A PICTORIAL HISTORY OF

BRISBANE

VOLUME 1

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A PICTORIAL HISTORY OF BRISBANE

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1770: CAPTAIN JAMES COOK AND THE ENDEAVOUR EXPLORE SOUTH EAST QUEENSLAND

The first Europeans to sight and land in Australia were the crew of the Dutch ship Duyfken led by Willem Jansz in 1606 when they explored the coast around Weipa on the west coast of the Cape York peninsula.

The first European to explore the east coast of Australia was the famous British captain and navigator James Cook along with his crew aboard the Endeavour starting from the east coast of Victoria all the way up to Torres Strait in 1770. He only made three landings at Botany Bay, the town of 1770 and Cooktown where the ship struck a reef and was skilfully rescued and repaired. Below are his journal entries for his voyage from May 15 to May 17 in 1770 from Northern NSW up to the Sunshine Coast:

Cook’s Journal entry for 15th May 1770:

At 9, being about a League from the Land, we saw upon it people and Smoke in Several places. At noon we were by observation in the Latitude of 28 degrees 39 minutes South, and Longitude 206 degrees 27 minutes West; Course and distance sailed since Yesterday at Noon North 6 degrees 45 minutes East, 104 Miles.

A Tolerable high point of land bore North-West by West, distant 3 Miles; this point I named Cape Byron [Captain John Byron was one of Cook’s predecessors in exploration in the Pacific, having sailed round the World in H.M.S. Dolphin, in company with the Tamar, in 1764 to 1766.] (Latitude 28 degrees 37 minutes 30 seconds South, Longitude 206 degrees 30 minutes West).
Cook’s Journal entry for 16th May 1770:

At daylight we were surprized by finding ourselves farther to the Southward than we were in the evening, and yet it had blown strong all night Southerly. We now saw the breakers again within us, which we passed at the distance of about 1 League [5.6 km]; they lay in the Latitude of 28 degrees 8 minutes South, and stretch off East 2 Leagues from a point under which is a small Island; their situation may always be found by the peaked mountain before mentioned, which bears South-West by West from them, and on their account I have named it Mount Warning.

It lies 7 or 8 Leagues in land in the Latitude of 28 degrees 22 minutes South. The land is high and hilly about it, but it is Conspicuous enough to be distinguished from everything else. The point off which these shoals lay I have named Point Danger; [Point Danger today is the boundary point on the coast between NSW and Queensland, though his reference to a small island under it may refer to Fingal Point further south] to the Northward of it the land [now speaking of the Gold Coast], which is low, Trends North-West by North; but we soon found that it did not keep that direction long before it turn’d again to the Northward.

At Noon we were about 2 Leagues from the land, and by observation in the Latitude of 27 degrees 46 minutes, which was 17 Miles to the Southward of the Log; Longitude 206 degrees 26 minutes West. Mount Warning bore South 20 degrees West, distant 14 Leagues; the Northermost land in sight bore North. Our Course and distance made good since yesterday North 1 degree 45 minutes West, 53 miles. Winds Southerly, mostly a fresh breeze, with which in the P.M. we steer’d along shore North 3/4 East, at the distance of about 2 Leagues off. Between 4 and 5 we discover’d breakers on our Larboard bow; our Depth of Water at this time was 37 fathoms. At sunset the Northermost land in sight bore North by West, the breakers North-West by West, distant 4 Miles, and the Northermost land set at Noon, which form’d a Point, I named Point Lookout, bore West, distant 5 or 6 Miles.

On the North side of this point the shore forms a wide open bay, which I have named Morton’s Bay, (James, Earl of Morton, was President of the Royal Society in 1764, and one of the Commissioners of Longitude) in the Bottom of which the land is so low that I could but just see it from the Topmast head. The breakers I have just mentioned lies about 3 or 4 Miles from Point Lookout; at this time we had a great Sea from the Southward, which broke prodigious high upon them. Stood on North-North-East until 8, when, being past the breakers, and having Deep’ned our water to 52 fathoms, we brought too until 12 o’Clock, then made sail to the North-North-East. At 4 A.M. we sounded, and had 135 fathoms.

Cook’s Journal entry for 17th May 1770:

At daylight I found that we had in the night got much farther to the Northward and from the Shore than I expected from the Course we steer’d, for we were at least 6 or 7 Leagues off, and therefore hauled in North-West by West, having the Advantage of a Fresh Gale at South-South-West. The Northermost land seen last night bore from us at this time South-South-West, distant 6 Leagues. This land I named Cape Morton, it being the North point of the Bay of the same Name [Hawkesworth in his 1793 edition of Cook’s voyages misspelt the name as Moreton and the name stuck.]

Cook missed the straight between Moreton and Stradbroke Island and gave the name Morton Bay to the bay formed by the east (ocean) coast of Moreton Island NOT the bay between the mainland and Moreton Island. Some time after Flinders discovered Cook’s mistake in believing there was unbroken coastline between Point Lookout and Cape Moreton, the powers that be transferred the name to the bay between the mainland and Moreton and Stradbroke islands.]
From Cape Morton the land trends away west, further than we could see, for there is a small space where we could see no land; some on board where of opinion that there is a river there because the sea looked paler than usual [They were correct as this bay, today's Moreton Bay which they were looking back south-west towards from north of Moreton Island, was where the Brisbane River entered.] Upon sounding we found 34 fathoms fine white sandy bottom, which alone is sufficient change, the apparent colour of sea water, without the assistance of rivers. The land need only to be low here, as it is in a thousand other places upon the coast, to have made it impossible for us to have seen it at the distance we were off.

Be this as it may, it was a point that could not be clear'd up as we had the wind; but should any one be desirous of doing it that may come after me, this place may always be found by 3 hills which lay to the northward of it in the latitude of 26 degrees 53 minutes South. These hills lay but a little way inland, and not far from each other; they are very remarkable on account of their singular form of elevation, which very much resembles glass houses, [The Glasshouses Mountains form a well-known sea mark on entering Moreton Bay] which occasioned my giving them that name. The northermost of the 3 is the highest and largest. There are likewise several other peaked hills inland to the northward of these, but they are not so near so remarkable.

At noon we were by observation in the latitude of 26 degrees 28 minutes South, which was 10 miles to the northward of the log; a circumstance that hath not hap'n'd since we have been upon the coast before. Our course and distance run since yesterday noon was north by west 80 miles, which brought us into the longitude of 206 degrees 46 minutes. At this time we were about 2 or 3 leagues from the land, and in 24 fathoms water; a low bluff point, which was the southern point of an open sandy bay, [Laguna Bay. The low bluff point is Noosa Headland] bore north 52 degrees west, distant 3 leagues, and the northermost point of land in sight bore north 1/4 east. Several smokes seen to-day, and some pretty far inland.

Joseph Banks Journal for 17th May 1770:

Continued to blow tho not so fresh as yesterday. Land trended much to the westward; about 10 we were abreast of a large bay the bottom of which was out of sight. The sea in this place suddenly changed from its usual transparency to a dirty clay colour, appearing much as if charged with freshes, from whence I was led to conclude that the bottom of the bay might open into a large river. About it were many smokes especialy on the Northern side near some remarkable conical hills. At sun set the land made in one bank over which nothing could be seen; it was very sandy and carried with it no signs of fertility [Sunshine Coast].

Wikipedia in its article on the History of Brisbane notes the following about Aboriginal settlement in the Brisbane region:

“Prior to European settlement, the Brisbane region was occupied by aboriginal tribes, notably the Jagera [in the SW] and Turrbal Aboriginal clans...Good fishing places became campsites and the focus of group activities. The district was characterized by open woodlands with rainforest in some pockets or bends of the Brisbane River. A resource-rich area and a natural avenue for seasonal movement, Brisbane was a way station for groups traveling to ceremonies and spectacles. The region had several large (200–600 person) seasonal camps, the biggest and most important located along waterways north and south of the current city heart: Barambin or 'York's Hollow' camp (today's Victoria Park) and Woolloong-cappem (Woolloongabba/South Brisbane), also known as Kurilpa..."[The] site of the present central business district, [was] called "Meen-jin" by its Turrbul inhabitants."
Matthew Flinders arrived at Sydney Cove as a midshipman aboard H.M.S. Reliance in 1795 when she brought Captain John Hunter to replace Captain Arthur Phillip as Governor of the seven-year-old colony of New South Wales. While he was in the colony Flinders was promoted to lieutenant and, in company with the ship’s surgeon George Bass, he made a number of voyages of exploration along the south-eastern coast [His famous circumnavigation of Australia began 2 years after his voyage to Queensland aboard the Norfolk].

On 8 July 1799, at his own request, Flinders was sent from Sydney in the sloop Norfolk to examine the coast to the north for useful ports and rivers. He had with him as interpreter a Sydney district Aborigine named Bongaree. After a rough voyage during which the Norfolk sprang a bad leak, Flinders rounded Cape Moreton and, on the afternoon of 16 July, crossed the northern end of Cook's Glass House Bay and anchored for the night off the southwestern point of Bribie Island.

Next morning Flinders, Bongaree and some of the others landed on the island, made friendly contact with a party of Aborigines, but retreated to their boat when one of the black men started making determined attempts to grab the woven, cabbage-tree hat Flinders was wearing. As they climbed back into the boat a spear came skimming over the gunwale. Flinders fired at the spear thrower and wounded him. The Aborigines ran and the boat pulled off. Because of the incident the place was called Point Skirmish, but later map makers made a mistake and gave the name Skirmish Point to the south-eastern point of Bribie Island, and called the place where Flinders had his encounter South Point.

Below: The High Peak in the SW of his map is today called Flinders Peak and it is the highest peak in the centre of the range that runs north to south between the Cunningham and Mt Lindsey Highways.
Flinders took the Norfolk round the point into the channel between Bribie Island and the mainland to stop her leak temporarily and, believing the passage to be a river, called it Pumice Stone River because of large quantities of pumice stone he found there. At daylight on 17 July they got away to explore the southern part of the bay and, during the morning, anchored off a high point of red rock which Flinders called Red Cliff Point (later renamed Woody Point, though the town that eventually grew up just to the north of it was called Redcliffe). The afternoon was spent exploring ashore where they found a hut and dugong net, but no sign of humans.

They were under way again in the morning with a flood tide and a moderate breeze from the north. They passed between what was later called Mud Island and the coast, both flat and mangrove-covered, with Flinders scanning the shore-line all the way for any trace of the river which Banks and others believed might flow into the bay. Had Flinders but known it, he was almost opposite the mouth of the river he sought, but it was so well hidden by low-lying, mangrove-covered islands that he ordered the ship’s head swung away to the east without suspecting its presence.

