

The History of the Coronation Drive Office Park



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More information about the history of Milton and its surrounds can be found at the author's website, www.oncewasacreek.org.

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Summary

This report examines the history of the site of the Coronation Drive Office Park (the CDOP site), which is located in Milton, Brisbane, bounded by Coronation Drive, Cribb Street, the south-western railway line and Boomerang Street. It covers an area of approximately 5.7 hectares. This investigation encompasses what is known of the site's pre-European history through to its development as an office park in the late 1980s.

John Oxley, who conducted the first survey of the Brisbane River in December 1823, described the stretch of riverside on which the CDOP site sits as 'a magnificent crescent of two and a-half miles of forest land'. During his second survey in September 1824, Oxley landed somewhere close to the CDOP site and found fresh water, leading him to favour the area for a first settlement on the river. On the same expedition, Oxley also encountered a tribe of Aborigines, members of the Turrbal People, near the site of the Wesley Hospital. Little or nothing is known about the specific associations that these people had with the CDOP site.

This study found no records relating to the CDOP site during the period from 1825 to 1839, when the Moreton Bay penal colony operated on the site of the modern city centre. The earliest surviving depiction of the site on a map dates from 1844, when the creek that flowed through the site appeared at the edge of Henry Wade's Map of the Environs of Brisbane. In James Warner's survey plan of 1850, the streets that define the modern site are all marked (though they were not necessarily formed), and the land divided into seven portions. These portions were all sold by the Crown in August 1851. Of the six buyers, three would later become city councillors and/or state members, and one of them Mayor. None of them ever lived at the site.

In the 1850s the site was used primarily for farms and market gardens. Patrick Mayne, who was then a butcher, owned two of the land portions and grazed cattle there. A man named George Parsons had a farm on land next to Mayne's, and for a time, the locality was known as Parson's Farm. In the late 1850s (if not earlier), John George Cribb began to farm the land owned by his father Robert Cribb. John Cribb was an accountant with the Bank of New South Wales, but also found time to introduce many new fruit varieties and farming techniques to the colony of Queensland through his experimentations at the CDOP site. He later built Fairholme, a grand two-storey house on the highest point of the site, where he lived until his death in 1905.

Another long-term resident of the site was Edward James Bennett, Queensland's Chief Draftsman. Bennett built a cottage near the creek on the south-eastern corner of the site in the early 1860s. He later built a larger house called the Poplars on the same land. The bridge that crossed the mouth of the creek was commonly known as Bennett's Bridge. Bennett remained at the Poplars until it was knocked down by the Brisbane Tramway Company in 1914.

The creek that ran through the CDOP site became known as Boundary Creek after it was made part of the official town boundary of Brisbane in 1856. The revised town boundary also ran along Boomerang Street, which until about 1903 was known as Boundary Street. Upstream of the CDOP site, Boundary Creek ran through the Cemetery Swamp (now Suncorp Stadium) and the valley at the edge of Paddington and below Red Hill. In the mid-1880s a drain was built through the swamp and the CDOP site, and the creek began to be filled in. The land covering the old creek subsided several times in the following decades, on some occasions with spectacular results.

The 1870s saw new industries established on the CDOP site, starting with the Milton Distillery in 1871. Located in the area between Little Cribb Street and the railway line, the distillery operated until 1889, producing principally rum but also other spirits. From about 1877 until its closure, the distillery was run by Quinlan, Fitzgerald and Co., who also established the Castlemaine brewery. At the other end of the site, in the corner between Boomerang Street and the railway, an ice works operated from 1876 until 1883.

In 1890, the Brisbane Sanitary Company, which was responsible for managing the city's sewage or 'nightsoil', established their stables on the land previously occupied by the ice works. The company's contract required them to load the nightsoil on a steamer and dump it in the ocean outside Moreton Bay. This practice continued until 1928, when a nightsoil dump was built at the sanitary stables so that the refuse could be pumped into the sewer main running past the CDOP site. Despite causing a major blockage and contributing to the gradual erosion of the sewer main, this scheme operated until the early 1940s.

The sanitary depot expanded in the early 1920s with the construction of the Milton Incinerator, which occupied the corner between the railway and Little Cribb Street. The incinerator received rubbish from the whole metropolitan area, and the ashes that it produced were used to build up low-lying ground at the CDOP site and Lang Park. It operated until 1948, and shortly afterwards the City Council purchased the land to expand their tram yards, which by that time occupied much of the remainder of the CDOP site.

The Brisbane Tramway Company purchased E.J. Bennett's land on the south-eastern corner of the site in 1914 with the intention of building a new power house. No major infrastructure was built, however, until the Tramway Trust resumed additional land and established new workshops and an administration building on the site in the late 1920s. In the 1950s the City Council acquired the land left vacant by the sanitary depot. This land became a makeshift bus depot. After the trams were decommissioned in 1969, the site housed part of the council's bus fleet until around 1979.

The tram workshops and the sanitary depot were major employers and also supported affiliated businesses on the site. Among the businesses on Coronation Drive were Morrow's Stables, Dell Price's Garage, Alfred Shaw's Kerosene Bond and Thomas Healsop & Co.'s stables and bulk storage. Many residents of the CDOP site were also employees of the site's businesses. Indeed, the first Europeans to ever live at the site were probably farm labourers for the likes of Patrick Mayne and George Parsons.

During the 1980s the council used the CDOP site as the city's first 'park and ride' car park, enabling commuters to park at Milton and take the bus or train into the city. The scheme was a success but the City Council had other plans for the site, and in 1986 invited tenders for its redevelopment as an office park.

While the records examined in this investigation have proven sufficient to assemble a broad historical narrative of the CDOP site, certain details relating to land ownership and to developments on the site after the 1950s are sketchy. Examination of land title records, a more thorough search of the City Archives, and inspection of newspapers other than those in the *Trove* database, would plug most of these gaps.

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1 Introduction

This report examines the history of the site of the Coronation Drive Office Park. The site is located in the suburb of Milton in Brisbane, Queensland, and is bounded by Coronation Drive, Cribb Street, the south-western railway line and Boomerang Street, as shown in Figure 1. The modern site covers an area of 4.5 hectares. Prior to the expansion of Coronation Drive and Boomerang Street, and the addition and duplication of the railway line, the area of the site would have been somewhat larger.



Figure 1. The Coronation Drive Office Park covers 4.5 hectares and is bounded by Cribb Street, the railway line, Boomerang Street and Coronation Drive.

As at March 2014, the site contains eight office buildings as well as cafes, a child care centre, a tennis court, a multi-level car park and an open car park. All of the site except for half a hectare at the south-western corner is owned by AMP and Sunsuper. AMP Capital, the asset manager for the site, commissioned this investigation so that it might inform the upcoming redevelopment of the north-western part of site.

This report addresses the CDOP site's history from before European settlement up to 1986 when it was sold by the Brisbane City Council and developed for its present use. The intent of this report is not to provide a definitive account of every aspect of the site's history, but rather to provide a broad survey of the its various uses, buildings, owners, residents and natural features, delving into detail on particular topics and stories that may be of interest to the site's present owners, particularly in the context of its redevelopment.

With this aim in mind, and considering the complexity of land use and ownership changes over the site's history, the decision was made to conduct as much of the research as possible through easily accessible sources, especially the archive of newspapers available through the National Library of Australia's online *Trove* database. Certain primary records that might ordinarily have been consulted for this sort of investigation were not inspected, the most important example being the deeds to land titles. While many of the details obtainable from such records have been determined from the *Trove* archive and other sources, gaps remain that could be filled by further inspection of land titles and other primary records.

A note about the maps and plans used in the report

To achieve a visual marriage of the past and present uses of the site in in this report, various historical maps and aerial imagery have been geo-rectified, digitally manipulated and exported into Google Earth so that they can be shown in context with the modern landscape. While the geographic alignments are reasonably accurate given the scale of the original maps, the resulting images are intended to be illustrative only and should not be relied upon for building or design purposes.

To keep the report as uncluttered as possible, the full titles and sources of the maps have generally been excluded from the relevant captions and are instead listed below, with reference to the figures in which they appear. The complete and unaltered versions of the maps can be found in Appendix 1.

Map title, author and date	Source	Figures
Map of the Environs of Brisbane situate in the County of Stanley (Henry Wade, 1844)	Queensland State Archives, Item ID 714302	Figure 3 Figure 4 Figure 5
Plan of a series of small allotments in the western suburbs of Brisbane, County of Stanley (James Warner, 1850)	Queensland Museum of Lands, Mapping and Surveying, Plan B.1234.14.	Figure 6
Environs of Brisbane, County of Stanley, N.S.W. (Surveyor General's Office, 1858)	Brisbane City Archives, BCA POO5	Figure 7
Map of Brisbane and Suburbs, Sheet 8 (A.R. McKellar, 1895)	Queensland State Archives, Item ID 618816	Figure 10 Figure 22
District No. 4, Detail Plan 122 (Metropolitan Water Supply and Sewerage Board, 1927)	Brisbane City Archives	Figure 19 Figure 20 Figure 32 Figure 36
Brisbane and Suburbs, Sheet 8 (Department of Public Lands, 1914)	Queensland State Archives, Item ID 634566	Figure 24

2 The site before European settlement

2.1 The site's first European visitors

Most of what is known about the CDOP site prior to European arrival comes from the records of the first European explorers and settlers. The area around the CDOP site — in fact, the whole of the Brisbane River — was not visited by Europeans until 1823. In May 1770, Captain Cook came no closer than the eastern side of Moreton Island. Failing to notice the passage between Moreton and North Stradbroke islands, he named the bight formed by those two islands Moreton Bay, and he never entered the bay as we know it today. Nineteen years later, in 1789, Matthew Flinders explored and surveyed parts of Moreton Bay in more detail but did not discover the mouth of the Brisbane River.¹

