £50 more to build shed. Charges after 8pm and overnight until 6am working days and Sunday/Public Holidays. Believed to be the first free public ferry in Queensland. All looked forward to more in Brisbane. SBC Wards 1 and 4 had funded capital. SBC complemented on their energy. Noted Mr Richard Gailey had donated the land and fenced the road connecting the ferry landing with St Lucia Road (Sir Fred Schonell Drive)

¹² 18 Mar 1890 IDB, noted flood damage on St Lucia side includes ferry guide pile and part approach washed away silting up the cutting. Around 300 cubic yards of filling required

- 10 August 1891, noted tenders received for Toowong ferries
- 24 August 1891, correspondence from **Taringa Divisional Board** (TDB) re suggested reduction in **Boundary Street** ferry fares. Council move to request more detailed proposal
- 24 August 1891, Ferries committee recommend acceptance of tenders for Toowong Ferries. Ferry Road - Samuel Babbidge £20 per annum, Hocking Street - GB Wardle £5 per annum. Approved subject to Toowong agreement. Ferry Road ferry steps to be purchased from Mr Thompson for the agreed sum of £20
- 21 September 1891, McKay and McLaughton awarded contract to erect shelter sheds for Ferry Road and Hocking Street ferries (noted agreed with Toowong at subsequent meeting)
- 21 September 1891, reported North Quay ferry lease tenders received (for 2 year period) by North Brisbane, range £30 - £73 per annum. Council agreed to NB recommendation of Thomas Best at £73 pa
- 30 Nov 1891, Engineer reports Toowong ferry works complete
- 22 February 1892, Shire of Toowong agree to proposed 1d charge for dogs
- 22 February 1892, Engineer **Montague Road** ferry rope a problem again, agreed quotes to be called for replacement
- 7 March 1892, Council agree to Toowong proposal for life buoys to be installed in ferry shelters (Council add grappling hooks for good measure)
- 21 March 1892, TDB request **Montague Road** ferry approaches be attended to
- 21 March 1892, Council fixes salaries, Town Clerk £405 pa, Valuer £270 pa, Accountant £180 pa, Assistant Engineer £117 (much debate on requirement for full time Engineer, subsequently agreed 3 days per week with rights of private practice), Assistant Clerk £1-16sh per week, Ass Clerk No 2 £1-3-6d per week, 2 Inspectors one at £3-10-2 (halfpenny) one £3-10-2 (farthing). The later were also receive 10/- per week fodder allowance
- 4 April 1892, Engineers report framing regulations for the working of the **Boundary Street** ferry to be further considered, Mayor to discuss with TDB
- 19 April 1892, Free ferries to be discussed with NB
- 2 May 1892, correspondence from TDB re working of **Boundary Street** ferry
- 2 May 1892, **William Dart** requests Council to replace the broken window in the leased offices (before Council relocate to their new chambers)
- 2 May 1892, Rosinia Babbidge approaches Council to transfer the Ferry Road ferry lease and release her from paying rent on (separate) Stanley Street property due to the death of her husband Samuel. (Hugh McLean offer to rent property subsequently accepted)
- 16 May 1892, TDB invite SB Mayor to meet and discuss operation of **Boundary Street** ferry.
- 30 May 1892, Mayor notes agreement reached with TDB on regulations for operation of the **Boundary Street** ferry. Confirmed by Council subject to expenditure not exceeding £15 (lump sum so assume this for capital works). Noted regulations similar to Hocking Street ferry