Passing between Mud and St Helena islands he sighted an opening to the north of Point Lookout, thus establishing that Cook’s Cape Moreton was on an island. Cook’s mistake about what he had called Moreton Bay was sorted out by transferring the name to the sheltered waters between the island and the mainland Cook’s original Glasshouse Bay. Finding no more towards the southern end of the bay than a maze of narrow channels and muddy islands, Flinders turned back and about sunset on 20 July, anchored off his Pumice Stone River. Next day Flinders reconnoitred the channel and on 22 July the Norfolk was brought up it to a small beach now known as The White Patch and laid ashore for proper repairs. Several dugong were sighted coming to the surface to blow. Flinders fired three musket balls into one and Bongaree speared another. Both sank from sight so the slaughter was futile.

By the time repairs to the Norfolk were completed on 25 July, Flinders had become curious about the peculiarly-shaped Glasshouse Mountains and he decided, if possible, to climb one of them. He took the vessel another three kilometres up the passage, anchored against the western bank and continued on by boat, taking with him two seamen and Bongaree. Leaving the boat somewhere near the present site of the township of Donnybrook, and plodding through tea tree and mangrove swamps, glimpsing the peaks only occasionally through the trees, they headed at last for a ‘stony mount’, now believed to be Beerburrum, and struggled up its rocky slopes to the top. Finding the view from the top less extensive than they expected, they camped out that night and in the morning continued on to the next peak only to find that it was too steep to climb. They returned to the ship.

They remained anchored in the channel for two more days, during which time they were visited by Aborigines who, the earlier skirmish apparently forgotten, were soon comparing weapons with Bongaree and on the best of terms with everyone. On 31 July they sailed north to examine Hervey Bay between Fraser Island and the mainland and then made a course south, arriving at Sydney on 20 August 1799 to report that no river of importance intersected the coast within the area examined.

Flinders had missed, not only the river that flowed into Moreton Bay, but the Clarence River in New South Wales (p.13-15).
Below is an account of Bingle and Edwardson’s failed attempts to find a suitable river entering Moreton Bay followed by the accidental discovery of the Brisbane River by shipwrecked convicts Parsons, Finnegan and Pamphlett quoted from Hector Holthouse’s book “An Illustrated History of Queensland”:

Flinders’ failure to find a river flowing into Moreton Bay discouraged further searches on that part of the coast and nothing more was done until Sir Thomas Brisbane became Governor of New South Wales in December 1821. The British Government felt, by then, that the Sydney settlement was becoming too comfortable for convicts, and the new Governor had instructions to lose no time in effecting ‘an entire separation of the convicts who are in a state of punishment from a participation in those comforts and advantages that seem to be inseparably connected with the progress of colonization’. Part of the program was to establish a new settlement for the worst of the convicts, possibly at Moreton Bay or Port Curtis.

With this in view, Captain John Bingle was sent in January 1822 in command of the colonial cutter Sally to convey prisoners to the recently established settlement at Port Macquarie and then to examine the coast further to the north for a large river which New South Wales Surveyor General John Oxley believed must exist somewhere between Port Macquarie and Sandy Cape.

Bingle delivered his prisoners, continued north and, on the late afternoon of 4 March 1822, *sighted from his masthead ‘a large lagoon’ later to be known as the Southport Broadwater*. He crossed the top of Moreton Bay as Flinders had done, sailed as far up Pumice Stone River as he could and then continued by boat until he correctly assumed that Flinders’ so-called river was actually a passage (now called Pumicestone Channel). He remained in the channel for three days and established the best of relations with the Aborigines, but apparently did not try to ask them if any big river flowed into the bay. He returned to Sydney to report there was none.

Next in the bay was Captain William Lawrence Edwardson of the colonial cutter Snapper who was sent north, on yet another search for a useful river, in June 1822. He sailed up Pumicestone Channel as the others had done and then down among the channels at the southern end of the bay, but found no river...

He [Thomas Pamphlett] had left Sydney in an open boat on 21 March 1823 with three other men to cut cedar at the Five Islands about eighty kilometres to the south. Richard Parsons was in charge and the crew consisted of himself, John Finnegan and John Thompson. A terrible gale had driven them off course;

Thompson had died of thirst; and they had come ashore about 15 April on the ocean beach near the northern end of Moreton Island. They had become so thoroughly lost in the storm that they believed they were still somewhere south of Sydney.

Their boat was smashed and all they could salvage was a bucket, axe, pannikin, pair of scissors and about ten kilograms of flour. Assisted by the Nooghi Aborigines of Moreton Island, they made their way down to the southern end of the island, crossed to Stradbroke Island by native canoe and lived for several weeks with a tribe of Aborigines called the Noonuccals. The Noonuccals gave them a hut of their own to live in and fed them with fish and ‘dingowa’, the root of a kind of fern which grew in swampy places.
As soon as their strength returned Parsons and Pamphlet, with the axe as their only tool, began work on a dugout canoe to take them across to the mainland which the Aborigines pointed out lying away across the bay to the west. Finnegan, who wanted to remain where they were, refused to help and the Noonuccals, seeing this, brought food for the two who were working but left him to forage for himself. By the beginning of June the job was done, the dugout launched, loaded with fish and dingowa provided by the Noonuccals and ready to sail. It had been intended to leave Finnegan behind but when the Aborigines saw the other two paddle off without him, they seized him, took him off to a sandbank in a bark canoe and left him there. If the others had not come back and picked him up he would have drowned.

Two days later the three of them reached the mainland at what was later called Emu Point, abandoned the canoe and, believing they were heading for Sydney, followed a native track north through the bush for three days until they found their way barred by a large river. The day was probably about 7 June 1823, the place somewhere near the present site of the Lytton oil refinery not far from the mouth of the Brisbane River. Without having any reason to be elated about it, the three castaways had discovered the elusive river which Flinders, Bingle and Edwardson had sought in vain.

Unable to cross the river, they followed it up for nearly a month before finding a bark canoe and paddling over to the northern bank [from the junction with Oxley Creek at Tennyson. The Pamphlett Bridge there was named to mark the event.]

The country there was too rough for naked, footsore men to travel through, so they took the canoe down to the mouth of the river...and again headed north.

About 30 June they reached a spot near Flinders’ Red Cliff Point. They lived there with the Aborigines for a while and then moved further north to Pumicestone Channel where Pamphlet was found [by a very surprised John Oxley]. Finnegan appeared on the shore next day but Parsons was absent at the time, still trying to reach Sydney by travelling north [going as far north as Noosa before returning], and he was not picked up until Oxley’s next visit nearly a year later (p.15-19).
Surveyor General John Oxley led the first expedition in December 1823 to officially explore the Brisbane River following the extraordinary luck of finding one of the three shipwrecked men who had accidentally discovered the Brisbane River 6 months earlier. The following year in September 1824, after setting up the first temporary settlement at Redcliff, he further explored the Brisbane River along with Allan Cunningham.

Oxley made a third journey up the river to the site of the present central business district with Governor Sir Thomas Brisbane and Chief Justice Forbes in December 1824, a mere three months later, where that site was chosen for the permanent settlement against Oxley’s recommendation of the junction of the Brisbane River with Breakfast Creek. Hector Holthouse in his book “Illustrated History of Queensland” gives this account of the fascinating story of Oxley’s voyages where he explored the Brisbane River:
'Early on the second day [Dec 2, 1823] in pursuing our examination, we had the satisfaction to find the tide sweeping us up a considerable opening between the first islands and the mainland. **The muddiness of the water and the abundance of fresh water molluscs convinced us we were entering a large river and a few hours ended our anxiety on that point, by the water becoming perfectly fresh while no diminution had taken place in the size of the river.**'

As Oxley mapped his way up the slow-flowing, forest-bordered stream the beauty of the country impressed him immensely. Huge gums, hoop pine and Moreton Bay figs, some of them fifty metres high and more than three metres in girth lined the banks and cast their reflections on the water in the clear morning sunlight. Around the area that was eventually to become East Brisbane the forest became more open ironbark and grass. The future Kangaroo Point was covered with wattle scrub.

**Oxley and his party landed for lunch on a rocky, forest-clad bluff just downstream from the present day Story Bridge site [the cliffs on the city side of New Farm] where the river water was almost fresh. They camped that night on ground that was later to become the site of the University of Queensland at St Lucia and next day, at a spot Oxley named Termination Plains, near the present site of the town of Goodna, they turned back. The elusive river, discovered at last, had come up to all that could have been expected of it.**

**On his return to Sydney Oxley recommended Red Cliff as the best site for a convict establishment in the first instance and, for a permanent settlement, a site near present day Breakfast Creek (p.17-21).**

On the left is a map charted after Oxley’s first voyage up the river in December 1823. There are some points worth noting about it. Both Bribie Island and Stradbroke Island are still believed to be a part of the mainland at this stage. Fisherman’s Island and the former Bishop Island (before modern day reclamation to extend Fisherman’s Island) don’t seem too much of an impediment to spotting the mouth of the River so it still seems unusual Flinders, Bingle and Edwardson all missed it. The Glen Morrisson Range, where Mount Coot-tha is located, was later renamed the Taylor Range. The accuracy of the path of the Brisbane River is also quite striking.
In her book "The Brisbane River Story" Helen Gregory adds these details regarding Oxley's first voyage up the Brisbane River:

On Tuesday, 2 December 1823, for instance, Oxley remarked on the obscurity of the River mouth:

"At 8, we entered the mouth of a very large river, having three and four fathoms. The islands in the main Bay apparently closing up the mouth of the river, which, between those islands and the mainland, is about two miles wide"...

Just downstream from Petrie Bight, Oxley noted timber ripe for exploitation and a contrast between the two banks. One bank of the River was 'low and brushy' [Near the Riverside Centre] and the other ‘a bold and perpendicular rock’ [Kangaroo Point cliffs]...

Oxley thought there was an eminently suitable site for a permanent settlement on the banks of the River near the mouth of the creek which he named Breakfast Creek on his second voyage nine months later:

"I think a permanent Settlement would be most advantageously formed on the West side of the River at the termination of Sea Reach. The River here is not fresh, but there is plenty of fresh water. The Country is open, and no obstacles exist from Swamps or hills to prevent a ready Communication with the Interior either by the River itself or at a distance from it...The ground is dry, the Soil good, and it receives the full force of the Sea breeze"(p.18-19).

Hector Holthouse continues below with the story of his second journey up the Brisbane River in September 1824 after setting up the first settlement at Redcliffe where the main centre of Redcliffe is close to Humpybong Creek:

On his return to Sydney Oxley recommended Red Cliff Point as the best site for a convict establishment in the first instance and, for a permanent settlement, a site near present day Breakfast Creek. Preparations were put in hand at once and the brig Amity sailed from Sydney under the command of Captain Penson on 1 September 1824.