John Oxley and the three castaways (1823)

The next European to explore Moreton Bay in any official capacity was John Oxley in November and December 1823. On his way back to Sydney from Port Curtis on an expedition to identify a site for a new penal settlement, Oxley investigated the bay and made the first survey of the Brisbane River. He named it after Sir Thomas Brisbane, who was then the governor of the colony of New South Wales (Queensland did not separate from New South Wales until 1859). Oxley explored the river as far upstream as Goodna, and delivered to Governor Brisbane an enthusiastic report about the surrounding country and its prospects for a new settlement.²

While Oxley was the first person to survey the Brisbane River, he could make no meaningful claim to have discovered it. He had the river shown to him by a white castaway named John Finnegan, who had been living in Moreton Bay since being shipwrecked there seven months earlier. Finnegan and three other paroled convicts — Thomas Pamphlet, Richard Parsons and John Thompson — had set off from Sydney on 21 March 1823 bound for Illawarra on a timber-getting mission. They were blown off-course by a storm, and after three thirsty, wretched weeks at sea, during which Thompson died, they came aground at Moreton Island.³

Despite having drifted more than 700km north, the three men believed that they had been blown south, and that they were in the vicinity of Jervis Bay, south of Sydney. With generous help from the local Aboriginal tribes, they made their way to the mainland near present-day Cleveland and headed north, eventually coming to the Brisbane River. Unable to cross the river, they followed it inland for nearly a month before reaching Oxley Creek, where they found a canoe. With this they were able to cross the river, but, shoeless, naked and malnourished as they were, they found the scrub too rough to negotiate. So they returned to the south side of the river, and with one man paddling and the other two walking (the canoe was too small for all three of them) they made their way back to the bay, from whence they proceeded northwards. By this time it was late June.

The journey north was hard. Pamphlet made it as far as the Mooloolah River before aching feet and the urgings of an Aboriginal friend drove him back to the company of the natives. Finnegan turned back at the Noosa River after quarrelling with Parsons, who continued alone.⁴ When Oxley sailed into Moreton Bay on the evening of 29 November 1823, Pamphlet was on the beach of Bribie Island cooking a catch of fish with the natives. He waved Oxley ashore, whereupon he learned with astonishment that he was 500 miles from home, and in the opposite direction to what he had

presumed. Finnegan was away on a hunting trip but returned the next morning, and a day later led Oxley to the Brisbane River.

The upshot of all this is that at different times in 1823 both Oxley and the three castaways must have travelled past the CDOP site, but Oxley did so from his cutter and the castaways from the opposite bank.

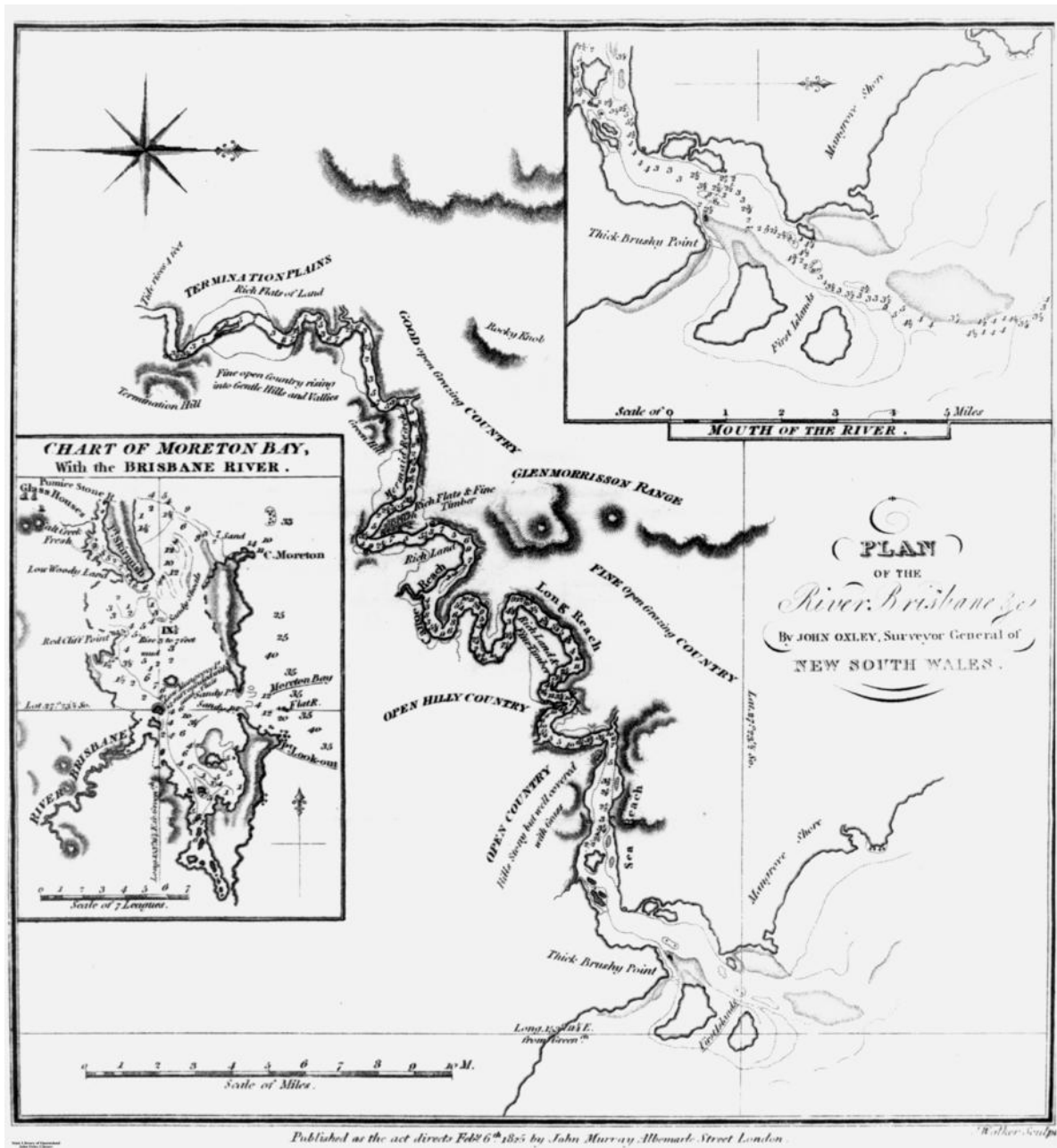


Figure 2. The CDOP site is located on what John Oxley called the ‘Long Reach’ on his plan of the Brisbane River, drawn after his expedition in 1823. In 1824 he described it as the ‘Crescent Reach’. (State Library of Queensland, Negative No. 69012)

John Oxley returns (1824)

Oxley came much closer to the CDOP site, and may have even set foot there, when he returned for a more thorough survey of the river in September 1824. His brief this time was to identify a suitable site for a new penal settlement and to explore the river with the colonial botanist, Allan Cunningham. On this expedition Oxley got as far upstream as the Mount Crosby area before the depressed state of the river impeded further progress. On his way back to the bay he spent the night of 27 September camped in present-day Auchenflower near the site of the Wesley Hospital. The next morning he landed again in present-day Milton to look for fresh water, which he found 'in abundance and of excellent quality, being at this season a chain of ponds watering a fine valley'. The abundance of water here even in a time of drought led Oxley to note the area as suitable site for a first settlement on the river.⁵

There is now general agreement⁶ that Oxley most likely came ashore near Western Creek — better known today as the Milton Drain — and found water in the vicinity of Gregory Park. Oxley's field book is sufficiently sketchy, however, to permit the possibility that he landed closer to the CDOP site or investigated it on foot. The historian T.C. Truman, who first proposed the account of Oxley's landing that is accepted today, even speculated that the CDOP site may have been where Oxley found the chain of ponds.⁷

2.2 The site's natural environment

Although John Oxley did not land near the CDOP site in 1823, he did record observations of the general area. As he made his way up the river he marked and described navigational 'stations' about every mile or two.⁸ Station 10 was at the bend in the river at North Quay, near the Grey Street Bridge, and Station 11 was near the site of the Regatta Hotel. Of these stations he noted:

Station 10. – From this station to the next on the same shore, the river forms a magnificent crescent of two and a-half miles of forest land. The larboard [south] shore, a thick brush with some cypress. . . .

Station 11, on Starboard Side. – Which still continues low, open forest, good grass and iron-bark trees; opposite side, rich, low brush.⁹

The CDOP site was at the downstream end of this magnificent stretch of forest, a part of the river that Oxley referred to in his 1824 visit as the Crescent Reach. As noted above, Oxley came closer to the site in his 1824 second visit, perhaps even setting foot on it. Had he ventured into the forest here, what might he have seen?

The first thing Oxley would have noticed, especially given that he was looking for water, was a creek. Visible on all maps of the area dating up to the early 20th century, this creek met the river where the Go-Between Bridge meets Coronation Drive. From here it meandered across the site, taking a dog-leg turn in the north-western portion and forming a ring-like confluence where it crossed the path of the railway. It then continued upstream through a swamp where Suncorp Stadium now stands. Its headwaters were the slopes of Paddington and Red Hill.

Figure 3 shows how the creek was depicted on what is probably the earliest surviving map of the area, drawn by the surveyor Henry Wade in 1844. Figure 4 shows the approximate extent of the creek's catchment area overlayed on a recent aerial image in Google Earth. Details from the 1844 map are also shown in this image.