- 27 June 1892, TDB advise they do not think shelter sheds required for **Boundary Street** ferry. Council agree for Mayor to undertake all negotiations
- 11 July 1892, William Rowe requests reduction in rent for additional land adjacent Ernest/Alice Street ferry (Stanley Reserve)
- 22 August 1892, Boundary Street ferry, Mayor reports he has undertaken inspection of steps referred to by **Mrs EA Barker** and he will recommend TDB fix up the steps on their side of the river, he considered a landing stage would also be necessary. The Council Engineer had been instructed to erect a handrail to the steps on the SB side. Noted **Mrs Barker** will sign the agreement this week
- 19 September 1892, discussion on extent of direct labour to be employed by Council in coming year and rates of pay. Day Labour Rates agreed (SB direct employees in brackets), Ganger 6/- per day (6/6), Maintenance Man/Labourer 4/- (5/6), Drayman 8/- (9/-)
- 19 September 1892, Council report on **Dr E Sandford Jackson** proposal regarding use of old Fire station as a dispensary [associated with St Helens Private Hospital or Med Super role at Brisbane Hospital ?]
- 3 and 17 October 1892, correspondence and resolve to discuss future working of **Montague Road** ferry with TDB. Committee to attend to
- 31 October 1892, **Montague Road** ferry, agreed Council to propose to TDB that in future all costs and income be shared on this service, TDB to pay half cost of plant and equipment to SB. Council agreed to keep ferry running for 14 days from 2 November (expiry of 3 year agreement)
- 14 Nov 1892, TDB advise meeting had not yet been held to discuss the above
- 28 November 1892, Council agree to extend **Montague Road** ferry operation until 31 December
- 29 December 1892, noted correspondence received from TDB re operation of **Montague Road** ferry. Council decide to **suspend vehicular traffic** on ferry from 31 December, (boats for) foot passengers to be continued at current fares until end January 1893. TDB to be chased. Noted receipts 15 Nov - 23 Dec amounted to £8-11-0, expenditure £22
- 9 January 1893, William Peters(o)n takes over Ferry Road lease from Rosinia Babbidge
- 9 January 1893, Engineer requested to report on suitable public Bathing Places on the river banks and at Norman Creek (subsequently recommends Dutton Park as a bathing place)
- 22 January 1893, Council agree to extend working of **Montague Road** ferry until end of February at TDB request
- 13 February 1893, William Petersen requests repairs to landing at Ferry Street ferry.
- 13 February 1893, GB Wardle applies (to operate) a ferry between Peel and Turbot Streets
- 13 February 1893, Mayor provides an extended report to Council on the floods and the measures taken. Noted steamer hired to provide cross river service in lieu Victoria Bridge which collapsed about 4 am Monday 6 February. No loss of life noted on this or devastation to housing stock. Floods 10 - 11 feet above those of 1890. Acknowledged cooperation of Colonial Secretary in implementing emergency measures. Agreed **Montague Road** ferry punt be put to work on Ernest/Alice ferry crossing. Council agreed to donate any excess of receipts over costs for steamer/ferries etc to be donated to 'flood relief' (fund)

- 20 Feb 1893, correspondence with Liquidator of Victoria Bridge Saw Mills proposing lease of wharf for £12 per month. Council nominate 3 members to **Brisbane Bridge and Ferries Board**. First meeting planned for 21 February at (Manufactures) Chambers, Brisbane
- 20 February 1893, initial estimate of houses destroyed/damaged by floods, Ward No 1 94/20, Ward No 4 104/40
- 6 March 1893, Toowong suggest ferry steps be re-erected on SB side, they are proceeding on their side of river
- 6 March 1893, Post and Telegraph department approach SB re conveyance of mails on ferries (in lieu Victoria Bridge ?)
- 6 March 1893, Thomas Morrow, on behalf of the **Taringa and Sherwood Joint Ferries Committee** queries removal of **Montague Road** ferry punt, TDB request meeting to discuss 8 March. Council resolve to advise punt is being overhauled with a view to be employed elsewhere within the Municipality¹³
- 6 March 1893, 6 or 7 SB residents request punt ferries be started asap between Ernest/Alice and Russell/Queens Wharf (referred to Joint Ferries Board)
- 28 March 1893, correspondence from representative of John Campbell requesting release from his Ferry Reserve lease offering to pay rent up to the time of the first flood. Council agree subject to the various buildings on the land becoming the property of the Council
- 18 April 1893, correspondence from TDB re **Montague Road** ferry referred to Ferries committee. Council notes Ernest/Alice Street ferry approaches quite steep and need to be eased. Mr Wardle requests rent be remitted for the rest of his Hocking Street ferry lease
- 2 May 1893, TDB propose opening **Montague Road** ferry again on a 50/50 operating loss basis with TDB paying 7% pa on current value of plant and equipment
- 16 May 1893, Council note Ferry Reserve to be cleared of buildings and offered for lease again
- 16 May 1893, Council express concern at suspension of trading by Queensland National Bank and access to funds for the payment of workmen etc
- 11 July 1895, Council agree to forgo ¼ rent on the Ferry Street ferry subject to Toowong agreement
- 11 July 1893, Mayor reports on a 'telephonic message' received from Brisbane Town Clerk advising present Alice/Ernest ferry lessee has offered £32 for the 4 ferry boats
- 8 August 1893, Brisbane advise sale of Alice/Ernest Street ferry boats to Brisbane Bridge and Ferries Board (BBFB) - they had been complaining for some time about proposed sale of assets
- 22 August 1893, GB Wardle requests 3 months remission of rent on Hocking Street ferry, W Petersen requests extension of Ferry Street ferry lease by two years
- 5 September 1893, Council agree to neither of the above requests. New tenders to be called