On board were Oxley, as Commander in Chief, Allan Cunningham, botanist, their respective servants...Military passengers comprised the Commandant of the proposed settlement, Lieutenant Henry Miller...a contingent of the regiment consisting of a sergeant, corporal and twelve privates, and their wives. There were also about thirty convicts especially selected to establish the new settlement, among whom were carpenters, sawyers and brickmakers.

The Amity carried six months’ supply of stores which included goats, sheep, pigs and poultry, also garden seeds, fruit trees and a collection of tropical plants in charge of a convict gardener. On deck was timber for a schooner which, it was hoped, would be useful for the survey of the river and the general purposes of the settlement. Miller's instructions were that the principal object in forming the establishment was to provide a place of security and subsistance for recaptured runaways from the convict settlement of Port Macquarie. He was to be guided by Oxley in his selection of a site.

On his return to the bay on 11 September Oxley sailed first to Pumicestone Passage where he picked up Parsons, and then south towards the mouth of the river. Nearby country and islands were explored and, on Monday 13 September 1824, Oxley chose for the site of the first settlement a spot near Red Cliff Point where there was a good fresh water supply, fertile soil and enough timber for building.
On 16 September with the convicts already at work building the slab and bark huts that were to be their jail, Oxley left with a boat party to make a more thorough examination of the river. With him went Finnegan as guide, Cunningham and Lieutenant Butler.

This trip was livelier than the first. They had no sooner made their first night’s camp near the mouth of a small creek that ran into the river than a party of Aborigines arrived and, refusing to be chased away, examined everything about the camp with great curiosity. Only as it began to get dark did they leave.

In the morning Oxley’s party breakfasted on the banks of the creek, called it Breakfast Creek in honour of the occasion, and prepared to embark.

By then the Aborigines had rejoined them, still showing a great interest in every part of their gear. Oxley had left his hat, barometer and surveying instruments on a rock near the boat. One Aboriginal snatched up the hat, another the instruments, and both went for their lives with Oxley, Cunningham and Butler in hot pursuit. As the thieves were outdistancing them, Butler let fly with his shotgun and gave the man with the instruments such a fright that he dropped them, but the man with Oxley’s hat escaped.

The party continued on up the river, sighting many kangaroos, shooting some black swans and ducks for food, and noting, under the shady banks of the clear-flowing river, many large fish more than a metre long. Further up-stream they saw a family of Aborigines extracting long worms from wood that had been rotting in the water and eating them with relish.

They continued up past the junction of the Bremer River, which Oxley named, before turning back.

**Below:** The junction at Barellan Point of the Brisbane River and the Bremer River (on right) which flows into Ipswich which was important as a source of limestone.
On the return journey they made camp on the night of 27 September somewhere along the Milton reach of the river and were visited by about half a dozen Aborigines, among whom was the man who had run off with Oxley’s hat. Oxley made angry signs demanding its return and after some argument the man strode off into the bush. A few minutes later he was back, without the hat, but with eight burly and belligerent-looking companions, ‘about the strongest made muscular men I have ever seen in any country’, as Oxley wrote later. Butler had his gun at the ready. Cunningham, in the hope of keeping the peace, had selected the most friendly-looking of the young men and was trying to explain the situation to him when the hat thief picked up a stick and tossed it at Oxley. The stick fell short and the tormentor, grinning broadly, stooped for a stone. Butler raised his gun and fired. A good part of the charge of small shot took the man in the left arm and side. With an unearthly yell he bounded into the air and took off towards the creek, staggered and fell. His companions had all disappeared into the bush at the sound of the shot.

Oxley and the others, now in full command of the situation, went up to the fallen man and found him severely though not dangerously wounded by the shot, but apparently almost paralysed with terror. Oxley signalled to Aborigines watching from across the creek to come and take the man away and, after the white men had retreated, they came forward, lifted him on their shoulders and carried him back to their camp.

Next day [September 28, 1824] Oxley’s party moved further downstream and landed at a spot just below today’s William Jolly Bridge to look for water. They found it behind the high northern bank of the river in a string of water holes running through a green hollow which was one day to become the Roma Street Railway Yards. They breakfasted and re-embarked.
On his return to the Red Cliff Point settlement on 28 September, Oxley found that considerable progress had been made with the building of huts for soldiers, convicts and stores using timber from blue gums felled on the spot. The Commandant’s house, prefabricated in Sydney, had been erected and a garden of pineapples, mangoes, oranges, lemons, loquats, bananas and grapes begun. But the news was not encouraging. A sudden southeasterly had made the Amity drag her anchor and no safe anchorage had been found. The Aborigines were - in Lieutenant Miller’s words - ‘getting cheeky’. A party of convicts with a guard of soldiers had been sawing timber when some Aborigines appeared and one of the soldiers panicked and fired, killing one. Since then one soldier and two convicts had been speared. Miller, who had begun by liking the place, now claimed the situation was unhealthy, unsatisfactory and unsafe.

Oxley spent the early part of October exploring the bay, grounding on its innumerable sandbanks, plodding around its low, sandy islands in search of fresh water, and living on the oysters that covered its mudflats. He named the north-western tip of Stradbroke Island, where the castaways had met the Noonuccals, Amity Point after his vessel. On 10 October he sailed for Sydney, leaving the bay, not by the previously-used route round the north of Moreton Island, but by the passage (South Passage) between Moreton and Stradbroke islands, thus shortening the voyage by nearly 150 kilometres.

Back in Sydney, Oxley recommended a move up-river. The Governor decided to see for himself, and the Amity sailed once again on 9 November 1824 carrying, as well as Oxley, Governor Brisbane, Chief Justice Sir Francis Forbes and others. The party was rowed up the river, the Governor was impressed with the country and he agreed the settlement should be moved. The site eventually selected, in spite of Oxley’s original preference for one near the mouth of Breakfast Creek, was a little less than a kilometre downstream from Oxley’s string of waterholes on a spit of land which the Aborigines called something that sounded like Meantjin or Meganchin.

The Chief Justice suggested the settlement be called Edenglassie after Sir Thomas Brisbane’s home in Scotland but Oxley preferred calling it Brisbane. There was some doubt for a while about which name to use but Brisbane eventually became the name of both river and settlement (p.21-25).

Wikipedia in its article on the History of Brisbane states:

Edenglassie was the name first bestowed on the growing town by Chief Justice Francis Forbes, a portmanteau of the two Scottish cities Edinburgh and Glasgow. The name soon fell out of favour with many residents and the current name in honour of Governor Thomas Brisbane was adopted instead.

In hindsight, Brisbane is certainly a better name than Edenglassie and the site along North Quay has made a better permanent settlement than the area at Albion along Breakfast Creek. The site at North Quay was preferred due to the additional height above the river level. The area around Albion has been much more prone to flooding after heavy rain than the Brisbane CBD. Additionally, two of the three sides of the convict settlement area are stretches of the Brisbane River reducing the amount of area needed to be defended / keep the prisoners within the settlement.
The penal colony was moved from Redcliffe to Brisbane in May 1825 and a few months later in September 1825 Major Edmund Lockyer and his party explored the Brisbane River all the way to around the junction of the Brisbane River with the Stanley River [close to today's Somerset Dam].

Along the way he discovered Lockyer Creek, which was later named after him, as well as the Lockyer Valley between Ipswich and Toowoomba, through which the Lockyer Creek runs. Later in January 1927, Lockyer was the man who formally annexed Western Australia on behalf of the British at Albany overriding the Dutch claim to New Holland. The move was motivated by rumours of French interest in Western Australia.

Ironically the Warrego Highway, that connects Ipswich and Toowoomba through the Lockyer Valley, has been given the name Darren Lockyer Way in honour of Major Lockyer’s namesake, rugby league star, Darren Lockyer. Below is an account of his journey up the Brisbane River in September 1825 as described by Hector Holthouse in “Illustrated History of Queensland”:

Before the settlement was moved from Red Cliff Point...John Gray was sent to Moreton Bay to survey the approaches. He supervised the move up-stream [from Redcliffe to Brisbane in May 1825] and then went on to prepare a nautical map of the river. As a result of Gray’s report Major Edmund Lockyer, a commander of a detachment of the 57th Regiment on colonial service was sent from Sydney in September 1825 in the Mermaid to continue the work...

That Sepember was overcast, blustery and wet but Lockyer refused to be discouraged and, on the afternoon of 10 September, he and his party which included Commandmant Bishop, convict rowers, soldiers and Finnegan as guide and interpreter pulled out into midstream in three boats. On landing for the first night they were attacked by swarms of mosquitos but managed to get some relief by all puffing vigorously on their pipes. Next day 'several fine eels were caught and a fish called catfish'. Several times they all had to get out and manhandle the boats over rapids and shoals. At one place they found a bed of coal, the first seen in this area.

On 14 September they made their first contact with the Aborigines, 'stout, clean-limbed, well-made people', who showed great astonishment at the sight of two sheep the party was carrying and even more at the red hair of one of the soldiers. By September 17 the stream had become so narrow and winding in parts that their passage was hindered by dead trees fallen across it, and axes and a cross-saw had to be brought to clear a way for the boats. There were also more rapids up which the boats had to be manhandled but they all lived fairly well on wild duck, eels and fish. On 20 September they met an Aborigina woman with an infant in her arms and made her presents of looking glasses, beads and fish hooks. According to Lockyer: 'The woman, in return for what I had given her, held out a neat basket made of plaited straw and a kangaroo skin. The former I took, but declined the latter as it was of considerable use and value to them'.

The weather had been wet throughout the trip but the party struggled on in pouring rain and rising water, soaking wet during the day, drying off round the fires at night. By 25 September the river was running a torrent and it was not worth trying to force a way any further. Lockyer took an exploring party on foot to a point somewhere in the vicinity of Mount Brisbane. On 27 September they headed back down-stream in pouring rain, thunder and lightning, shooting rapids, bouncing off snags and chopping their way through debris that had formed dams across the stream. They reached the settlement on 6 October (p.31-33).
In the late 1820’s the new Commandant of Moreton Bay, Captain Patrick Logan and Allan Cunningham made a large number of explorations in the area surrounding Brisbane, now popularly referred to as "The Great South East". To tell the story of these adventures I quote firstly from a paper entitled "Patrick Logan and the Early Explorers" available on the Logan City Council website (http://www.logan.qld.gov.au/__data/assets/pdf_file/0014/7322/richinhistory-patricklogan.pdf):

LOGAN’S 1ST EXPEDITION (AUGUST 1826): FINDING THE LOGAN RIVER BY BOAT VIA MORETON BAY AND THE ENTRANCE TO THE SOUTHPORT BROADWATER

Logan City and the Logan River were both named in honour of Captain Patrick Logan, Commandant of the Moreton Bay convict settlement. Logan was a legendary figure, remembered today mainly for his cruelty. However Logan was also a skilled administrator and a passionate explorer - a physically strong man possessed of courage and determination. The first Commandant at Moreton Bay was Lieutenant Henry Miller who was followed by Captain Peter Bishop, both of the 40th Regiment. When the 40th was relieved in 1826 by the 57th Regiment, Captain Patrick Logan became the third Commandant.