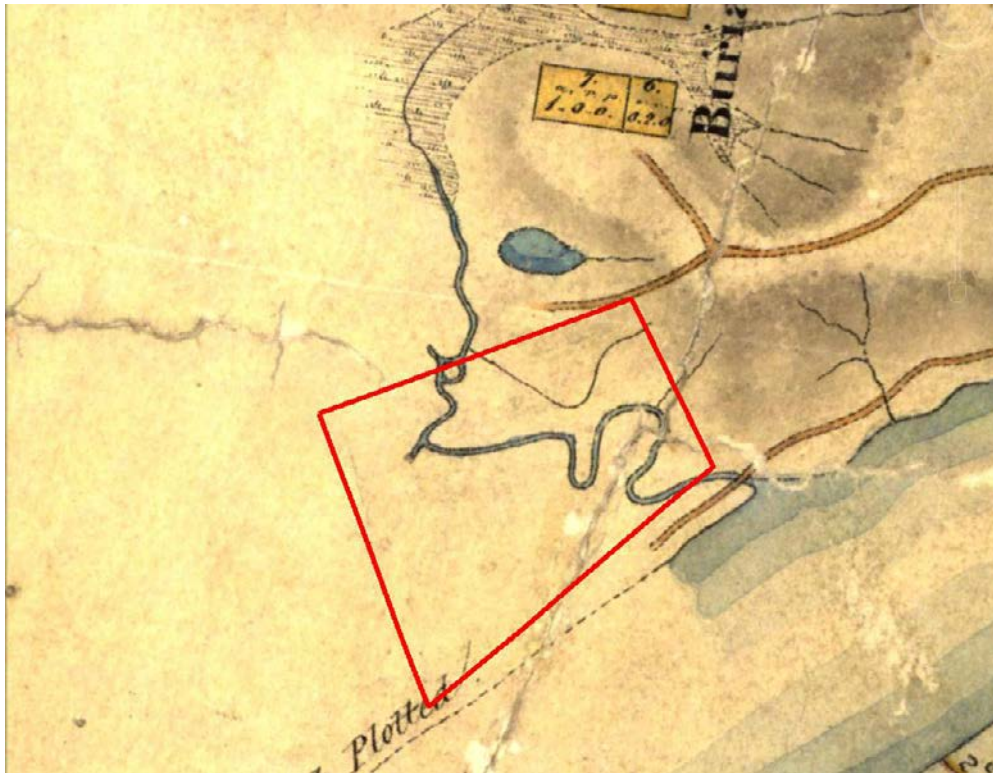


Figure 3. Part of the 'Map of the Environs of Brisbane situate in the County of Stanley', made by the surveyor Henry Wade in 1844, showing the extent of the CDOP site.



Figure 4. The creek running through the CDOP site (known later as Boundary Creek) as depicted on Wade's 1844 map, overlaid on the modern landscape. The approximate extent of the Boundary Creek catchment is outlined and shaded in blue.

Throughout the CDOP site, and possibly as far upstream as the stadium, this creek would have received water from the river as well as from its catchment. This portion of the creek would have been tidal, as was the river itself for a long way upstream (in 1823 Oxley noted that the river was tidal at Goodna, which is as far upstream as he travelled). Whether the water in this portion of creek was fresh or salty is less clear. In his field book of December 1823, Oxley noted that the water was brackish as far upstream as New Farm, 'nearly fresh' at the Story Bridge, and 'quite fresh' at Dutton Park. In contrast, Thomas Pamphlet recalled from his adventure in June the same year that the river was brackish up to Oxley Creek. When Oxley returned in September 1824, with the river parched from drought, he noted that 'when I first visited it in December, 1823, the water was found fresh about sixteen miles lower down than we at present experienced it'.

In other words, the freshness of the river at a given location varies depending on how much rain has fallen upstream. Pamphlett found the river brackish at Oxley Creek in June, which is usually a dry time of year. When John Oxley found the river fresh at Dutton Park six months later, the river would have been plush with summer rain.

Since the mid-1800s, modifications to the Brisbane River such as dredging and the removal of the bar have increased the distance of tidal intrusion, making the river salty further upstream than it was previously. Whereas the Milton Reach is now moderately salty all year round, in Oxley's day it would have varied from fresh to brackish depending on the season. In these conditions, mangroves were likely to have been present on the banks of the river and for some distance up the creek in the CDOP site. The extent to which they were joined by freshwater species is not a question that this investigation can answer.

2.3 The site's indigenous people

Something else Oxley might have noticed while searching for water was evidence of the local Aborigines — perhaps a fishing net or a canoe by the creek, or freshly dug-up swamp fern (*Blechnum indicum*), the roots of which were a staple food. He certainly knew that the Aborigines were near, having had a dramatic encounter with them the night before. On the evening of 27 September 1824, Oxley's party camped somewhere near the Wesley Hospital, at what they hoped would be a safe distance from a large encampment of Aborigines at the site of the Regatta Hotel. Despite the precaution, several Aborigines did approach Oxley's camp, including one whom Oxley recognised as having stolen his hat at Breakfast Creek ten days earlier. When the man became violent, one of Oxley's colleagues opened fire and badly injured him.

Other than this encounter, there is little or no surviving information about Aboriginal associations with the CDOP site or its immediate surrounds. Most of what is known about the indigenous people of Brisbane derives from the account of Thomas Petrie. Thomas came to the Moreton Bay settlement as a child in 1837 with his father Andrew Petrie, a builder who was assigned as the colony's Superintendent of Works. With few other white children to play with, he mingled freely with the local Aborigines, learning their language and customs. His experiences were recounted by his daughter Constance Campbell Petrie in her book *Tom Petrie's Reminiscences of Early Queensland*, published in 1904.

Petrie recalled that when he arrived, 'Kangaroo Point, New Farm, South Brisbane, and a lot of North Brisbane were then under cultivation, but the rest was all bush, which at that time swarmed with aborigines'.¹⁰ The Aborigines who occupied the area around the settlement were the Turrbal People, whose language Petrie said 'was spoken as far inland as Gold Creek or Moggil, as far north as North Pine, and south to the Logan'.

It is reasonable to assume that the creek running through the CDOP site was a useful source of fish and other food for the local Turrbal People, and perhaps also a source of water when the river was not fresh enough to drink.

3 The edge of town

3.1 The Moreton Bay Penal Colony

While John Oxley was scouring the Brisbane River in September 1824 for the best spot for a new penal settlement, a party led by Lieutenant Henry Miller was hard at work establishing a temporary one at Redcliffe Point. A year later, the settlement was moved to the peninsula on the Brisbane River where the CBD is today.

The Moreton Bay Penal Colony (it was not then known as Brisbane) was established to receive the most hardened and troublesome prisoners from Botany Bay. It became known as one of the harshest penal settlements in the colony of New South Wales. It operated from 1825 until 1839, during which time no free settlement was permitted, save for a station established in 1838 by German Lutheran missionaries in the area now known as Nundah.

This investigation has found no reference to the CDOP site during the time of the penal settlement. Most probably it was left alone, but being so close to the settlement, it is hard to imagine that the site was not sometimes visited, even if only by escaped prisoners or curious officials.

3.2 Free settlement

Moreton Bay was free of prisoners by the middle of 1839, but before the area could be settled, it first had to be surveyed. This happened over the course of the next two years, and the first land sales took place in May 1842, with land offered at Fortitude Valley, South Brisbane and Kangaroo Point.¹¹

While Brisbane grew in the 1840s, the CDOP site remained un-owned and unoccupied (at least by Europeans). It was at the very edge of what were then known as ‘the environs of Brisbane’ (see Figure 5). The area to the west of Boundary Creek on Henry Wade’s 1844 map is empty, save for the comment, ‘Surveyed by H. Wade but not plotted’.

The site was finally surveyed *and* plotted in 1850 by James Warner, whose plan is shown in Figure 6. Warner’s plan established the boundaries of the modern CDOP site. Roads (or at least allowances for roads) corresponding with Cribb Street, Milton Road and Boomerang Street are all marked. The River Road (now Coronation Drive) is indicated by only a faint dotted line, despite already appearing on Wade’s map of 1844. Within the perimeter of these four roads (or three roads and the river), the land is divided into seven irregular portions. Protruding into the site from the middle of Cribb Street is a small road that aligns with Little Cribb Street.