¹³ Refer to only known picture of the Montague Road ferry pulled up on the St Lucia ramp during the 1893 floods at the end of this section

- 19 September 1893, 8 tenders received for Ferry Road ferry £15 - £26 pa (Petersen £20), minutes suggest both Henry Dorsett @ £26 and WN Barster @ £25-10sh are approved (all subject to Toowong agreement)
- 19 September 1893, 3 tenders received for Hocking Street ferry £5 -£12 pa, WH Best recommended (Wardle did not bid)
- 3 October 1893, Shire of Toowong agree to Henry Dorsett and WH Best
- 3 October 1893, Bank of NSW advise that despite being Mortgagee in possession of property owned by a party in liquidation, they do not consider themselves liable for rates (this struck a chord with other local authorities and a test case was subsequently proposed - outcome ?)
- 3 October 1893, Balmoral Divisional Board advise they have finished with the ferry punt and they have sold to James Nuttall for £70
- 17 October 1893, Colonial Secretary advises BBFB has been dissolved. BBFB advise as from 1 November Councils responsible for operation of ferries. Current status, EW Rowe (Grey Street ferry) 2 years to run at £20 pa. Ernest/Alice Streets ferry run by Board, £12 in account, £2-18-8 in hand, past weeks receipts £8-12, expenditure £12-10
- 17 October 1893, Alexander Trimble offers £30 pa to operate Alice/Ernest Street ferry for 3 years using existing boats and plant. Brisbane had been on the phone to the Mayor recommending acceptance of same subject to him offering passengers 12 tickets for 6d. This caused a heated debate in SB Council and a recess was called to enable the Mayor to discuss this issue over the telephone. He reported he had requested Brisbane not to appoint Trimble and call for tenders (Brisbane City subsequently ignore and give Trimble the go ahead)
- 14 November 1893, Council agree to William Petersen proposal to re-open the **Montague Road** ferry at a rent of £1 pa using similar conditions to the Ferry Road ferry. Trial period of 6 months followed by further 18 months
- 14 November 1893, Council move to communicate with and send deputation to the Colonial Secretary regarding Brisbane action in awarding Trimble lease
- 28 November 1893, things get ugly on Ernest/Alice Street Ferry front, Council close ticket booth and post disclaimer on their landing/steps
- 12 December 1893, Brisbane advise they are surprised by SB reaction (SB meantime briefing Solicitor)
- 12 December 1893, Henry Dorsett advises Ferry Road ferry steps in dangerous condition on Toowong side
- 5 February 1894, 2 residents request Council put **Montague Road** ferry approach in order
- 3 April 1894, correspondence from Trimble complaining of unlicensed watermen plying the Ernest/Alice Street ferry route
- 2 May 1894, EW Rowe requests a shelter be provided for the North Quay ferry service
- 2 May 1894, **TDB** looking for support in abolishing road tolls (may have been specifically the Toowong toll on River Road imposed to repair flood damage)
- 29 May 1894, Toowong complaining about working of Ferry Road ferry