Logan clearly enjoyed the challenge of exploring and he devoted a considerable amount of energy to trips inland from Brisbane. However he achieved one of his most important discoveries by sea on his first major expedition - the discovery of the Logan River. The existence of such a river - well known to the Yugumbeh people - had been suspected by the white settlers for some time, but no serious attempt had been made to locate it...

In August 1826, Logan set out in a whaleboat rowed by a crew of eight, accompanied by “one other gentleman.” They rowed into Moreton Bay, then continued south across Redland Bay on the inside of Stradbroke Island. At that time, this was one single island - the passage between north and south did not break through until 1898. Ahead was a somewhat confusing group of islands and channels including Coochiemudlo, Macleay and Russell. Logan appears to have followed his intuition and was rewarded when he realised the boat had reached the mouth of a large river.

He followed the river inland, finding it about 2 metres to 6 metres deep for what he estimated as 120 kilometres, although it was probably less. The river then became more shallow, and several large gum trees which had fallen across the stream stopped the boats going further...

He also thought the surrounding country was “the finest tract of land I have seen in this or any other country.”

In honour of the Governor, Logan named his discovery the Darling River. However the Governor changed the name and in 1827, announced that it was to be called the Logan in recognition of Patrick Logan’s zeal as Commandant at Moreton Bay.
Hector Holthouse in "Illustrated History of Queensland" adds the following after his discovery of the Logan River:

Later that year [1826] Logan discovered an entrance from the sea into the broad stretch of water which Bingle had seen from the masthead of the Sally (p.33).

I would gather that this was the same voyage as the one when he discovered the Logan River rather than a separate journey. Presumably, after discovering the Logan River he continued down the channel between Stradbroke Island and the mainland before reaching the gap between the southern end of Stradbroke Island and the Spit. The southern end of unbroken Stradbroke Island extended further than South Stradbroke Island does today and the Spit was much shorter at this time. Nothing is said of him seeing the Nerang River which enters the southern end of the Broadwater.

**LOGAN’S 2ND EXPEDITION (MAY 1827): LOGAN DISCOVERS THE COOMERA RIVER (BY SEA?)**

Hector Holthouse in "Illustrated History of Queensland" has this brief description of his 2nd exploration journey where he discovered the Coomera River:

In May 1827 he discovered the Coomera River south of the Logan, and was no sooner back at the settlement than he was planning another expedition with a small party to head the Logan (p.33).

I would hazard a guess that this journey was also by boat down the southern end of Moreton Bay due to the speed at which he travelled between this journey and the next one.

**LOGAN’S 3RD EXPEDITION (JUNE 1827): LOGAN EXPLORES IPSWICH, FASSIFERN VALLEY AND SCENIC RIM REGION**

Hector Holthouse in "Illustrated History of Queensland" gives this account of Logan’s 3rd exploration journey where he explored around Ipswich, then the Fassifern Valley before exploring the Scenic Rim where he unsuccessfully tried to climb Mt Barney, south Queensland’s highest mountain:

He set out up-river by boat at four in the morning on 7 June 1827 and, driving his rowers hard, entered the Bremer (which he called the Left Branch of the Brisbane) and made camp about ten o'clock at night within sight of hummocks which he called Limestone Hills. Near here he discovered coal.
Next morning Logan sent the boat back to the settlement and headed south-south-west up the beautiful valley of the Bremer and, on 10 June, climbed a high peak [Mt French near Boonah] from which he could look back over ‘at least half a million acres, excellently watered, and fit for any purpose to which it may be applied’.

Further south he was stopped by scrub-covered, mountainous country and swung east to the base of a mountain which he believed to be Cook’s Mount Warning. He tried unsuccessfully to climb it and then continued east through valleys watered by mountain streams into richly grassed hilly country, ‘the best I have seen either for sheep or cattle and most abundantly watered, each valley possessing a most beautiful rivulet’ (Illustrated History of Queensland, p.33).

The Logan City Council website article “Patrick Logan and the Early Explorers” has this account of this same 3rd journey by Captain Logan which he completed in only 3 weeks:

In 1827, Governor Darling decided to visit Brisbane Town. He arrived unannounced and found that Captain Logan was unfortunately not at the settlement - he was once again out exploring.

Logan had left Brisbane Town at 4am on June 7 in a whaleboat, travelling up the Brisbane and Bremer Rivers and arriving at Ipswich at 10pm. Next day, he sent the boat and its convict crew back to Brisbane and set out on foot with several of his men, passing through the area around present day Warrill View. He climbed to the top of Mt French and said he could see the Logan River, although he probably meant a tributary of the Logan, Teviot Brook.

He continued onwards and on June 13th, camped the night beside the Logan River near Mt Barney which he tried unsuccessfully to climb over the next two days. Continuing his journey, he crossed Christmas Creek and the Albert River, praising the fertility of the countryside.

On June 19, he again reached the Logan River near present-day Logan Village and camped for the night. The exact position of this camp is not known. Next day, he made several attempts to cross the river but was forced to walk about 15km up the riverbank, finally managing to cross at a rocky ledge on June 21. From this point, he continued on to Coopers Plains and Brisbane, reaching a point opposite the settlement where he could signal for a boat to come and collect him and his men.

Regarding Governor Darling’s visit while Logan was out exploring, Hector Holthouse writes:

While Logan was away on this trip, the settlement was visited by Governor Darling aboard H.M.S. Rainbow, the first warship to enter Moreton Bay. She was commanded by Captain the Hon. Henry John Rous, Viscount Dunwich, second son of the first Earl of Stradbroke, and the visit was commemorated in the naming of Stradbroke Island, the settlement of Dunwich, and Rous Channel and Rainbow Reach in Moreton Bay (Illustrated History of Queensland, p.34).
EARLY DISCOVERY AND EXPLORATION OF BRISBANE

CUNNINGHAM DISCOVERS THE DARLING DOWNS WEST OF THE GREAT DIVIDING RANGE (JUNE 1827):

At the same time as Captain Patrick Logan was exploring south of Brisbane, Allan Cunningham, who had previously accompanied John Oxley on his second voyage up the Brisbane River, was exploring the inland countryside starting from the Hunter Valley west of Newcastle and proceeding up into Queensland where he discovered the Darling Downs which he named in honour of Governor Darling. Hector Holthouse writes the following about this journey:

The party crossed the river [The Condamine River that flows through Warwick, which is a tributary of the Darling that flows into the Murray] and next day followed a stream (Glengallen Creek) eastward to the ranges. ‘From these lower grounds of a rich black and dry soil clothed with abundance of grass stretched on an east and west line constituting a range of sound sheep pasture convenient to water but beyond the reach of floods.’ Cunningham named this country the Darling Downs in honour of the Governor and estimated that it comprised about 10 000 hectares. The name was later to extend to plains far beyond those Cunningham had seen.

Several rainy days were spent exploring the foothills of the Great Dividing Range while the horses regained their strength in rich pastures. Cunningham climbed a ‘curious flat-topped mount’ and looked back over the country he had discovered. ‘To the north of Darling Downs large, clear patches of land [today’s Clifton Plains] were named Peel’s Plains whilst those to the S and SSE were christened Canning Downs in honour of the Right Hon. George Canning.’ Cunningham called the mountain he had climbed Mount Dumaresq and a grassy valley on its northern side Millar’s Valley.

On 10 June they made their way further into the foothills of the range and next day Cunningham and one man rode on ‘ascending from one tier to another’ until, by mid-afternoon, they reached the crest of a lofty peak. ‘From here we observed through some hollow part of the range portions of the country in the vicinity of the Brisbane River, also part of the more distant lands at the base of the Mount Warning Ranges the cone of which we distinctly saw.’

In the main range close at hand Cunningham sighted ‘a very deeply excavated part’ and for a while considered seeking a way through it to Moreton Bay. But he knew the descent would be steep and might prove impossible, the weather was wet and provisions were running low. Reluctantly, on 16 June, he headed back south, determined to return to Moreton Bay and attack the range from the eastern side (Illustrated History of Queensland, p.35-36).

LOGAN’S 4TH EXPEDITION (JULY-AUGUST 1828): LOGAN AND CUNNINGHAM EXPLORE THE SCENIC RIM:

Hector Holthouse introduces this next expedition with the following words:

Cunningham [after his Darling Downs discovery] had little difficulty in getting Governor Darling’s support for his new expedition and, on 1 July 1828, he arrived at Moreton Bay in the Lucy Ann accompanied by the Colonial Botanist, Charles Fraser. Captain Logan, at that time, was planning another trip to the peak he believed to be Mount Warning. The three men combined forces and their small party - eight men in all - struck south from Brisbane on 27 July with horses, dogs, pack bullocks and provisions for a month (Illustrated History of Queensland, p.36).
The Logan City Council website article “Patrick Logan and the Early Explorers” has this account of this same 4th expedition by Captain Logan:

Their exact route is difficult to follow, as Logan’s readings of longitude are not exact. However the route seems to have been through Rocklea and across the edge of Archerfield Aerodrome to Acacia Ridge. Here they crossed Oxley Creek and camped for the night on the western side, probably in the Willawong area.

Next day was a beautiful winter day with a cloudy sky. They followed Oxley Creek southwards on the western side, noticing several Aboriginal camps with shelters different from those they had previously seen. The twisting of Oxley Creek finally made them decide to cross back to the eastern side - not an easy task. They unpacked the loads and allowed the bullocks to rest while they carried the loads across themselves, took the bullocks across and with considerable difficulty, reloaded the reluctant animals to continue their journey through forest of honeysuckle oak trees and casuarinas...

They continued on, passing through Greenbank, camping that night beside a small creek, possibly Norris Creek. As they walked through the area which is now part of Logan City, they noted that there were at first forests of Banksia Integrifolia (now Logan City’s emblem) and then open forests of sandy soil.

It was an extremely cold night - Fraser recorded the homely fact that he had two blankets and a quilt and was still cold. They set out next morning at 8am and continued south until they reached the Logan River, just east of McLean’s Bridge. The riverbank here was lined with native chestnut trees. One again, they unloaded the bullocks, carried the load across themselves and then led the bullocks across with considerable difficulty. They continued on, but once again met the Logan. Cunningham decided to try to cross it yet again, but they were not able to do so. Instead, they skirted the river and continued south. At one of these river crossings, they found an unoccupied Aboriginal camp.