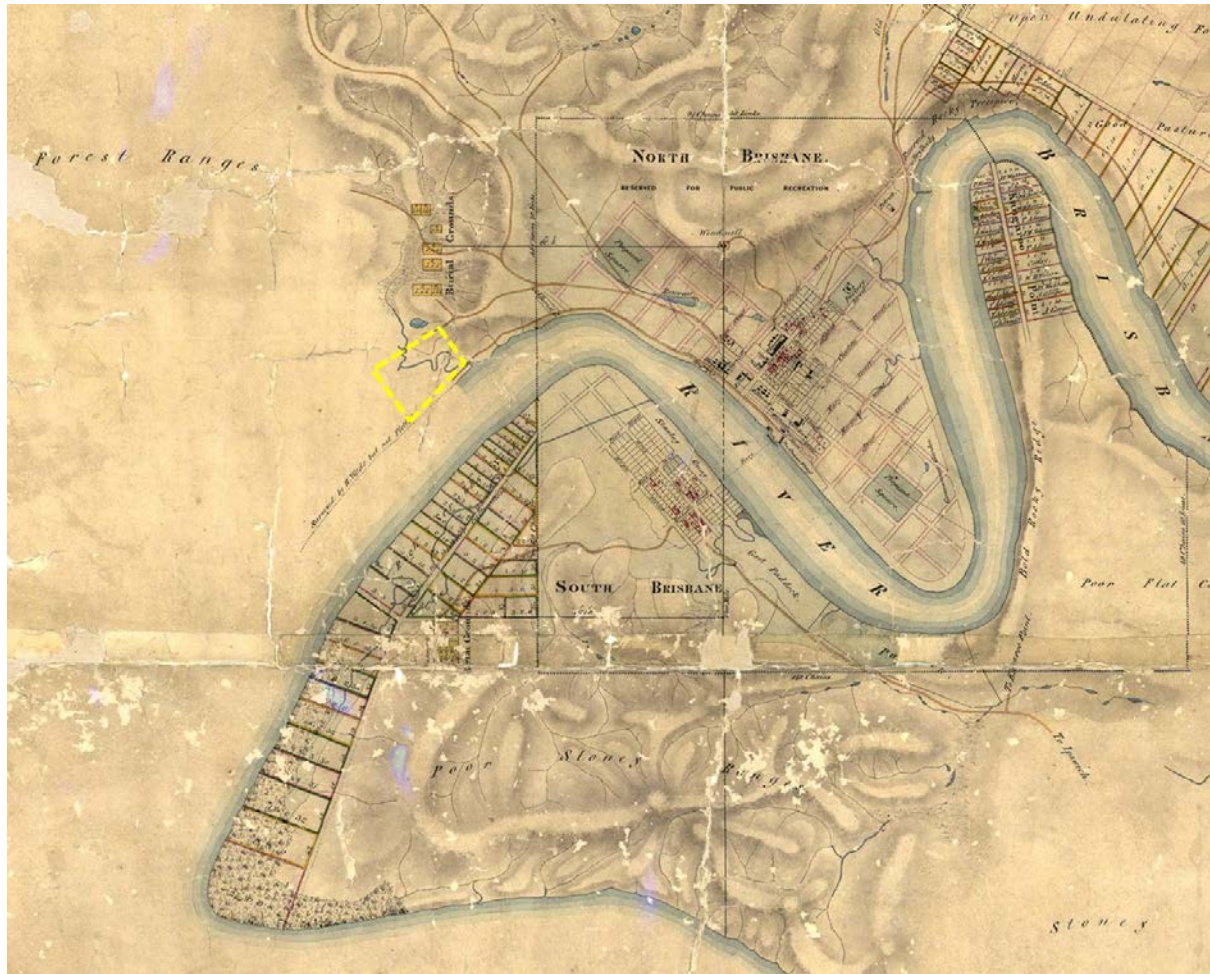


Figure 5. The CDOP site (outlined in yellow) laid at the western edge of Wade's 1844 map of Brisbane. The original administrative boundary of the town is also shown on the map.



Figure 6. The CDOP site as depicted on James Warner's plan of 1850 (left), and the details of the plan overlaid on the modern landscape (right). (Note that many of the markings on this plan, such as the names of streets, landowners and other annotations, do not date from the original.)

3.3 The city limits

The reason for the irregular portions and the foreshortened road on the CDOP site as it was defined in 1850 is the creek that winds through the site. This creek became known in the early 1860s (if not earlier) as Boundary Creek, as it marked the natural western limit of the town of Brisbane. It also separated the Parish of North Brisbane, which included the area around the CBD up to Enoggera Creek, from the Parish of Enoggera, which extended as far west as the D'Aguilar Range and as far north as Kedron. The portions on the western side of the creek are numbered 1, 2 and 3 on Warner's plan because they were the first three portions in the Parish of Enoggera.

In 1856 the creek became part of the official town boundary. The original limit of the town (shown on Wade's map in Figure 5) aligned with Eagle Terrace at North Quay, and continued over the river along Boundary Street in South Brisbane. The boundary was moved In August 1856 so that it ran along the street on the eastern side of the CDOP site (known later as Boundary Street, and today as Boomerang Street) and then via the creek to the river.¹² The revised town boundary is drawn in red on the map in Figure 7, which dates from 1858.

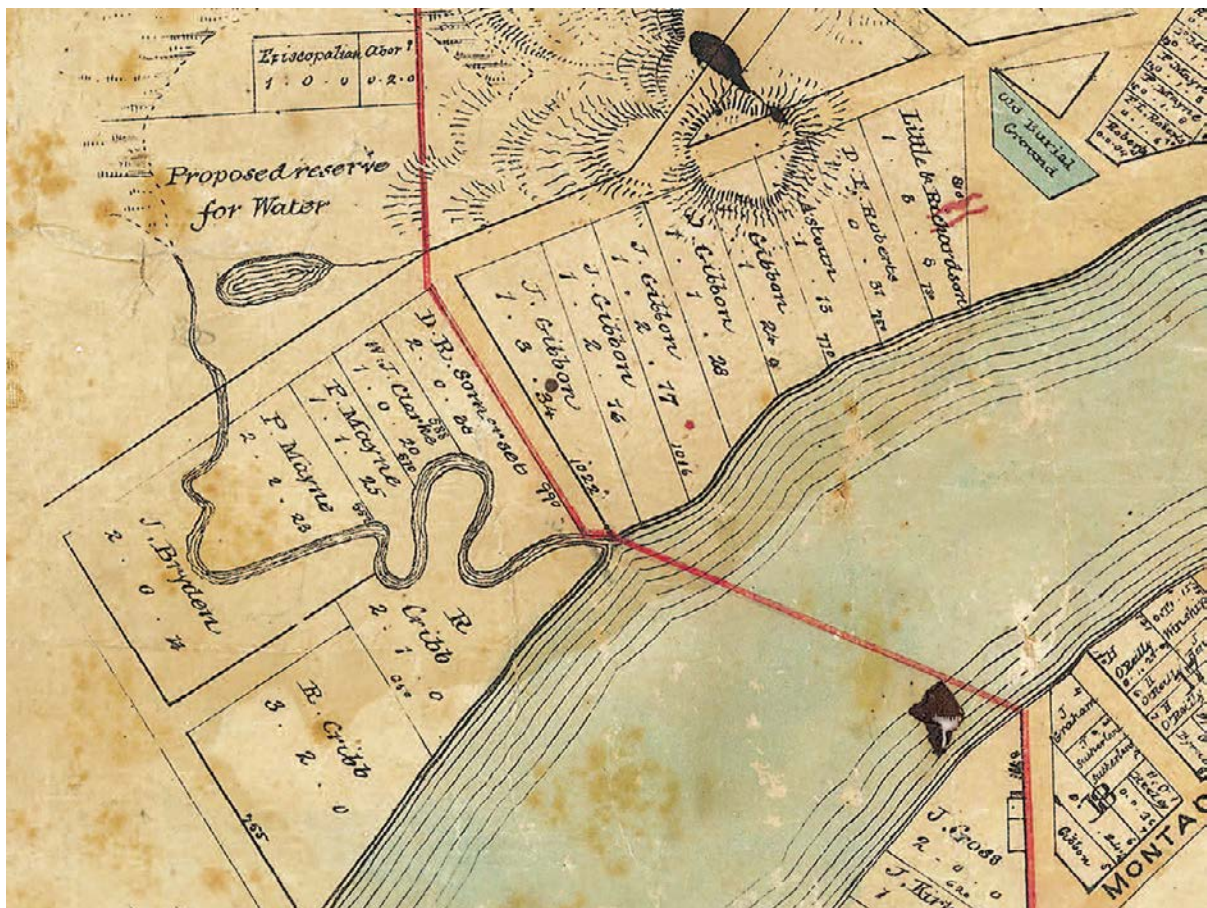


Figure 7. The town boundary was revised in 1856, expanding it from Eagle Terrace out to Boundary Street at the edge of the CDOP site. The boundary is marked as a red line on this portion of a map of Brisbane from 1858.

3.4 The first landholders

Other than the annotation of the revised town boundary, the detail on the map in Figure 7 is essentially the same as Warner's 1850 plan. Something that is much easier to see in Figure 7, however, is the names of the site's first landholders.

The seven land portions comprising the CDOP site in Warner's plan were sold by the Crown in August 1851. As listed in the excerpt from the Moreton Bay Courier in Figure 8, the lots fetched prices ranging from £12 for the smallest (purchased by W.J. Clarke) to £34 for the largest (purchased by R. Cribb). The buyers were the same as those marked on the map in Figure 7, with the exception of the lot fronting Boundary Street which was purchased by George Edmonstone. D.R. Somerset purchased this lot sometime prior to August 1856, when the proclamation of the town boundary referred to him as the owner of the land in (see Section 3.3).

The following pages provide some biographical details about the first landholders of the CDOP site.

George Edmonstone

George Edmonstone was born in Edinburgh, Scotland in 1809. He came to New South Wales in 1832 and moved to Moreton Bay as one of the first free settlers, setting up as a butcher in 1842. His business and reputation flourished, and in 1859 he became one of the inaugural members of the Brisbane Municipal Council, on which he remained until 1866. He was Brisbane's Mayor in 1863-4. He was also a member of Queensland's Legislative Assembly (lower house of parliament) from 1860 to 1877 and of the Legislative Council (upper house) from 1877 until his death in 1883.¹⁴

Edmonstone purchased the lot closest to Boomerang Street (Lot 9 in Figure 6) in August 1851, but by 1856 the lot belonged to Daniel Raintree Somerset. It is unlikely that Edmonstone ever resided at the site.

THURSDAY, 14TH AUGUST, 1851.

SUBURBAN LOTS.