- 29 May 1894, Trimble hands over boats and plant used on the Ernest/Alice Street ferry. Case SB vs Trimble goes to court. SB to meet Brisbane re regulating operation of boatmen, 'licensed watermen' to be allowed to carry passengers, both councils to light ferry approaches at night
- 12 June 1894, Mayor advises meeting held with Brisbane and they are in favour of SB managing ferries
- 12 June 1894, Council agree to William Lewis offer (on behalf of ferrymen) of £1 per week to use Ernest/Alice Street ferry landings, plant etc until such time as new lease arranged
- 12 June 1894, Toowong agree Ferry Road ferry will not run after 10pm during June, July and August
- 10 July 1894, Trimble (Bros) go into liquidation
- 7 January 1895, Government Gazette proclamation placing control of Brisbane/South Brisbane ferries under control of SB
- 4 February 1895, HH Best complains other traffic mooring at Hocking St ferry and disrupting operations
- 4 February 1895, Mayor notes ferry boats previously owned by SB are to be auctioned the coming Wednesday. Tenders opened for Ernest/Alice Street ferry. William Jones offer of £150 pa to be accepted (range £40 - £150, 5 tenderers)
- 18 February 1895, Jones declines to enter into lease, Council agree to offer to second highest, W Phillip/W Lewis at £108 pa
- 1 April 1895, William Petersen notifies decision not to continue running **Montague Road** ferry. Council move to call tender subject to TDB approval
- 1 April 1895, EW Rowe requests extension to Grey Street/North Quay lease until December 1897
- 27 May 1895, GB Wardle complains of smells from drains near River terrace ferry
- 10 June 1895, Henry Dorsett offers to extend Ferry Road ferry lease, agreed by Council subject to him bringing steps etc up to good repair (Toowong subsequently agree to proposal)
- 10 June 1895, ongoing operational problems for Alice/Ernest Street ferry, construction materials on Brisbane approach, barque moored, drains discharging on approaches etc (seems to be limited response from Brisbane)
- 24 June 1895, WH Best applies for extension to Hocking Street lease at £12 pa. Agreed subject to him fixing up steps etc (Toowong agree)
- 22 July 1895, D Wilson puts in £18 pa offer for Hocking Street lease
- 19 August 1895, **William Dart** refuses consent for a railway to be extended across his land (in connection with proposed Montague Wharf cold store development)
- 19 August 1895, William McNevis applies to re-open the **Montague Road** ferry. Approved initially for a period of 3 months subject to him being responsible for landings etc. (TDB endorse)

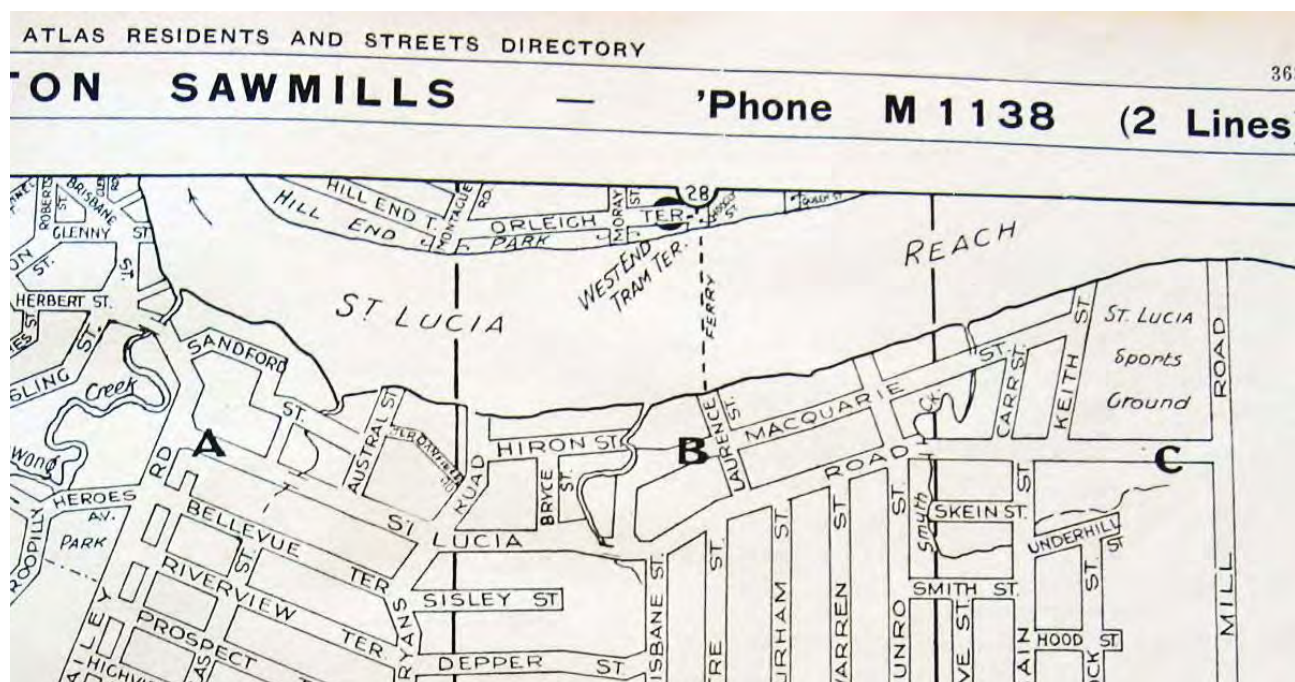
- 28 October 1895, Ernest/Alice operators advise intention to pull out of lease now that foot passenger toll removed (by Council it is assumed)
- 25 November 1895, Council accept William Phillip/William Lewis tender of £24 pa for the Ernest/Alice Street ferry (the one they had just given up at £108 pa)
- 17 November 1895, Council express sympathy and condolences for loss of life due to sinking on 13 February of steamer 'Pearl' which had been ferrying passengers between Musgrave and Queens Wharfs (since bridge went down in "93 ?). Phillips and Lewis commended for their heroic work in the rescue attempts and are awarded 6 months free rent
- 17 November 1895, **William Dart** reduces claim for railway easement to wharf from £2,200 to £1,466-13sh