The group then continued southwards to Mt Barney where Logan finally achieved his aim of reaching the summit. The climb today is still difficult even for experienced bushwalkers. Cunningham climbed to one intermediate ridge, then wisely stopped, particularly as he was carrying a barometer. Fraser recorded in his journal that “on a careful scrutiny of the fearful precipices which overhung us, Captain Logan detected a path by which it appeared possible, and barely possible, to ascend...and leaving the rest of the party behind, he and I began scrambling on hands and knees to the first peak, a height of about 300 feet, with great difficulty, but having once attained a certain elevation, we had no alternative but to proceed, any attempt at returning in this direction appearing totally impracticable.”

Fraser attempted to follow Logan and graphically described the continued ascent up a steep cliff-face before he also admitted defeat. Logan continued to the top, and his companions had to wait five hours until he returned safely. It is an interesting insight into Logan who was clearly a very fit and capable person, but one in which there was an element of determination to the point of foolhardiness.

Hector Holthouse continues the story of the journey:

They reached the base of Logan’s supposed Mount Warning on 3 August and prepared for the climb. Cunningham and Fraser made it part of the way and gave up but Logan pushed doggedly on to the top and looked about him. All around rolled a richly textured tapestry of great mountain ranges and, about fifty kilometres to the east, the unmistakable hump of the real Mount Warning. The Commandant realized at once that he had been mistaken but there were compensations. Away to the south he could clearly make out the headwaters of the Richmond River and wide, open pastures.
Logan rejoined his companions on the lower slopes and they named their discoveries. ‘A range distant scarcely ten miles [about sixteen kilometres] of elevated, bold appearance was named Macpherson’s Range in compliment of Major Macpherson of His Majesty’s 39th Regiment. The mountain which we visited, which is the easternmost of the range, was named Mount Lindesay as a compliment to the officer commanding His Majesty’s 39th Regiment in this colony.’ Another peak, a few kilometres to the south of it, was named Mount Hooker after Cunningham’s and Fraser’s friend William Hooker, Professor of Botany at the University of Glasgow.

When the area was surveyed in 1840 Cunningham’s map had been temporarily mislaid and the name Mount Lindesay was given to Cunningham’s Mount Hooker and the peak Captain Logan had climbed was called Mount Barney in honour of George Barney, Colonial Engineer. Even the indomitable Captain Logan would have had difficulty in climbing today’s Mount Lindesay.

On 5 August the party broke camp and struck west to look for Cunningham’s pass to the Darling Downs, but the country was mountainous and heavily wooded and progress was slow. Logan, with the time he had given himself for exploring running out, suggested that they all make for Limestone, from which point Cunningham could approach the Dividing Range by an easier route further to the west (Illustrated History of Queensland, p.36-38).

Below: Some of the peaks of the Scenic Rim (Macpherson Range) looking from the north (east to west) - Mt Lindesay is on the left and in inset. Mt Barney, which Captain Logan ascended is on the right.

**CUNNINGHAM CROSSES THE GREAT DIVIDING RANGE THROUGH CUNNINGHAM’S GAP (AUGUST 1828):**

Hector Holthouse continues the story of Cunningham’s travels once resupplied back in Ipswich (Limestone):

Logan and Fraser returned to Brisbane and Cunningham, with fresh provisions sent up from the settlement, two bullocks, a driver and two servants, set out from Limestone on 18 August, travelling up the valley of the Bremer. By the 20th they were in the stony foothills of the Great Dividing Range. Cunningham, saving his limited strength for the final assault, sent men ahead to reconnoitre. One of them reported a gap and next day Cunningham, accompanied by a man with an odometer (a measuring wheel), set out at seven in the morning and followed a ridge about four and a half kilometres to a point where the ridge swung northward. There, the summit of the pass appeared before them, bounded on each side by ‘the most stupendous heads’ towering about 600 metres above the gap.
Here the difficulties of the pass commenced. We had arrived at the actual foot of the pass without the smallest difficulty; it remained to ascend by a steep slope to the level of its entrance. The slope is occupied by a very close wood in which red cedar, sassafras, palms and other ornamental trees are frequent. Through this shaded wood we climbed up a steep bank of very rich, loose earth where a very compact rock is embedded. At length we gained the foot of the wall of bare rock which we found stretching from the south ward into the pass.

This face of naked rock we perceived gradually fell to the common level so that, without the smallest difficulty, and to my utmost surprise, we found ourselves at the highest part of the pass. We now pushed our way westerly through this extraordinary defile and, in less than half a mile of level surface, reached the opposite side of the range where I observed the waters fall westerly to Millar's Valley beneath us' (Illustrated History of Queensland, p.38).

CUNNINGHAM EXPLORES THE UPPER BRISBANE RIVER (JUNE-JULY 1829):

In addition to other expeditions in Australia, Cunningham had four expeditions in Queensland. Firstly, he accompanied Oxley on his second journey up the Brisbane River, second was his discovery of the Darling Downs, then his journey exploring the Scenic Rim and crossing Cunningham's Gap with Logan and finally he explored the upper reaches of the Brisbane River, presumably much further than Major Lockyer over a six week period. Hector Holthouse writes:

In the field of exploration there was one point he [Cunningham] wanted to clear up - Oxley’s theory that the Brisbane River had its source in a vast inland marshland. He left Limestone on 14 June 1829 with a party of four men and returned on 21 July to report:

'During that short journey I traced the principal branch of the river until the channel assumed the character of a chain of very shallow, stagnant pools. I made such observations as fully established two facts, namely, that the Brisbane River originates on the eastern side of the Dividing Range, and that the main ranges which separate the coast waters from those that flow inland continue to the north in one unbroken chain as far as the eye could discern from a commanding position near my most distant encampment up the river' (Illustrated History of Queensland, p.39).
Hector Holthouse briefly describes Logan's 5th and 6th expeditions with these comments:

Logan, meanwhile, went on with his exploring. In 1829 he had ascended the Brisbane River to the vicinity of Mount Brisbane and, in July 1830, he explored past his 'Mount Lindesay' to the headwaters of the Richmond River (Illustrated History of Queensland, p. 39).

**LOGAN'S 7TH EXPEDITION (OCTOBER 1830): EXPLORING THE UPPER BRISBANE RIVER WHERE HE WAS KILLED**

Hector Holthouse describes Logan's 7th and final expedition on which he was killed with the following:

By then the transfer of Logan's regiment to India was impending and, in August, Captain James Oliphant Clunie of the 17th Regiment arrived preparatory to taking over the post of Commandant. Logan saw in his arrival an opportunity to fill in some remaining blank spaces in his chart before leaving the district.

He left the settlement on 9 October for the headwaters of the Brisbane River, taking with him his batman Private Collison, five convicts, their horses and two pack bullocks. According to stories told by Collison and the convicts, they were ambushed on the second day out by Aborigines who rolled boulders down at them from the slopes of a hill. The attackers ran when shots were fired but shadowed the party for several days.

In spite of the attack, claimed Collison, Logan later left the party and explored alone on a number of occasions. Then, on the afternoon of 17 October, he told them where to make camp that night, said he would join them there and rode off. He did not arrive at the camp, several shots were fired to guide him in case he was lost and, when he did not appear next day, the party headed back to Limestone believing, according to Collison, that was where Logan had gone. They arrived late on 20 October and Logan was not there.

A search party found Logan's saddle near the remains of a recent campfire and a cropped patch of grass where a horse had been tethered. There were also boot marks that seemed to show that a man had run from the fire to the horse. On 28 October another party found, first, the body of Logan's horse covered with boughs in the bed of a shallow creek and, about ten metres beyond, Logan's body, naked, face down in a shallow grave and partly uncovered by dingoes. There was a spear wound in the back and the head was badly battered.

It was assumed that Logan had been surprised at his camp, had run for his horse and galloped away without a saddle. At the creek the horse had apparently fallen and Logan had been surrounded and killed. There were some, however, who felt that Collison's and the convicts' stories did not ring true and that evidence was not consistent with an Aboriginal attack. Some said Logan was killed by his own convicts and that Collison also was involved. Others claimed the attack was made by Aborigines led by some escaped convict seeking revenge for ill treatment or in fear of being discovered. The truth could never be known (Illustrated History of Queensland, p.39-40).
TIMELINE OF EXPLORATION AND SETTLEMENT

- **1770 (May 16-17)** Captain James Cook sails up the SE Queensland coast. He records passing the Gold Coast and names Glasshouse Mountains. Joseph Banks suspects a large river enters Moreton Bay which is called Glasshouse Bay at this stage.

- **1799 (July)** Matthew Flinders explores Moreton Bay. Names Red Cliff point but misses finding the Brisbane River. Discovers passage between Moreton Island and Stradbroke Island.

- **1822 (March)** Bingle discovers Southport Broadwater but both he and Edmondson (June) miss finding Brisbane River.

- **1823 (June - December)** Parsons, Finnegan and Pamphlett are shipwrecked at the north end of Moreton Island. They cross to Stradbroke Island, then over to mainland, find the Brisbane River which they cross at Oxley Creek, then continue to Redcliffe and up to Bribie Island. Parsons and Pamphlett continue on up to Noosa later returning to the Pumicestone Channel.

- **1823 (December)** John Oxley searches for a large river in Queensland. After ruling out Port Curtis he heads for Moreton Bay and finds shipwrecked convicts Pamphlett and Finnegan who lead him to the elusive Brisbane River.

  Oxley explores the river, stopping for lunch along the cliffs at New Farm, camping overnight at St Lucia and exploring all the way up to Goodna. He recommends Red Cliff point as the site for a temporary settlement and the junction with Breakfast Creek as the site for a permanent settlement.

- **1824 (September)** John Oxley sails to Moreton Bay for the 2nd time. Sets up convict settlement at Red Cliff point and then explores the Brisbane River. Has breakfast and meets local Aborigines at Breakfast Creek which he names. Goes as far as the junction with the Bremer River. On the way back they camp on the Milton Reach and then search and find water near Roma Street station.

- **1824 (December)** John Oxley travels up the Brisbane River a 3rd time, this time with Governor Brisbane and Chief Justice Forbes who choose a site where North Quay is today for the permanent penal settlement over Oxley's Breakfast Creek recommendation. Forbes suggests the new settlement be called Edenglassie. Brisbane, however, is later favoured as the name of the settlement.

- **1825 (May)** Settlement moves from Red Cliff point to where current CBD is today.

- **1825 (September)** Major Edmund Lockyer explores Brisbane River up to junction with the Stanley River and discovers coal along the banks.

- **1826 (August)** Soon after Captain Patrick Logan becomes Commandant of the penal colony he explores the southern part of Moreton Bay discovering the Logan River as well as the sea entrance to the Southport Broadwater.

- **1827 (May)** Captain Patrick Logan on his 2nd expedition explores the southern part of Moreton Bay discovering the Coomera River.

- **1827 (June)** Captain Patrick Logan on his 3rd expedition explores the Bremer River finding limestone at Ipswich then travels south to Mt French and onto Mt Barney, which he wasn't able to make the top of, and then explores the Beaudesert and Logan regions.