No.	Parish.	Conts.	Amount.	Purchaser.
1	S. Brisb.	7 0 10	17 13	2. W. Wilson
2	"	5 2 14	13 19	5. "
3	"	7 2 8	18 17	6. "
4	N. Brisb.	1 3 8	90 0	3. R. Little
5	"	1 0 31	15 10	5. D. Roberts
6	"	1 1 13	13 0	0. Aytoun
7	"	1 1 24	11 18	0. J. Gibbon
8	"	1 1 28	15 13	6. "
9	"	1 2 17	18 19	6. Edmondston
10	"	1 2 16	19 12	0. J. Gibbon
11	"	1 2 34	31 8	0. "
12	"	2 0 38	22 18	8. Edmondston
13	"	1 0 20	12 18	9. W. Clarke
14	"	1 1 25	14 1	3. P. Mayne
15	"	2 0 23	18 4	6. "
16	"	2 1 0	29 16	4. R. Cribb
17	"	4 0 11	26 9	0. J. Bryden
18	"	3 2 0	34 2	6. R. Cribb
19	"	3 0 4	9 1	6. A. Eldridge
20	"	3 0 32	12 0	0. "

Figure 8. The seven allotments of the CDOP site were sold by the Crown in 1851.¹³ (The lot numbers here differ to those on the maps, but the lot counts are the same).



(Brisbane City Archives BCC-B120-33480).

Daniel Raintree Somerset

Daniel Somerset was living in Brisbane at least as early as April 1854, when he was appointed treasurer of the newly incorporated Moreton Bay Immigration and Land Company.¹⁵ The electoral roll for August 1884 lists him as a freeholder at Kangaroo Point,¹⁶ while in 1856 he was listed at Breakfast Creek.¹⁷ By 1858 he was a partner in Richardson & Co's sawmilling business at Kangaroo Point.¹⁸ From then on his career appears to have been as a public servant. In December 1859 he was appointed as Queensland's Chief Clerk and Shipping Master;¹⁹ in 1860 he was on the Board of National Education;²⁰ and in 1864 he was the Registrar for Pensions.²¹ He took on administrative roles in community-based groups as well, including the chair of the Moreton Bay Aborigines Friends society²² and the treasurer of the Brisbane School of Arts.²³



(Ancestry.com).

In 1859 he built the historic residence 'Rosemount' in Windsor,²⁴ and in 1864 he purchased land at St John's Wood (Ashgrove), becoming one of the first residents of the area.²⁵ The proclamation of Brisbane's town boundary in August 1856 (see Section 3.3) refers to the lot fronting Boomerang Street as 'D. R. Somerset's 2 acres and 38 perches', so by that time the lot must have come into his possession. However, there is no record of him ever living there.

Patrick Mayne

Patrick Mayne was born in 1824 in Ireland and came to New South Wales in 1841. By 1846 he was working as a butcher at Kangaroo Point. In 1849 he married Mary McIntosh, with whom he had six children. In that same year he purchased a butchery in Queen St, which he built up alongside other business interests including hotels, shops, and property. In October 1859 he was elected to the first municipal council of Brisbane, and he remained an alderman until his death in 1865. His funeral was the largest ever held in Brisbane at the time.

Mayne's estate was managed by his wife Mary and then their children, the last of whom — Dr James O'Neil Mayne (1861-1939) and his sister Mary Emelia (1858-1940) — financed the purchase of the site of the University of Queensland at St Lucia.²⁶



(Brisbane City Archives BCC-B54-A118B).

Patrick Mayne was known for being at times rough mannered and short tempered. A book by Rosamond Siemon called *The Mayne Inheritance*, published in 1997, explored the allegation that Mayne murdered a sawyer and ex-convict named Robert Cox, robbing him of money which he then used to grow his fortune.²⁷

Mayne grazed cattle on his two allotments at the CDOP site, but most likely never resided there (see the discussion below about John Bryden's land for more information). In August 1892, two years after Patrick's wife Mary died, the allotments passed to their sons Isaac and William.²⁸

John Bryden and Parson's Farm

John Bryden was one of the first free settlers in Brisbane, buying land at South Brisbane in the very first land sale in July 1842.²⁹ He appears to have had an ongoing association with John Petrie, a skilled builder (like his father Andrew Petrie; see Section 2.3) who in 1859 became Brisbane's first mayor. In an advertisement in 1850 Bryden listed his residence as 'at Mr Petrie's'.³⁰ In 1859 Bryden was the building contractor for the United Presbyterian Church at Creek Street, which Petrie designed; and in 1865 Bryden was recorded as nominating John Petrie as an alderman to the city council.³¹ A retrospective article published in *The Queenslander* in 1909 refers to him as 'Petrie's foreman carpenter'.³²

Electoral rolls from the 1850s listed Bryden as a freeholder at Breakfast Creek³³ and at Queen Street,³⁴ but never at the lot at the CDOP site that he purchased in 1851. This lot occupied the corner between the railway (which was not there in 1851) and Little Cribb Street, with the creek being the eastern boundary. In August 1854 he advertised that he was selling the land by public auction. The advertisement referred to the land as 'a portion of the cleared ground at the Parson's Farm'.³⁵

This locality name — Parson's Farm — only ever appeared a handful of times in the newspaper of the day, the *Moreton Bay Courier*. On the electoral list published in July 1854,³⁶ Edward Palmer (a servant of Patrick Mayne, who dismissed him in December 1854 for 'drunkenness and neglect of work'³⁷) is listed as a householder there, while Patrick Peacy and Patrick Mayne are listed as freeholders. Peacy and Mayne are listed there again in September 1854. In 1856, Peacy is listed at 'Western Suburbs' and there is no reference to Parson's Farm.

Meanwhile, only one person named Parson appeared on the electoral lists — George Parson, a householder in the Eastern Suburbs. The question of whether George was the namesake of Parson's Farm is answered by a newspaper report in 1858 about an inquest into a drowning. The inquest concerned a mentally troubled German man named Jacob Schelling, who had been tending to Mayne's cattle for nearly three years. His body 'had been found drowned in a water-hole in a paddock belonging to Mr. Mayne, a butcher residing in Brisbane'.³⁸

Another of Mayne's labourers, John Buckley, was the first at the scene:

I went to the hut and asked for Jacob but he was not at the hut. I went to the waterhole and found his shoes near it. I went to the creek, thinking he might be there; but he was not there. I came and told Mr. Mayne, and he came out to the paddock.

Mayne's testimony describes the grisly discovery, and also identifies Parson — or rather, Parsons — as the owner of the adjoining land:

The water-hole was in my paddock, about 150 yards from the box where [Jacob] used to sleep. I went out to the paddock and I called on Parsons whose ground adjoins it, and went with him to the water-hole. We took a long pole. Parsons brought up the deceased's trowsers first with it. He had been washing them. He next brought up the body. . . . The body was in about 6 feet water. I think he must have been dipping the trowsers and have fallen in.

George Parsons began his own testimony by stating, 'I am a farmer. My land adjoins Mr. Mayne's paddock'.

In *The Mayne Inheritance*, Rosamond Siemon speculates that Schelling may have been murdered by Mayne, citing the coroner's opinion that the body did not present the typical signs of death by drowning.³⁹

Given that there was nobody else on the electoral list by the name of Parson or Parsons, it seems safe to assume that the George Parson on the electoral list and the George Parsons who owned the land next to Mayne's paddock are one and the same.⁴⁰ Certainly, the presence of the creek at the edge of Mayne's land (lots 11 and 12 in Figure 6) fits with Buckley's account, although we can only speculate on the location of the waterhole, which Buckley's account implies was separate to the creek.

The inquest report is not clear about whether George Parsons resided at the farm, although he was present there when Mayne called on him for assistance. ('This morning Mr. Mayne visited me when I was in the garden', his testimony says.) The wording of Mayne and Parsons' testimonies also implies that Parsons owned the land in question. The most likely possibility is that this was Lot 10, purchased originally by W.J. Clarke.⁴¹ Interestingly, a Patrick Peacey — perhaps a misspelling of the Patrick Peacy listed as a freeholder at Parson's Farm in the 1850s — purchased the very same lot in 1870.⁴² The specifics of Peacy and Parson's connection with the CDOP site could be clarified through an inspection of the original title deeds.

Regardless of who Parsons was, and which bit of land he owned, it is clear that the name 'Parson's Farm' was used to describe the CDOP site. At the very least, it applied to the land owned by Mayne and Bryden.

The advertisement for Bryden's auction in August 1854 offers what is perhaps the earliest surviving detailed description of the CDOP site. The land was offered in 18 allotments

... laid out in convenient dimensions to enable the humblest working man to possess himself of a HOME, and upon terms so easy that the laying by a few shillings per week from his present remunerative earnings will enable him to become comparatively independent, and free from the payment of high rents in future.

The beautiful situation and magnificent scenery in the neighbourhood of the proposed Village of Milton, must soon conduce to its becoming a thriving and populous suburban retreat for the sons of toil when their day of labour is o'er. Numbers already daily frequent its shady and picturesque walks, leading by the gentle and wealth bearing river Brisbane, access to which is easy, by a Government road, one chain wide, contiguous to the property.

The land offered for sale is all cleared, and a very small amount of labour would convert every lot into a blooming garden; in fact, a poor man's earthly Paradise, every way worthy of the immortal Milton.

The surrounding ridges offer every facility for procuring abundance of building and fencing materials, also abundance of good stone, brick earth, and pure fresh water, with plenty of pasture for the milch cows, so essential to domestic comfort.⁴³

Presumably, the 18 allotments offered by Bryden were the same as the 18 depicted on this part of the site on McKellar's map from 1895 (see Figure 22). However, it appears that the sale in August 1854 did not go ahead — or perhaps the humble workers of Brisbane could not afford the prices that Bryden was hoping for. In February and March the following year, Bryden was advertising the same

land for sale by private contract, this time as one block rather than as subdivisions. The advertisement read:

A most desirable piece of LAND containing about 4 acres and 11 perches,⁴⁴ be the same more or less, situated at the western extremity of Northern Brisbane, and generally known as the Parson's Farm.