(Top) Part St Lucia Reach from West End just after the 1893 floods (RHSQ Courtesy Peter Brown). The Montague Road ferry punt can be seen on the left drawn up onto the Ferry Road (now Austral Street) approach ramp. Victoria Bridge having been swept away by the floods the punt was re-deployed to support the South/North Brisbane ferry services. Above the same stretch of river from Orleigh Park January 2009, the ramp is still there

St Lucia Ferry

These notes on the operation of the St Lucia Ferry were provided by Percy Hanlon in March 2007



*1930s Street Directory, ferry ran from Laurence Street
(John Oxley Library)*

- 8 Nov 1920 St Lucia Ferry commenced, Mr John Cloherty the Lessee. BCC leases were normally for three years duration. Bus services were required to keep ½ mile away from the ferries
- 8 Jan 1921 St Lucia Ferry transferred to Jack Campbell, South Brisbane Council requested he take on a yearly lease. Jack had a boat slip at Hill End.

Subsequent Lessee Thomas Henry Lane
- 1 Jan 1926 Ferry declared free
- 1926 West End tram extended from Dornoch Terrace/Hardgrave Road to St Lucia Ferry Terminus
- 28 Apr 1926 St Lucia Ferry times extended from 6.20am to 11.40pm
- 1927 Free ferries abolished
- 1931 Ned Beattie the Lessee, sons Fred and Mick worked ferry as well as prawning. Flooding in Brisbane River causes both pontoons to sink, gangway smashed and St Lucia embankment destabilised
- 1939 - 45 Queensland University buildings used as an Army Base, ferry very busy. Three boats used to meet demand, all provided by Lessee. Running times 5.25am to 11.50pm Monday to Saturday, 10 minute service. 8am to 9.50pm Sunday.

Prior to the establishment of the Catholic Parish of St Lucia in 1946 the ferry service ran two trips on Sunday morning, 6.30am and 6.40am to enable St Lucia Catholics to reach St Francis of Assisi Church on Dornoch Terrace for 7am Mass. The McCaffrey family, who farmed St Lucia on UQ site used to row across the river and attend St Ita's at Dutton Park

- 1948 Fred Brimrose replaces the Beatties as Lessee (subsequently Ron Hislop and ??? Wiseman). Two local residents who worked on the ferry were Jack Sleath and Rolley Warner, later Peter Burke joined.
- 1950 Ferry fare rises from one penny to one and a half pence
- 3 Jul 1963 St Lucia Ferry run down by gravel barge *Crocodile*. Ferry Master Peter Burke drowned, 3 passengers escaped
- 1966 New Lessee, Brisbane Ferry Services
- 4 Jun 1973 Direct ferry to UQ from Mowbray Park (with a stop at North Quay), withdrawn after three weeks
- 28 Mar 1967 University to Dutton Park Service commences
- 1 Nov 1971 Fare now 5 cents
- 1996 St Lucia Ferry closes with introduction of City Cats

Dutton Park to UQ Ferry Service 1967 - 2006

The completion and opening of the Eleanor Schonell Bridge on Sunday 17 December 2006 saw the de-commissioning of the Dutton Park ferry service. The following is based on the text from a St Lucia History Group flyer issued to passengers on the last day this service ran (minor edits and supplements).

Dutton Park – UQ Ferry (The End of an Era)



Dutton Park Ferry Loyalty (Author 2006) – one of the two boats in use on the service

The ferry trip you take today marks the end of an era for the St Lucia Reach of the river, the end of a long tradition of owner operated service and the demise of the monohull ferry. Ferries to West End have been in operation at various points on the river from The Regatta Toowong to the Dutton Park – UQ crossing for over 130 years.