- **1827** First convicts arrive in Ipswich to mine limestone. It was called Limestone before renamed to Ipswich after the English town in 1843 and became an important river port for local coal mining and wool from the Darling Downs.
**EARLY DISCOVERY AND EXPLORATION OF BRISBANE**

- **1827 (June)** Allan Cunningham discovers the Darling Downs west of the Great Dividing Range travelling north from NSW.
- **1828 (July - August)** Captain Patrick Logan on his 4th expedition, along with Allan Cunningham explores south of Brisbane to Mt Barney which he successfully climbs to the top of and sights Mt Warning which he thought he was climbing. He returns via the Fassifern Valley to Ipswich where Cunningham re-supplies in his bid to cross the Great Dividing Range from the east.
- **1828 (August)** Allan Cunningham leaves Ipswich following a route where today’s Cunningham Highway goes today named in his honour. He crosses the Great Dividing Range at Cunningham’s Gap, also named in his honour.
- **1829 (June - July)** Allan Cunningham follows the Brisbane River well north of Esk to close to the source of the Brisbane River.
- **1829** The Windmill in Wickham Terrace and the Commissariat store on William Street are built.
- **1829** Captain Patrick Logan on his 5th expedition explores Brisbane River up to junction with the Stanley River
- **1830 (July)** Captain Patrick Logan on his 6th expedition travels beyond Mt Barney and into Northern NSW.
- **1830 (October)** Captain Patrick Logan on his 7th and last expedition explores the Upper Brisbane River where he is killed under mysterious circumstances.
- **1836** A bridge is built across Breakfast Creek.
- **1839** Robert Dixon laid out a grid of streets for the town of Brisbane. Those parallel with North Quay were named after male members of the royal family and those perpendicular after female members of the royal family. Governor Gipps did not foresee Brisbane as a future city, and considered a width of one chain (12 metres) enough for its streets. It was moved back to two chains (24 metres) after he left. Gipps' most useful contribution was a decision, after floundering through the Cleveland mudflats, to make Brisbane the port for Moreton Bay.
- **1842 (February 10)** The New South Wales Governor, George Gipps, proclaims Moreton Bay a free settlement.
- **1846** Newstead House is built by Andrew Petrie.
- **1849** The arrival of the Fortitude immigrants who named Fortitude Valley after the ship they arrived in.
- **1850** Areas beyond inner Brisbane suburbs, such as Bulimba, Coorparoo, Enoggera, Nundah, Sherwood and Stafford are predominantly used for agriculture and grazing until the 1880s.
- **1855** Nearly 1000 German migrants arrive in Brisbane after political unrest and the introduction of compulsory military training; most settle in the Nundah area.
- **1859** Queensland was formally established as a self-governing colony of Great Britain, separate from New South Wales. George Bowen becomes the first Queensland Governor. John Petrie, son of Brisbane’s first architect, Andrew Petrie, becomes the first mayor of Brisbane, Queensland’s new capital.
1861 Population reaches over 6,000 and doubles to 12,000 three years later.
1862 Old Government House is completed.
1864 Great Fire of Brisbane which destroys a fifth of the City buildings.
1865 First Victoria Bridge opens which collapses 2 years later and then rebuilt in 1874 then destroyed in the 1893 Flood and rebuilt again.
1866 Enoggera Dam built.
1867 Parliament House opens.
1871 GPO built by Andrew Petrie.
1876 First railway line built from Ipswich to Roma Street Station.
1882-1889 Railway lines built from Roma Street to Sandgate, Ascot and Caboolture and from South Brisbane to Cleveland and Southport via Beenleigh.
1885 Horse-drawn tram system commences operation.
1889 Central railway station opened. Tunnel between Roma Street station to Central Station completed.
1889 Customs House is built.
1891 Brisbane's population reaches 100,000.
1893 The Black February Brisbane flood.
1897 Electric trams introduced.
1899 Queensland Museum leaves the old State Library Building to move into the Old Museum at Gregory Terrace, Bowen Hills.
1899 Central railway station is upgraded with a grand entrance, clock tower and galvanised iron arches over the platform.
The following summary of Brisbane in the 1800’s is mostly a composite from two articles: Wikipedia’s article “The History of Brisbane” and The Brisbane and Greater Brisbane article on the Queensland Places website (http://www.queenslandplaces.com.au) as well as some of my own commentary. [NOTE: The summaries starting each chapter from here on come from the same sources with much more of my own commentary from the 1960’s on.]

In 1824, the first convict colony was established at Redcliffe Point under Lieutenant Miller. Meanwhile, John Oxley and Allan Cunningham explored further up the Brisbane River in search of water, landing at the present location of North Quay. Only one year later, in 1825, the colony was moved south from Redcliffe to a peninsula on the Brisbane River, site of the present central business district, called “Meen-jin” by its Turrbul inhabitants.

At the end of 1825, the official population of Brisbane was “45 males and 2 females”. Until 1859, when Queensland was separated from the state of New South Wales, the name Moreton Bay was used to describe the new settlement and surrounding areas. Edenglassie was the name first bestowed on the growing town by Chief Justice Francis Forbes, a portmanteau of the two Scottish cities Edinburgh and Glasgow. The name soon fell out of favour with many residents and the current name in honour of Governor Thomas Brisbane was adopted instead.

The colony was originally established as a "prison within a prison" — a settlement, deliberately distant from Sydney, to which recidivist convicts could be sent as punishment. It soon garnered a reputation, along with Norfolk Island, as one of the harshest penal settlements in all of New South Wales. In July 1828 work began on the construction of the Commissariat Store. It remains intact today as a museum of the Royal Historical Society of Queensland and it only one two convict era buildings still standing in Queensland.

Over twenty years, thousands of convicts passed through the penal colony. Hundreds of these fled the stern conditions and escaped into the bush. Although most escapes were unsuccessful or resulted in the escapees perishing in the bush, some (e.g. James Davis) succeeded in living as "wild white men" amongst the aboriginal people.

During these decades, the local aboriginals tried to "starve out" the settlement by destroying its crops—most notably their "corn fields" at today’s South Bank. In retaliation, colony guards shot and killed aboriginals entering the corn fields.

As a penal colony, Brisbane did not permit the erection of private settlements nearby for many years. As the inflow of new convicts steadily declined, the population dropped. From the early 1830s the British government questioned the suitability of Brisbane as a penal colony. Alan Cunningham's discovery of a route to the fertile Darling Downs in 1828, the commercial pressure to develop a pastoral industry, and increasing reliance on Australian wool, as well as the expense of transporting goods from Sydney, were the major factors contributing to the opening of the region to free settlement.

The Brisbane River facilitated exploration. Coal and lime were soon noticed upstream at Ipswich, and a limeburners' settlement was established [1827] to supply material to mortar the stone buildings needed for the convict settlement. Surviving examples of the convict building program include the windmill (1829) on Wickham Terrace and the Commissariat store (1829) on William Street. A stores facility was also established at Dunwich and a pilot station was placed at Amity Point, Stradbroke Island, in 1827. The dispersed nature of the settlement's facilities was a foretaste of competing interests which would look to places other than Brisbane for government and commence.

For nearly ten years Brisbane was governed by penal routine. In 1836 a bridge was built across Breakfast Creek and the next year female prisoners were moved to an agricultural establishment at Eagle Farm. In 1838 German missionaries settled at Zion Hill, Nundah, to minister to the Aborigines. Cleveland, meanwhile, was emerging as an alternative port to Brisbane, and Ipswich was of some importance to pastoralists as they flooded into the Darling Downs.

The convict establishment was withdrawn in 1839 and surveyor Robert Dixon laid out a grid of streets for the town of Brisbane, mostly only one chain (about 20 metres) wide. Governor Gipps did not foresee Brisbane as a future city, and considered one chain was enough [later changed back to 2 chains which is around 24 metres]. His most useful contribution was a decision, after floundering through the Cleveland mudflats, to make Brisbane the port for Moreton Bay.

In 1839 the first three surveyors, Dixon, Stapylton and Warner arrived in Moreton Bay to prepare the land for greater numbers of European settlers by compiling a trigonometrical survey. From the 1840s, settlers took advantage of the abundance of timber in local forests. Once cleared, land was quickly utilized for grazing and other farming activities. The convict colony eventually closed.
The free settlers did not recognise local aboriginal ownership and were not required by government authorities to provide compensation to the Turrbul aboriginals. Some serious affrays and conflicts ensued — most notably resistance activities of Yilbung, Dundalli, Ommuli, and others. Yilbung, in particular, sought to extract regular rents from the white population on which to sustain his people, whose resources had been heavily depleted by the settlers.

By 1869, many of the Turrbul had died from gunshot or disease, but the Moreton Bay Courier makes frequent mention of local indigenous people who were working and living in the district. In fact, between the 1840s and 1860s, the settlement relied increasingly on goods obtained by trade with aboriginals — firewood, fish, crab, shellfish — and services they provided such as water-carrying, tree-cutting, fencing, ring-barking, stock work and ferrying. Some Turrbul escaped the region with the help of Thomas Petrie, who is remembered with the suburb of Petrie being named after him in the Moreton Bay region north of Brisbane.

The town plan allowed the subdivision of allotments to the river's edge, depriving Brisbane of public reservations along the shoreline. Surveyors busied themselves with more subdivisions – the New South Wales government wanted the money, and speculators obliged – and by 1843 land sales had occurred in North Brisbane, South Brisbane and Kangaroo Point. A ferry linked the opposite sides of the river from 1842. The Hunter River Steam Navigation Company built a river wharf and stores (1845).

In 1846 the Moreton Bay Courier began publication for the 950 inhabitants and Brisbane was declared a port of entry. South Brisbane had more buildings than North Brisbane (83 to 75), but half of North Brisbane's were stone while all but one on the other side were timber. The Moreton Bay Courier regularly reported on relations with the Aboriginal population. Local Aboriginals were reported to be 'pretty honest', but further afield the Bibrie and Ningy Ningy clans ran what Ross Johnson has termed 'a fairly successful campaign of guerilla warfare against the European occupiers'.

An Ipswich-Cleveland axis, supported by pastoralists, wanted Ipswich as the seat of government and Cleveland as a port. They pressed their case until well into the 1850s, when the loss of ships and cargo at Cleveland put that port out of contention, and the Bremer River at Ipswich proved to be unsuitable for navigation. In any event, Captain Wickham, Brisbane's Government Resident during 1853–59, naturally favoured his town, and so did the government authorities.

The arrival of the Fortitude immigrants in 1849 boosted the town's population, and in 1850 the Bank of New South Wales opened a branch. A customs house was built at the end of Queen Street. Farm communities began at Bulimba (Bulimba House was built in 1849), Bald Hills, Coorparoo, Enoggera, Milton, Nundah (the mission had been abandoned in 1849), Sherwood, Stafford and Toowong. In 1853 cotton was successfully grown at Moggill.