The above is admirably suited for market gardens, or Town Allotments, lies convenient to the river, and is well equipped with fresh water, and bounded on three sides by the Government Road. For further particulars, apply to the owner.

JOHN BRYDEN

Queen Street, North Brisbane, Feb. 16, 1855.⁴⁵

Whether Bryden found a buyer on this occasion is not clear from the records on *Trove*, but could be determined by inspecting the title deeds or perhaps the New South Wales Government Gazette. This investigation found no other reference to Bryden's land until April 1868, when a writer to the *Queenslander* reflected on the decline of dairies around Brisbane, observing that

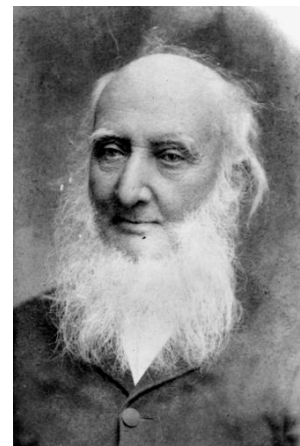
... by converting the rich flats of Eagle Farm, the lands of Boggo, the Parson's Farm and other well grassed and watered localities into villa sites, the supply of milk has been cut off.⁴⁶

However, no conclusion about events on Bryden's land can be drawn from this statement. In about 1870, the land was purchased by William Samwell, who would build on it the Milton Distillery (see Section 7.1).

Robert Cribb

Born in England in 1805, Robert Cribb came to Moreton Bay in 1849 on the *Fortitude*, the first ship of immigrants picked by John Dunmore Lang. He settled in Brisbane and continued his profession as a baker, but he also had other business interests and began to acquire extensive land holdings in and around Brisbane. He purchased land in present-day Auchenflower (near Lang Parade) in the early 1850s and built a distinctive home there called *Dunmore*, which is no longer standing.

A liberal and nonconformist, Cribb began a political career in 1859 when he was elected as the member for East Moreton in the New South Wales General Assembly and as an alderman in the first Brisbane Municipal Council. He was elected to the first Queensland parliament the following year, and he remained a representative until 1867. From 1880 to 1890 he was a councillor for the Shire of Toowong. He died at his home *Dunmore* in 1893 and is buried at the Toowong Cemetery.⁴⁷



(State Library of Queensland Neg. No. 194997).

Cribb had two large allotments fronting the river at the CDOP site. Whether he put the land to any use is not clear, but in the late 1850s one of his sons, John George Cribb, established a farm there, and later built a grand house named *Fairholme* (see Section 4.2).

William John Clarke

An obvious candidate for the owner of the lot between Mayne's land and Somerset's land is Sir William John Turner Clarke (1805-1874), who lived all his life in Tasmania and Victoria but was known as the richest man and the largest (in every sense) landowner in Australia. He had land to his name in every one of Australia's colonies.⁴⁸

However, there was also a William Clarke (or sometimes Clark) on Brisbane's electoral list at various times between 1848 and 1854,⁴⁹ and there was a report in the Moreton Bay Courier in 1852 about a theft of 20 shillings on the property of 'William John Clarke, of Brisbane', which in no way suggests a connection with 'Big Clarke', the famous landowner.⁵⁰

Inspection of the land titles or the New South Wales Government Gazette may clarify which W.J. Clarke owned land on the CDOP site. As discussed above in the section about John Bryden, Clarke's land may have been acquired in the early 1850s by George Parsons, whose farm became a de-facto name for the area.

Ambrose Eldridge

Right below Robert Cribb's name in the newspaper clipping in Figure 8 is that of Ambrose Eldridge, who bought the land immediately to the west of the CDOP site. Eldridge turned this land into the Milton Farm, which gave the surrounding area its name. Eldridge's Milton House (visible in Figure 9) is still standing today.

3.5 Owners but not occupiers

As the above discussion shows, the first owners of land at the CDOP site included some very eminent figures in Brisbane's history. Among them were three members of Brisbane's first City Council (Edmonstone, Mayne and Cribb), one of whom became Mayor. Curiously, two of these councillors (Mayne and Edmonstone) began their professional lives as butchers. Of the remaining landowners, one (Somerset) was a high-ranking public servant, another (Bryden) had close connections with Brisbane's first mayor, and another (Clarke) was either Australia's richest man or a more modest Brisbane resident who shared his name.

Regardless of their wealth or standing, all of the first landowners share one thing in common: there is no evidence that any of them ever lived at the CDOP site. This land in the early 1850s was seen as an investment opportunity rather than a place to live, despite Bryden's attempt to open up his land to the working classes in 1854.

The only people who lived at the site in these early years were probably the labourers who worked on the farms owned by the likes of Mayne and Parsons — though it is possible that Parsons himself also lived there. To some extent, the CDOP site's utilitarian beginnings would set the tone for its future. But before long, the site would also have its first long-term residents.

4 A place of residence

In the 1850s the CDOP site had been put to use as farmland and as an investment for Brisbane's early up-and-comers. But in the late 1850s and early 1860s it became home to Edward James Bennett and John George Cribb, as well as their respective families. Both the Bennetts and the Cribbs would have an enduring connection with the site.

4.1 Edward J. Bennett and the Poplars

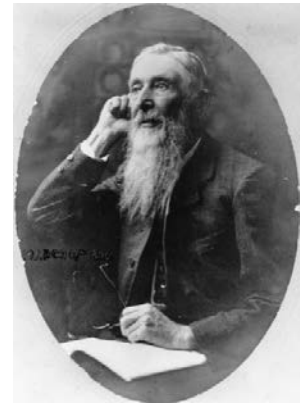


Figure 9. A view of Milton in the 1870s (or perhaps the 1860s). Boundary Street and the CDOP site are in the foreground, while Milton Farm and Milton House occupy the centre of the picture, just beyond the row of trees. Further away still is the distinctive shape of Robert Cribb's home, Dunmore. The house in the foreground on the left is probably E.J. Bennett's first residence, Sparkford Cottage, while the cottage just in front of the row of trees is probably the residence of John George Cribb. (State Library of Queensland, Negative No. 66141)

Figure 9 shows the earliest surviving photograph that depicts the CDOP site in detail (the site appears in earlier photos, but only in the far distance — see Appendix 2). The photograph is held in the Queensland State Library's collection with the title 'Panoramic view of Milton, showing Milton House in the middle distance, c. 1874'. Milton House — the residence of Ambrose Eldridge, as discussed on page 17 — is the building with the white triangular roof close to the centre of the picture. Beyond it and to the left is Robert Cribb's house, Dunmore. In front of Milton House are the fields of Milton Farm, and in front of those is the CDOP site, which also extends beyond the right of the frame. In the foreground is Boundary Street. The thick grove of trees beyond the fence hides the S-bend of Boundary Creek, while the straighter portion of the creek flows somewhere between the fence and the cottages in the right of the picture.

Various buildings are visible on the site, most of which are little more than farm huts. In the foreground to the left, however, is a more substantial looking cottage. This is the residence of Edward James Bennett, who came to Brisbane in about 1860 when he was appointed as Chief Draftsman of the Surveyor General's Department,⁵¹ a post which he held until he retired in 1889. Bennett was born in Genoa, England, in 1829 and came to South Australia in 1850, finding work as a farm labourer and as a smelting boy at the Burra Burra copper mine. In the mid-1850s he joined the Survey Department in Sydney, working there until he transferred to Queensland.⁵²

Bennett was living at Milton from as early as November 1862, when the birth of one of his children was reported in the *Courier*.⁵³ The first residence he built here was Sparkford Cottage, named after his childhood home in Somerset. He was still living at the cottage in 1865,⁵⁴ and the newspaper reported the death of one of his infant children at Milton in 1868.⁵⁵ But at some point thereafter, he and his family moved to Toowong, where he built a new house called Cadbury, known later as Mallow. After living there for about six years, he moved back to Milton, where he built another home named Cadbury, but soon afterwards replaced Sparkford Cottage with a new, grander house named the Poplars.⁵⁶ The allotment containing the Poplars is marked on A.R. McKellar's map from 1895, shown in Figure 10.



(State Library of Queensland Neg. No. 168594).



Figure 10. E.J. Bennett's residence, the Poplars, was located between Boundary Street and Boundary Creek. The property was marked on A.R. McKellar's Map of Brisbane and Suburbs (1895), details of which are shown here over the modern landscape.

There are at least two surviving pictures of the Poplars: one from 1895 which shows Bennett and his family there (Figure 11), and the other from July 1914, shortly before it was demolished to make way for a power station (which was never built) for the Brisbane Tramway Company (Figure 12). The first reference to the house in the newspaper was in April 1889, when the newly retired Bennett was auctioning all of his furniture ahead of a trip to England.⁵⁷ The following year, the house itself was advertised for rent for £2 per week. It was described in the advertisement as ‘containing ten rooms, kitchen, servant’s room’.⁵⁸



Figure 11. E.J. Bennett’s and his family relaxing at the Poplars, c1895. (State Library of Queensland, Neg. No. 60880)

Bennett let out at least two different properties at the site during the 1860s and 1870s. In 1867 he advertised a house ‘containing nine rooms, two large tanks, well-stocked Garden of about one acre, with use of good piano’;⁵⁹ and in 1874 he advertised ‘one of those new six-roomed houses at Milton Bridge’.⁶⁰ In 1873 he advertised for sale by auction what must have amounted to most or all of his estate: an eight-roomed brick and wood house at the corner of North Quay and Boundary Street, a four-roomed cottage half-way along Boundary Street, and two large allotments opposite the main house.⁶¹ The advertisement also described a large garden, ‘Planted with a great Variety of Fruit Trees, in full bearing, Flowering and Ornamental Shrubs’. Given Bennett’s later association with the site, this sale presumably did not go ahead, at least not in its entirety.