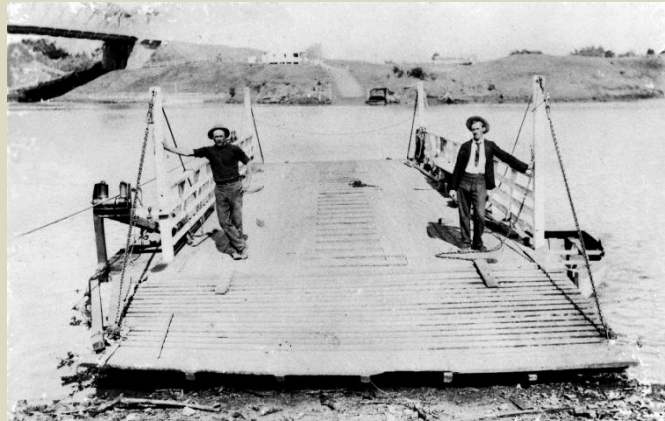
West End developed much sooner than the St Lucia side of the river following the advent of free settlement in the 1840s and a short trip across the river, for a more direct hike to the city, or later to link with its better developed public transport service (initially by horse drawn omnibus and then by electric tram) was obviously sufficient reason to encourage the introduction of ferry services across this reach of the river.

In fact it was as late as the 1880s that Toowong Creek was bridged near its confluence with the river (today Gailey Road passes seamlessly across the piped watercourse a little way down from Sandford Street) avoiding the long haul to the city via Indooroopilly and Burns Road onto Moggill Road. Even so the sparsity of public transport to St Lucia made West End an attractive stepping stone for a trip into the City until well into the 1960's.

Whilst there is reference to the Regatta to Ferry Road Hill End ferry from around 1875, the first confirmed ferryman was Mr Thompson who was the operator in the late 1880's. This would have been a simple rowboat for up to 16 passengers with Mr Thompson at the oar, a service he provided until late 1891 when the South Brisbane and Toowong Local Authorities tendered this and the Hockings Street/Park Road route.

The councils jointly funded the construction of new ferry shelters and Samuel Babbidge won the tender on the proviso he pay Mr Thompson £20 for the existing landings and steps. This service

appears to have been continuous until 1974, Percy Patrick Hanlon being the longest operator from 1922 until 1953, when Brisbane City Council took over.



Indooroopilly Ferry around 1900 (State Library) – the Montague Road punt ferry would have been a similar size and arrangement (refer later section for more images)

Heavily promoted by William Alexander Wilson (the man who introduced the name St Lucia to the pocket) and other developers of housing sub-divisions, this part of the river got its first and only vehicle ferry service in November 1889. A hand pulled cable punt, the service was funded by the South Brisbane Council and the Indooroopilly Divisional Board. For the first 12 months it operated as a free service. The ferry ran from Ferry Lane (now Austral Street – the approaches are still there if now somewhat compromised by recent development) to the end of Montague Road.

Around the same time a rowboat service was operated from the end of Boundary Street by a Mr Barker. His wife Eliza negotiated arrangements with South Brisbane and also ran the local postal service, the St Lucia Receiving Office. The ferry and the postal service waned after the major floods of 1893, the Montague Rd route also reverting to a passenger service, the punt being relocated to the city (the collapse of Victoria Bridge in the floods required additional ferry services to be introduced). The passenger service ran for a further 2 to 3 years.

The Laurence Street service was introduced in 1920, John Cloherty being the first operator. In 1926 the West End tram was extended to Hoogley Street and the ferry timetable extended to suit. This route operated until 1996, patronage appears to have peaked in the mid 1960's. The St Lucia ferry shelter has been preserved.



Laurence Street ferry shelter submerged in the 1931 river flood. The shelter was re-built at the top of the bank some time after the floods. The replacement shelter has been retained. (Courtesy Leola McGowan)

The most serious accident of all services on the Reach occurred on the evening of 3 July 1963 when the ferry had a night time collision with the Crocodile, a sand and gravel barge under tow. The 26ft Phylis went down and whilst the 3 passengers were saved the skipper Peter Burke was lost .