All of the land at Kangaroo Point was subdivided and sold by 1854, and two years later urban allotments were sold in Spring Hill along Wickham Terrace and Leichhardt Street. Of public buildings, new churches stood out: Wesleyan in Albert Street, Catholic in Elizabeth, Presbyterian in Ann; and the St John's Church of England was consecrated in the St John's Church of England was consecrated.

On 6 September 1859, the Municipality of Brisbane was proclaimed. The next month, polling for the first council was conducted. John Petrie was elected the first mayor of Brisbane. Queensland was formally established as a self-governing colony of Great Britain, separate from New South Wales, in 1859.

Originally the neighbouring city of Ipswich was intended to be the capital of Queensland, but it proved to be too far inland to allow access by large ships, so Brisbane was chosen instead. But it was not until 1902 that Brisbane was officially designated a city.

The population of Brisbane in 1851 was 2097, tripling to 6051 ten years later. During 1861–64 it doubled to 12,551. This put pressure on the rudimentary sources of water supply which were a dammed waterhole between George and Roma Streets or water carted from Breakfast Creek and swamps in Woolloongabba. Yorks Hollow's waterholes were ignored. After debating the merits of the Breakfast Creek/Enoggera Creek catchment and a less ambitious tapping of the Ithaca Creek, the colonial Parliament chose Enoggera, and a supply scheme was turned on in 1866. In 1871 a service reservoir, enclosed in a roofed brick surround, was built in Wickham Terrace next to the windmill.

The 1864 census recorded 2456 buildings in Brisbane, of which 16% were of brick or stone. Fires in 1863 and 1864 destroyed many commercial buildings and rebuilding resulted in 22% of a total of 3634 structures being brick or stone. The town's appearance was improved, and shopping centres emerged at Fortitude Valley, Spring Hill and South Brisbane. In 1865 the first Victoria Bridge was built, but it lasted 2 years, when a span collapsed. A stronger structure was opened in 1874, surviving until the Brisbane River floods in 1893.
Even though gold was discovered north of Brisbane, around Maryborough and Gympie, most of the proceeds went south to Sydney and Melbourne. The city remained an underdeveloped regional outpost, with comparatively little of the classical Victorian architecture that characterized southern cities. A demonstration of electric lighting of lamp posts along Queen Street in 1882 was one of the first recorded use of electricity for public purposes in the world. The first railway in Brisbane was built in 1879, when the line from the western interior was extended from Ipswich to Roma Street Station. First horse-drawn, then electric trams operated in Brisbane from 1885 until 1969.

In his book "A Superb Century—100 Years of the Gabba", Wayne Smith notes that snow fell in Brisbane in 1882. While it occasionally snows in the Granite Belt in Stanthorpe this is the only instance of snow falling that I have ever heard of in Brisbane.

Until 1885 Brisbane was a 'walking city'. There was a train from the city to Ipswich in 1876, but this was mainly an appendage to the Darling Downs freight service into Ipswich. A line to Sandgate through Fortitude Valley (1882) was primarily a Sandgate service, as the seaside village had been started early by speculators as a watering place for town dwellers. A horse tram service began in 1885, running from North Quay to Exhibition and Breakfast Creek Road. Within the next four years the service was extended to New Farm, the Bulimba Ferry (Teneriffe), West End and Woolloongabba. The beginning of an urban railway network was laid down, from Corinda to Stanley Street, via Dutton Park (1884) and later all the way to Southport (1889). Lines also opened to Ascot (1882) and Caboolture (1888). Between 1881 and 1891 metropolitan Brisbane's population grew from 37,000 to 100,000.

The horse-drawn trams were replaced with an electric system in 1897, running from Logan Road to Victoria Bridge. By 1904 there were electric services to Red Hill, Ascot, Kelvin Grove, Clayfield, East Brisbane, Newmarket and Toowong. Affluent residents of New Farm and the gentlemen's villas along Milton Road, and workers at West End could now catch a tram into town. The concept of greater Brisbane was gaining currency. The metropolitan area had a population of nearly 120,000 in 1901, compared with nearly 29,000 in the Brisbane municipality and 25,500 in South Brisbane.

The 1893 Black February floods caused severe flooding in the region and devastated the city. Raging flood waters destroyed the Victoria Bridge which was later rebuilt. The Brisbane River was prone to serious flooding. Significant floods had occurred in the 1840s and the late 1880s, but in February 1893 there were three flood events, one of them 4.5 metres higher than the previous record. Boats were left aground in the botanical gardens and the Eagle Farm flats. The Indooroopilly bridge was washed away. Major points of inundation included Milton, along Breakfast Creek spreading to Bowen Hills, two-thirds of the city centre, South Brisbane, along Norman Creek to Stones Corner and Coorparoo, from Oxley Creek across to Rocklea and upstream to Acacia Ridge.
Above and right: Memorial of the first temporary settlement at Redcliffe was located.

Below: Map of Brisbane region after Major Lockyer’s 1825 expedition.
Above: Andrew Petrie, first architect of Brisbane, and the home that he built close to where the Riverside Centre is today.

Above: The Commissariat (Government Stores) building constructed in 1829.

Top Left: The Windmill built in 1829, originally with sails to catch the wind.
Above Left: Paintings of convict Brisbane looking to South Brisbane.
Below Left: Paintings of convict Brisbane as viewed from South Brisbane.
Below Right: The view of Brisbane today from South Brisbane.
**Left:** Plan of Brisbane during the time of the Moreton Bay convict settlement. The full course of the "Big Creek" is shown with its source close to the Normanby Hotel. The reservoir near Roma Street is visible along with the larger pool of water near where King George Square is today. Another curiosity is the small creek that flows into South Brisbane.

**Above:** A beautiful early painting of Brisbane showing virgin forest around Petrie Bight.

**Below:** The view of Brisbane from the same location today from Bowen Terrace.
Top Left: Part of the original street plan proposed by surveyor Robert Dixon about 1840. Today’s Roma Street follows the path of the “Big Creek”. The original water reservoir was partly where Roma Street is east of Herschel Street and partly where the new Supreme Court buildings are today. Roma Street train station is where the proposed MacDougall Square is and lots 20 and 21 are. Another interesting feature on this early survey map is the spelling of Anne Street. The “e” at the end was later dropped.

Bottom Left: Part of the original Dixon survey included streets where the Botanic Gardens are today. Going south-east from today’s Alice Street, the names originally assigned to these phantom streets in the survey include Blanche, Maude and Eclipse Streets.

Below: A Dixon survey map showing the course of the “Big Creek” through today’s CBD. You can see the reservoir where Roma Street is and the water hole where King George Square is today. The creek flowed in the back alley gully between the Queen Street Mall and Adelaide Street and the original bridge over the creek was at the corner of Albert and Adelaide Streets. A track from the convict settlement continued from the bridge up the hill to the Windmill. The convict factory is seen where the GPO is today.
Above and right: Two early photos of Ipswich which was founded in 1827 by Captain Logan who discovered limestone there. It was called Limestone before renamed to Ipswich and became an important river port for coal and wool.

Right: Early map of southern Moreton Bay and Broadwater showing Stradbroke as one continuous island before it broke into two in 1898. An aerial map shows same region today.

Below: Another beautiful painting of “virgin” Brisbane where the Story Bridge now crosses the Brisbane River.
Above: An early survey map showing some of the original free settlement lots outside of the city in the Valley, New Farm, South Brisbane, West End and Kangaroo Point.

Left: Monument at Nundah to the German missionaries who first settled there in 1838.

Below: St Helena in Moreton Bay continued as a goal after the convict settlement was abandoned in Brisbane.

Below Right: Sketch of the North Brisbane Hotel in the City.
Andrew Petrie was recommended to become Clerk of Works at the infamous Moreton Bay settlement. In 1837 Andrew Petrie and his family moved up from Sydney aboard the steamer James Watt, co-incidentally the first steamer to enter Moreton Bay.

Newstead House is Brisbane’s oldest remaining residence and was built in 1846 as a residence by Brisbane’s first architect and builder Andrew Petrie for fellow Scottish settler Patrick Leslie and it was soon acquired by Captain John Wickham. Today it is a museum on beautiful grounds where Breakfast Creek enters the Brisbane River.

Andrew Petrie went blind in 1848 when his son John was 26, and although Andrew still held the reins of the Petrie business, John had to become much more involved. The Petrie firm built some of Brisbane’s most significant houses, such as Kedron Lodge, Oakwal, Eldernell and Toorak House. The firm won the contract for the new GPO which was built in 1871 on the site of the Female Factory where the Petrie family had spent their first months in Brisbane, prior to moving to the house Andrew built near the Riverside centre.

Andrew Petrie died in February 1872 leading to one of Brisbane’s largest funerals to that time. In 1880 the Petrie firm built Customs House. John Petrie died at the age of 70 in 1892, triggering another large Petrie funeral. The Brisbane Courier reported that “he left hardly an enemy in the city”. Flags flew at half-mast as a salute to the former mayor, businesses closed in a mark of respect and a long funeral procession made its way to Toowong Cemetery. Andrew’s other son, Tom Petrie, was a prominent settler to the north of Brisbane around the suburb named after him.
Above: One of the first photographs taken of Brisbane in 1859 showing the view from the cliffs of New Farm along Petrie Bight where the Story Bridge crosses today.

Below: A photo taken of Brisbane in 1862 from the Windmill with Mount Gravatt visible in the background. The “Big Creek” appears to be visible on the right. Adelaide Street is visible to the right of centre and the vacant land in front of it is where King George Square and City Hall are today.
Above: A photo taken from North Quay of South Brisbane where the Art Gallery and State Library are today.

Below: A beautiful photo of a sailing boat taken from East Brisbane looking across to where the Powerhouse is today at New Farm. Hawthorne is seen as virgin forest on the right.
Far Left: Governor George Bowen became Queensland's first governor when Queensland became a separate colony from NSW on December 10, 1859.

Left: A re-enactment of Governor Bowen's arrival in Brisbane during Queensland's 150th year celebrations in 2009.

Below Left: The Old Parliament House which was opened for Parliament in 1867.

Right: Queensland's first Premier, Robert Herbert.

Bottom Right: The official proclamation of Queensland's birth as a separate colony.
Below: The original Government House built in 1862 that was the Governor’s residence for 50 years until 1911. It is now a part of the Queensland University of Technology near the Botanic Gardens.
Above: The view to the Petrie Terrace Barracks and Mount Coot-tha from the Windmill in 1862.

Below: Adelaide Street in 1860.

Queens Street during Bulcock's Fire of 1864.