It is hard to deduce from these records when Bennett built the Poplars. The nine-room house advertised in 1867 hardly sounds like a cottage, but it could only be the Poplars if the story of him building that house upon his return from Toowong is in error (which it could be, give that it was only presented in a piece of light reading about Bennet’s home in Toowong). One thing that is certain is that the house in the bottom-left of Figure 9 is not the Poplars, as it is relatively small and the roof is of an entirely different construction to that in Figure 11 and Figure 12. If the date associated with

the photo on the State Library's catalogue is correct, this would push the construction of the Poplars to later than 1874. Whether the date is in fact correct is another matter. A newspaper feature about the site published in 1930, with input from a member of Bennett's family, suggests that the same photo dates from 1865 (see Figure 16, page 32).

In any case, Bennett lived at the Poplars until it was resumed for the tram company in 1914, more than 50 years after he built Sparkford Cottage. He died at a residence in Annerley, also named Sparkford, in 1920.⁶²

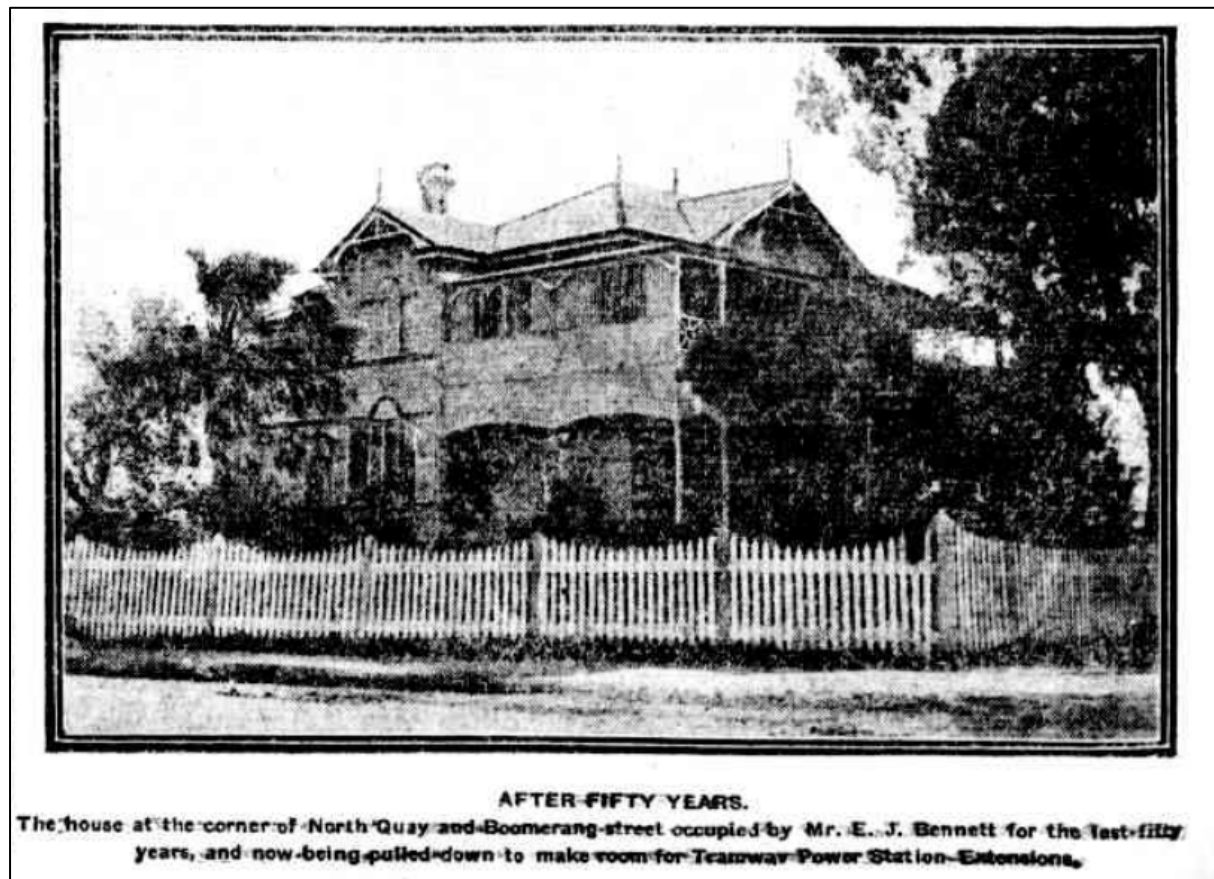


Figure 12. The Poplars in 1914, not long before it was demolished to make way for the Tramway Company.⁶³

4.2 John George Cribb and Fairholme

In 1917, a Toowong resident named John O'Neill Brenan presented his 'Reminiscences of Early Toowong' to a meeting of the Queensland Historical Society, describing his first journey out of town to the western suburbs along the River Road in 1872. His account provides a fitting narrative to the photograph in Figure 9, which was taken around the same time. It also joins together nicely the preceding discussion of E.J. Bennett with that of the CDOP site's other long-term resident, John George Cribb:

Going back to my first journey to the neighbourhood—descending the hill from North Quay brought one to Bennett's Bridge. This crossed a creek (long since filled up) which bounded part of E. J. Bennett's property, hence the name given to the bridge. Mr Bennett's house has been demolished, and the Tramways Co., I think, owns the land. Many of the trees still stand there, among them one of the very few English oaks growing about Brisbane.

Crossing the bridge, you were upon the Moggill-road, now mostly referred to as the River-road, and entered the suburb of Milton. Immediately to the right was the residence of the late John Cribb, accountant to the Bank of New South Wales. The old house stood upon the site of the present two-storeyed building in the middle of a large area, the property fronting the Moggill-road on the east side, Cribb-street on the south, and partly Little Cribb-street, the Milton-road on the west.⁶⁴

Born in London in 1830, John George Cribb was the eldest of three sons of Robert Cribb, with whom he came to Brisbane on the *Fortitude* in 1849. He found work with the Bank of New South Wales within a few years of arriving, and remained with the bank until 1893, for most of that time as an accountant.⁶⁵

Cribb was listed in the electoral roll as a householder at Albert Street in 1854,⁶⁶ and as a freeholder in the western suburbs in 1856.⁶⁷ Possibly, he had acquired some or all of his father's land fronting the river at the CDOP site.⁶⁸ By 1858, his name was associated with the area. On 2 January 1858, the *Moreton Bay Courier* reported that the children, teachers and parents of the United Presbyterian Sunday School 'spent their usual annual holiday on the ground of J.G. Cribb, on the river bank adjoining Milton'.⁶⁹ The connection with the Sunday School was no coincidence, as Cribb was heavily involved with the church and was a Sunday School teacher himself.⁷⁰ Both he and his wife Lucy Foote, whom he married in 1856, were actively involved in the Milton Congregational Church.



(State Library of Queensland, Neg. No. 195005).

John's Farm

Aside from the church, Cribb's other great passion was horticulture. He had a special interest in acclimatising new fruit varieties to Queensland. In a tribute written shortly after Cribb's death in June 1905, the Colonial Botanist Mr F. M. Bailey recalled:

His garden at Milton when I first saw it in 1861 contained a goodly number of plants of an economic character, and since then he continued year after year introducing plants of the same description. . . . it is to him we are indebted for the introduction of many varieties of American grapes which of late years have been cultivated far and wide in this State. Another valuable introduction was a full collection of the best kinds of apples produced in America. These, like the grapes, have in many instances proved of great service to the fruit-growers of the State. From the same country he also obtained many varieties of the

pear, quince, plum, cherry, fig, walnut, peccan-nut, blackberry, &c. In a small scrub which stood near the creek in his garden was the only place in which I have seen the mangosteen make an attempt to grow about Brisbane. The plant grew for a few years, but soon after the removal of the scrub it died. Mr. Cribb was probably the first to fruit the litchi here, and also that curious so-called fruit, the Chinese raisin (*hovenia dulcis*). He was the introducer of the 'Irish peach' apple for stock, upon which to work various varieties of that fruit; and also of that desirable stock for roses, the 'Manetti'.⁷¹

From 1864 onwards, Cribb's name appeared regularly in the newspaper as a prizewinner at exhibitions of the Queensland Horticultural Society⁷² and the Acclimatisation Society.⁷³ He was still winning prizes, not just for his produce but also for his pioneering use of new types of ploughs and other equipment, as late as the 1880s.⁷⁴ Interestingly, the early prize listings associate him with 'John Farm', a name that does not appear in any other documents. From 1866 onwards he is listed as 'J.G. Cribb, Milton'. Through Cribb's efforts, it is probably safe to say that the CDOP site saw just about every type of fruit tree that could be grown — as well as many that couldn't — in South East Queensland.

Fairholme

In the 1860s and 1870s there was little or no physical description in the newspapers of John Cribb's residence at the CDOP site, though it is clear that he did live there. Brennan's account from 1872 (see page 22) refers to an 'old house' which 'stood upon the site of the present two-storeyed building'. The 'old house' is probably the structure just to the right of centre in Figure 9, while the two-storeyed building that replaced it was almost certainly the house known as Fairholme.



Figure 13. John George Cribb's residence, Fairholme. (State Library of Queensland, Negative No. 67250)

Figure 13 shows an undated photo of Fairholme from the collection of the State Library of Queensland. The catalogue summary notes that '[t]he Queenslander, two-storey home was encircled by a wide verandah on three sides decorated with intricate iron lacework and topped with a widow's walk'. The house had been built by March 1881, when a notice in the *Brisbane Courier* about the marriage of Cribb's eldest daughter, Lucy, refers to him as 'John George Cribb, Esq., of Fairholme, Milton'.⁷⁵

Fairholme was built on the highest piece of ground on the CDOP site, more or less fronting the southern edge of Little Cribb Street. The exact location can be seen on an estate map made in 1914, when the surrounding land was subdivided and sold (Figure 15). The map has been torn in half and barely hangs together, but most of the outline of the house is still clear.