The Phylis keeps clear of the Hayle's launch Majestic as she crosses to St Lucia, the Madgee can be seen tied up at the Laurence Street landing (Photo B Martin courtesy Percy Hanlon)

The Dutton Park UQ service commenced in time for the 1967 University Year. Initially operating only morning and afternoon, it wasn't long before it was required to run throughout the day and during term time, with a restricted timetable at the weekend.

The maximum number of passengers carried on the service was during first term 2004 when over 3,000 passengers a day used the ferry. A second boat was necessary to meet the afternoon peak. The recent temporary closure of the Riverside Expressway saw an increase of 500 passengers a day using the service.

Brisbane Ferry Services, the partnership of Bob Kent, Kevin Kent, Vince Downey and the late Dick Hoggett, have been the sole operators of the UQ Dutton Park ferry service since its introduction.

More short lived services have included the 1973 experimental extension of an existing ferry from the City to UQ (this lasted only 3 weeks) and the City to Kays Rocks/Guyatt Park service which ran for the duration of the 1988 World Expo. The current Citycat service to Guyatt Park, West End and UQ commenced in 1996.

INDOOROOPILLY FERRY

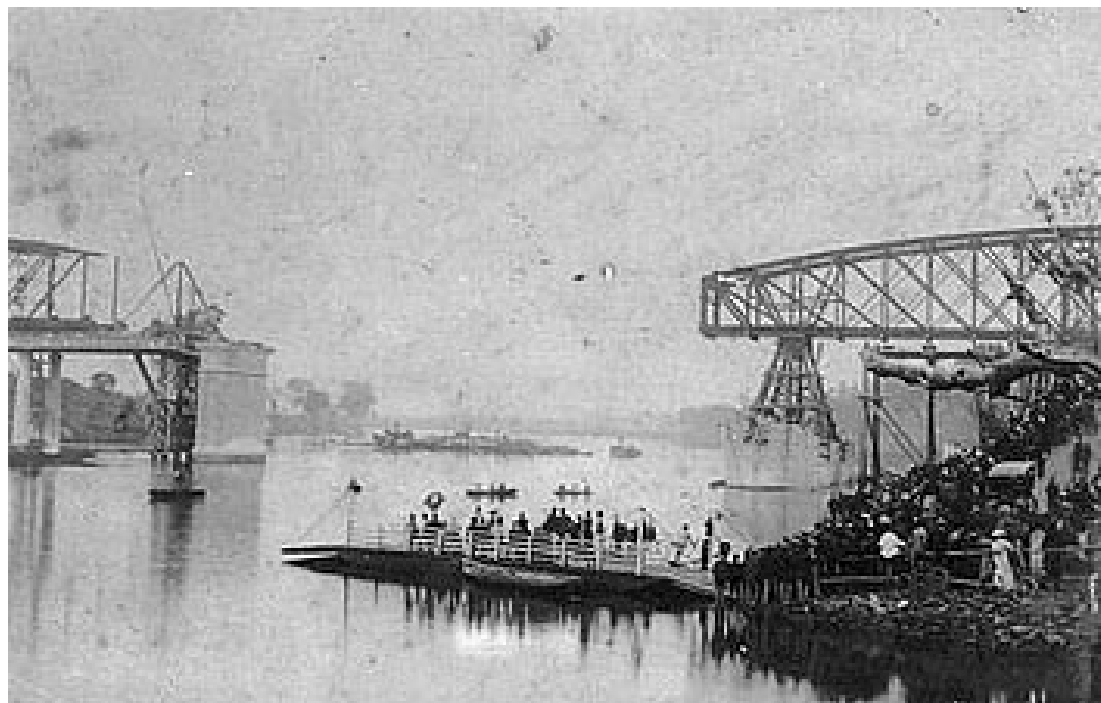
Ferry Services Indooroopilly – Oxley Point (All images from SLQ unless noted)

The history of the ferry services is yet to be fully researched, however, there are records of a punt ferry being provided (it is assumed by the Railway Commissioner) during the later stages of the construction of the S&W Railway Ipswich to Brisbane Extension during 1875/76.