The principal buildings standing are those of Kingsford, Draper, and T. Illidge, Bootmaker. View is taken from vicinity of Edward Street corner, looking South.
Below: An 1865 map of Brisbane. There are a few interesting features on this early map. New Farm is referred to as East Brisbane and Brunswick Street says “To Brisbane Race Course” which was at New Farm Park during the first 20 years of free settlement. There is a creek that enters the Brisbane River at Petrie’s Bight near the original Gas Works that runs through the Valley and where the Ekka is, through Bowen Park having its source in Victoria Park. The site where Lang Park (Suncorp Stadium) is today was originally an early cemetery. The Breakfast Creek Bridge (1836) is visible as well as Bowen Bridge (1862).
Below: The view along North Quay looking towards Mount Gravatt visible in the background.

Above: The first General Post Office and City Hall buildings located on Queen Street opposite to today's Myer Centre.
Above: An early street view with bank and shops in Toowong.

Below: An early view of Albert Street looking NW up towards the Windmill visible in the background.
Above: The office of the Moreton Bay Courier which started as Brisbane’s first newspaper in 1846. The original office was on the corner of Queen and Albert Streets. If this photo is of the same office then this building is likely to be same location on the Mall as Hungry Jacks. In 1864 the name was changed to the Brisbane Courier and later it merged with the Daily Mail in 1933 to form today’s Courier Mail which has been based in Bowen Hills since 1963.

Below: A tall sailing ship enters the city reach of the Brisbane River with Victoria Bridge in the background.
Above Left: The view from the Windmill west towards Petrie Terrace. Upper Albert Street is on the left and Wickham street on the right. This photo dates to 1882 which is when the Sandgate line opened that went via Roma Street and the Exhibition. Below Left: Ann Street looking towards the river. The old Supreme Court building on George Street dominates the view. The vacant blocks on the left are where City Hall would later be built. Below: A couple of men enjoy the view atop the windmill on Wickham Terrace.
BRISBANE IN THE 1800’S

Left and Above: Brisbane’s oldest building, the Windmill, built by convicts in 1829. The sails were removed and a treadmill used to tread the grain by convicts. Brisbane’s first test TV transmission was sent from here to Ipswich in 1934.

Below Left: An early photo of George Street.

Below: A photo of the City Brewery, probably Brisbane’s first brewery.
Running through the City from the Normanby Fiveways via Roma Street, City Hall and up between Queen and Adelaide Streets before turning at Creek Street and emptying around today's Riverside Centre was the Big Creek. **Above Right:** Frank Warwick in the documentary “Brisbane—The Hidden City” shows the back alley between Queen and Adelaide Streets where the original creek bed was. As businesses sprung up the creek became a stinking open sewer and flood hazard during heavy rain. In 1875 some 170mm of rain flooded the creek and surrounding streets causing a great outcry. Later that year construction began on the egg shaped drain (**Below Left**) that runs the length of the creek through the City and today still runs into the Brisbane River near the Riverside Centre.
Above: The view looking from where the Captain Cook bridge today connects with Woollongabba back towards the City around 1870. Parliament House and Old Government House are the dominant buildings. The vacant land without trees where QUT is today is quite striking. Below: An early view from Hamilton looking towards Bulimba and Newstead.
Above Left: The view from Bowen Terrace back to the City. Above Right: A carriage makes its way along Hamilton Road (later renamed Kingsford Smith Drive) Below Left: Teneriffe before the ports and wool stores were built. Below Right: The crossing over Norman Creek.
Above Left: The original Town Hall built in 1868 with a couple of frames on the left showing a modern view of part of the original facade. Below Left: A later view showing the Town Hall in relation to the Victoria Bridge in the background. Below Right: The CBD from the Windmill. Roma Street is in the foreground. The vacant block in the centre is where City Hall would later be built.
Above: An early photo of Queen Street from close to where the Myer Centre is today.

Below: An early photo of South Brisbane with Parliament House in the background.

Right top: A photo of Wickham Terrace from the Windmill.

Right centre: The Windmill and Wickham Terrace.

Right bottom: An early view of New Farm. This photo was taken from close to today’s James Street looking towards Hawthorne.
Above: The original Supreme Court building between George Street and North Quay. The height of the banks above the Brisbane River is very noticeable in this photo.

Below: An early photo of Kangaroo Point and New Farm from where the Story Bridge today connects with Fortitude Valley.
Above Left: An early view of New Farm from Bowen Terrace.
Below Left: The view towards Kangaroo Point from Parliament House with Old Government House in the foreground.

Above Right: An early photo of the Kangaroo Point cliffs.
Below Right: The Edward Street ferry.
Left: An early photo of Breakfast Creek with Newstead House and the original bridge visible.
Below Left: An early photo looking down Edward Street from near where Central Station is today.
Below: An early view from Queen Street before the Treasury Building was built looking across the first Victoria Bridge towards South Brisbane with the same view as it looks today.
Above: An 1880’s photo of the City viewed from Bowen Terrace.
Below Left: An early photo of horse carriage “cabs” lined up outside of the Treasury building.
Top Right: The first post office and telegraph offices dated 1870 with today’s GPO completed in 1895.
Below Right: A late 1890’s view of Queen Street with today’s GPO visible on the right.
Above Left: An early photo of Adelaide Street. Above Right: Queen Street from the intersection with George Street. The Town Hall is visible on the left. Below Left and Right: Two photos showing the hotel that still stands today across Ann Street from today’s City Hall is. In the photo below notice the Bulimba XXX ale sign.
The first Brisbane Exhibition (or Ekka as its been nicknamed) was held for 4 days between August 22–25, 1876. The original exhibition hall (seen in below photos) appears to have been located on Machinery Hill according to the above picture. It was destroyed by fire in 1888 and a new exhibition hall was built to replace it in 1891.
Below: An 1888 aerial painting of Brisbane. This remarkably accurate painting shows the City and meandering Brisbane River out towards Moreton Bay. It would have been painted from a tethered hot air balloon. While powered flight had yet to be invented hot air balloons had been around for a century. Top Left (on next page) shows the same view from a 1980's postcard for comparison.
Above: An 1881 aerial painting of Brisbane of the City viewed from Fortitude Valley.

Below: An early photo of Elizabeth Street.

Below: James Dickson (Qld Premier 1898-1899) with his family in front of their beautiful home, Toorak House on the top of Toorak Hill in Hamilton which was built by the Petrie firm.
Below: A fantastic photo of Edward Street looking up towards Spring Hill. The corner of Queen and Edward Streets is visible in the foreground and the Windmill is visible in the background.
Top Left: An 1890’s photo from Toorak Hill in Hamilton looking back to Newstead House and Breakfast Creek. **Top Right:** Coal ships docked near the Coal wharves of South Brisbane. **Below:** A great photo from the 1890’s of Queen Street looking north at the intersection with Albert Street.
Below: An idyllic photo of Breakfast Creek from opposite of Newstead House.
Top Left: An 1890's photo of Central Station. Top Right: George Street near the intersection with Queen Street. Below Left: South Brisbane and the intersection of Vulture and Grey Streets viewed from the South Brisbane Town Hall. Below Right: Another typical view of Queen Street in the late 1800's.
Below: A wonderful photo of the General Post Office with an early tram on the right.
Below: Looking at the City from the Windmill with the old Supreme Court building on George St dominating. Lennon’s Hotel, originally situated on the corner of George and Ann Streets, is also visible.
THE GREAT FLOOD OF 1893

Below: Looking up Queen Street towards South Brisbane from the intersection of Queen and Edward Street where the waters reached to waist high.
Top Right: Onlookers watch the devastation wreaked by the Flood that destroyed the Victoria Bridge.
Below Left: Floodwaters in South Brisbane near the Ship Inn.
Below Right: The Flood also did much damage to the town of Ipswich as seen in this photo.
Top Left: Victoria Bridge swept away by the Flood. Top Right: The intersection of Queen and Eagle Streets where floodwaters almost converge. Below Left: Some hearty Queenslanders keep up their sense of humour during the crisis “floating” their new loan. Below Right: Toowong railway station finds itself under water.
**Top Left:** The Botanical Gardens almost completely inundated as viewed from the top of Parliament House.
**Top Right:** Kangaroo Point under water with ships sailing up Main St with All Hallows visible in the background.
**Below Left:** The Eagle Street wharves under water.
**Below Right:** The destruction wreaked by the Flood at Kangaroo Point after the waters began to subside.
Above: Newstead under water. The Newstead Gasworks is visible in the background.
Below: Floodwaters engulf South Brisbane and West End near Kurilpa Point. The tall structure is the West End Brewery which was located near today's Paul's (Parmalat) factory. Inset: A trio paddles through the top of houses.
Top Left: Brisbane’s iconic Breakfast Creek Hotel under floodwaters in 1893. Top Right: South Brisbane inundated in the 1893 Flood. Below Left: A hydrological map showing the areas inundated during the 1893 Flood. Below Right: The City Reach of the river during the Flood with only half of the Victoria Bridge still standing.
Castlemaine Perkins, which produces Queensland's iconic XXX, was formed by the merger of two breweries, one that started in the Victorian town of Castlemaine and the other was Perkins, a local Brisbane brewery. Below is the Castlemaine Perkins brewery at its current Milton site in the 1890's. Right is an ad for Perkins XXX ale from before the merger. The X's were a measure of the strength of the brew though XXX is jokingly said to have gotten its name because Queenslanders can't spell beer. The XXX ale amuses me as it reminds me of the moonshine labelled XXX that would transform Granny in the old sitcom "The Beverly Hillbillies".
The major competition for Castlemaine Perkins and XXXX before they were bought out by Carlton & United Breweries was the Bulimba brewery. The original brewery was located in Bulimba before the original owners went bust and it was bought out and relocated to Teneriffe. The top left photo shows the Teneriffe brewery along the river at the end of Florence St and Vernon Terrace as per the map above. The suburb of Bulimba early on included Teneriffe as well as seen on the above right map which is where the brewery got its name from. It later moved to the Valley (below left and right) between Brunswick Street and where the Story Bridge was later built. This later became the Carlton & United Brewery (CUB) after they took over the brewery in 1966 before CUB moved to Yatala in 1996. Bulimba brewery was best known for its famous Gold Top brew.
One important geographical event that occurred in the 1890’s was the breakup of Stradbroke Island into North and South Stradbroke Islands. In 1894 the ship “Camirs Wallace” (Above Left) bound for Brisbane was shipwrecked off the coast of Stradbroke near the narrow point shown in the above centre photo above. Along with much whisky there was also much gunpowder. It was decided to safely explode the gunpowder which weakened the dunes at the narrow point. In 1898 some four years later a major storm broke through the dunes and separated the islands. Today’s strait between the two islands is seen in the below right photo. Before the breakup of Stradbroke Island it extended further south than South Stradbroke does today and there was very little to the Spit where Sea World is today as seen in the early photos below centre and inset (around 1920’s) and the 1860’s map to the right. South Stradbroke receded northward while the Spit grew mostly in the late 20th century.