The track had been completed and services running to a temporary stopping place at Oxley Point from Ipswich, and from Brisbane to Indooroopilly by mid-1875. The missing link, the first Albert Bridge, was not ready for traffic until mid-1876. Through passengers and parcels/goods left the train at Indooroopilly Station or Riverton (temporary stopping place at Oxley Point), were ferried free of charge across the river, and then boarded a train on the other side of the river to continue their journey. *The Queenslander* on 19 June 1875 described the first train journey from Brisbane with reference to the ferry as follows:

The station at Indooroopilly is in fair order, but no footpath had been provided to the excellently-metalled road which leads to the punt, some 430 paces, the declivity at the river bank a steep 150 paces. The punt is, we believe, one formerly used at Baxter's Ferry. Along the sides seats have been fixed, but it cannot be considered altogether a desirable conveyance, as the bulk of the space is occupied by a couple of drays, conveying luggage, each drawn by two powerful horses, upon the perfect docility of which the safety of the transit depends. The punt is propelled by a couple of labourers and the guard of the trains assisted. At the other side the distance to the station is under two hundred yards, passengers should be careful to provide complete protection against wet weather.

It is not clear if the ferry service continued after the bridge was completed in 1876, however, by the late 1880s the Indooroopilly and Yeerongpilly Divisional Boards were corresponding on a proposal from the Indooroopilly Ferry Company. The new service operated from the middle of 1890 being partly taken over by the local authority following the flood and collapse of the bridge in 1893.



Passengers again had to break their rail journey with a ferry ride during the two year reconstruction period for the replacement Albert Bridge. Both bridges had provision for pedestrians, however, carts, wagons, stock etc were transported via the ferry. The residential sub-divisions of Graceville, Chelmer and Sherwood, prompted by the railway likely resulted in a viable service which ran until the 1930s



Indooroopilly Ferry around 1906 (State Library)



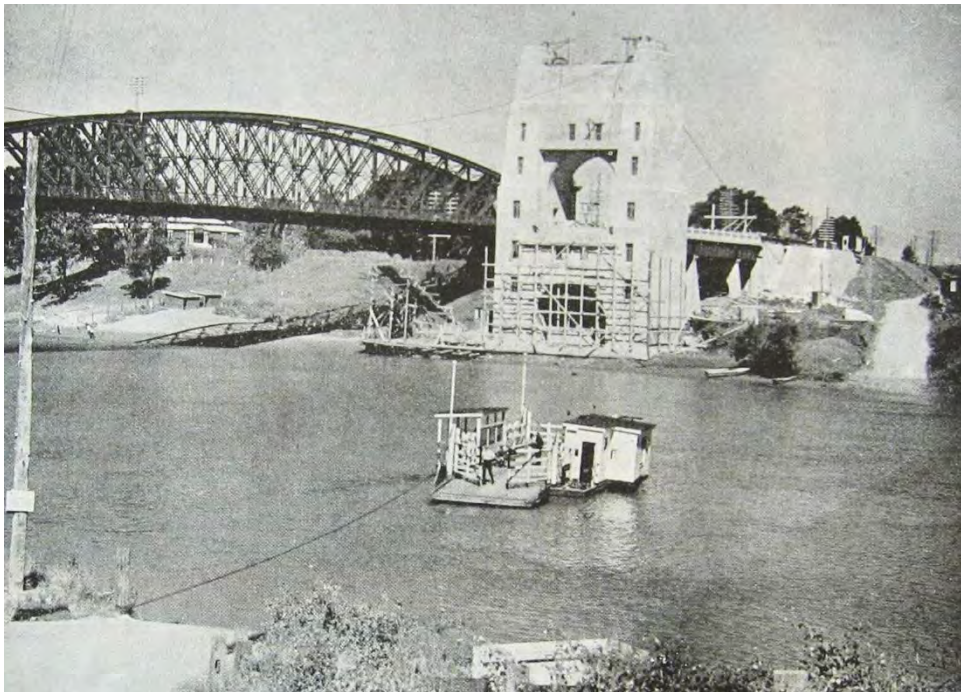
1925 ('ish) New Ferry just after launch at Lahey's Sawmill



Indooroopilly Ferry late 1920's/early 30's



*Chelmer ramp rage ? –McWhirter’s vehicle ?
Possibly mid 1930s during preparation for new bridge works*



Indooroopilly Ferry in the mid 1930’s (State Library) – during the construction phase of the Indooroopilly Toll Bridge (later named Walter Taylor after the driving force behind its development) This, together with the Hornibrook Bridge crossing the Pine River to link Redcliffe, were early Queensland examples of the again fashionable private capital works infrastructure development for public use. The bridge opened in 1936 following which, it is assumed, the ferry service would have been terminated