The location of the house was well chosen, for the surrounding land was prone to flooding. A photograph of the site in the 1890 flood (which was about a metre higher than the 2011 flood) shows Fairholme in the distance as the only property untouched by the floodwater (Figure 14). The house apparently stayed dry even in the flood of February 1893, which was about three metres higher than that of 1890. A report in the *Queenslander* observed:

Who does not know Cribb-street, Milton, with its white terraces, its trim front gardens and its general air of comfort and cleanliness? The flood water on Saturday night swept down on the locality, and before midnight the only house out of the water was Mr Cribb's.⁷⁶



Figure 14. The CDOP site in flood in 1890. The photo is taken from the railway line near the intersection with Boundary (now Boomerang) Street. Fairholme can be seen in the distance to the right. In the foreground are the stables of the Brisbane Sanitary Company (see Section 8.1). (State Library of Queensland, Negative No. 91923)



Figure 15. The poster advertising the sale of the Fairholme Estate, 1914. (State Library of Queensland, Record number 698953)

Fairholme was a hub of social activity, being the venue for numerous parties,⁷⁷ garden fetes,⁷⁸ weddings,⁷⁹ and funerals, including John Cribb's own funeral in June 1905.⁸⁰ It was also home to the Fairholme Tennis Club, which was active in the early 1900s.⁸¹

John Cribb was survived by seven sons and two daughters. Fairholme remained in the family until at least 1924.⁸² Making the records from this period somewhat confusing, one of John Cribb's sons, also named John George, built another house named Fairholme in Sherwood.⁸³ Who says history never repeats?

4.3 Other residents

Aside from E.J. Bennett, J.G. Cribb and their families, many other people would come to call the CDOP site home, though generally not for as long as Bennett or Cribb and certainly not in such handsome accommodation. As already mentioned in Section 3.4, the labourers of the farms on the site in the 1850s were probably the first to live there. Many of the future residents also had employment in the industries on the site, such as the sanitary stables (Section 8.1), the incinerator (Section 7.1) and the tram yards (Section 9.1).

The majority of residences at the CDOP site were on Cribb Street. Until the Fairholme Estate was subdivided in 1914, all of the seven residences on Cribb Street were between Little Cribb Street and the railway. From 1915 onwards there were five or six residences listed between Little Cribb Street and the River Road. From 1928, only two residences were listed in the section between Little Cribb Street and the railway line. Houses remained on Cribb Street until at least the 1950s, and are visible on the 1960 aerial photograph held by the Brisbane City Archives.

The residents listed at each street on the site in various post office directories between 1885 and 1941 are presented in Appendix 3.

5 Roads and railway

5.1 Roads

The roads that surround and define the CDOP site — Coronation Drive, Cribb Street, Little Cribb Street, and Boomerang Street — were all laid out on the survey plan of 1850 (Figure 6), even if they were not quite the same as they are today. Over time, the site has become smaller as Coronation Drive, Boomerang Street and the railway line have grown bigger.

Coronation Drive / River Road

The first road to pass the site was the precursor of Coronation Drive, known originally as the Moggill Road and later (especially from the 1880s) as the River Road, or occasionally in the 1860s as the Milton Road.⁸⁴ References to this road appear in the *Moreton Bay Courier* as early as June 1850.⁸⁵ The road was used to transport farm produce, cattle and timber from the Moggill area to Brisbane. It was officially named River Road in 1881,⁸⁶ and renamed Coronation Drive in 1937 to mark the Coronation of King George VI.

One account of Brisbane in the 1850s and 1860s, recollected in 1933 by a 93-year-old Taringa resident named Thomas Clancy, records that

Taringa was then connected with Brisbane by a bridle track only, the formed road extending along the North Quay to Bennett's Creek, which was then crossed by a squared log. Prison labour was subsequently used to continue this road towards Toowong.⁸⁷

This description concurs with the way the road is depicted on Henry Wade's map from 1844 (see Figure 3).

Boomerang/Boundary Street

The next road to be formed was probably Boomerang Street, which from about the mid-1860s⁸⁸ to the early 1900s was known as Boundary Street. This road became part of the town boundary in August 1856, when the original town limits were expanded (see Section 3.3). Prior to then, the street appears to have had no formal name. The boundary proclamation referred to it as simply 'the road forming the north-east boundary of [Somerset's] land'.⁸⁹ In the street-map in the 1885 postal directory, the road is named 'Ice Street', presumably because this is where the Brisbane Ice Company had its premises (see Section 7.2). However, this name does not appear to have been used anywhere else. In the directory's listing of streets, the street is part of Cemetery Street, which is what Hale Street was called until around 1889.⁹⁰

The street was renamed Boomerang Street in about 1904, when the first references to this name at this location appear in the *Brisbane Courier*.⁹¹

Milton Road

Like the River Road, Milton Road is marked with only a dotted line in Warner's plan, and as an incomplete track in Wade's map. Given that no land portions (other than the plots in the cemetery) had been defined on the northern side of the CDOP site, there was probably no pressing need for a road there at the time. The road would have taken shape during the 1850s as more portions within the Parish of Enoggera were defined and sold. A reference to the road in a real estate advertisement in 1864 calls it 'the Main Milton Road',⁹² perhaps to distinguish it from the River Road, which, as previously mentioned, was at that time also sometimes called the Milton Road. By about 1870 the name 'Milton Road' was fairly consistently being applied to the road that we now know by this name.⁹³

Cribb Street

Cribb Street was formally named in April 1881,⁹⁴ before which time there seem to be no descriptions of it in the newspapers. The only other name that has been associated with this road is 'Distillery Street', which appears in the post office directory in 1885 (by which time it had been Cribb Street for four years), but seemingly nowhere else.⁹⁵ That name alluded to the Milton Distillery, which operated at the northern end of the street between 1871 and 1889 (see Section 7.1).

Little Cribb Street

The presence of Little Cribb Street on Warner's survey plan is something of a curiosity. If not for Boundary Creek, the street might have continued through to Boundary Street, but one could ask why the street was drawn into the plan at all, as elsewhere roads are generally separated by two whole land portions. On the other hand, given that there is no proper allowance for the River Road on this plan, and that there may not have been a reliable bridge over the mouth of Boundary Creek, perhaps Little Cribb Street was included to provide access to Portion 1.

In any case, this stub of a road remained more or less as it appeared on Warner's plan until at least the 1950s when it became part of the tram yard (see Figure 43). Little Cribb Street was not joined to Boomerang Street until the site was developed into its present state in the early 1990s.

The first use of the name 'Little Cribb Street' in the *Trove* database appears in May 1888.⁹⁶ The 1885 post office directory, already noted above for other anomalies, lists what we now call Little Cribb Street as Cribb Street, and Cribb Street as Distillery Street.

5.2 The railway

The railway line, which today forms the northern boundary of the CDOP site, was constructed in 1875, when the completion of the line from Ipswich to Brisbane was made possible by the erection of the Albert Bridge across the river at Indooroopilly. This was the first railway line out of Brisbane.

The line had not been operating long before it struck problems at the CDOP site. As a column in the *Queensland Times* put it,

. . . the Brisbane and Ipswich Railway is not behaving itself in a proper manner. In plain English, it is manifesting a decided leaning towards Ipswich. This is especially noticable at the embankment near the Milton distillery just before you get to the long cutting. That bank on the Brisbane side of the bridge seems determined to go Ipswich-way, and in its absurd effort to accomplish this is pushing the bridge before it. This is very improper, but I don't blame the bank so much as those who gave it the inclination to take such a course. It would be interesting to discover who that "party" was, because there will be difficulties at that bridge yet. Even now the trains have to go over it "dead slow," and when the bank gets a little farther down into the creek they won't be able to go over it at all.⁹⁷

In even plainer English, the embankment over Boundary Creek was subsiding. The writer's ominous warning that 'there will be difficulties at that bridge yet' rang true 11 years later, when the line was duplicated in 1886. A new bridge was built over Cribb Street, and new embankments were formed on either side of the line. The work had barely been completed when disaster struck. As the *Queensland Times* reported:

An extraordinary accident took place this evening, about half-way between Brisbane and Milton railway stations, near the Milton Distillery, where a high bridge has just been erected in connection with the duplication of the line between Brisbane and Ipswich. The works on both sides of the bridge were to consist of heavy embankments. Men have been engaged for some days past, in consolidating the new embankment and filling it up with broken stones, bricks, and earth. At the spot named, the embankment had shown signs of subsidence, and, shortly after the train due at Brisbane for Oxley at 4-10 had arrived, the embankment, which had, it seems, been crumbling away, fell in with a crash, just as the 4-30 train from Ipswich arrived on the spot. The results were extraordinary, the roadway being raised a height of 5ft. for several chains, and two water mains—12in. and 9in. each—were broken, and, immediately, the road, which is in a hollow at this place, and the neighbouring district were submerged. The rails were hanging over in a very rickety condition, and the whole presented the appearance that might be expected after an earthquake. The theory of the cause is that the embankment, which at this place was immediately over the celebrated or notorious Milton Swamp gradually settled down, and forced back the soft swampy earth, eventually raising the road.⁹⁸

As discussed in the next chapter, this was but one of several occasions on which infrastructure at the CDOP site would fall victim to Boundary Creek.

6 Boundary Creek and Bennett's Bridge

Boundary Creek is the dominant feature on the early maps of the CDOP site, and it would have been well known to early Brisbanites. The creek would have presented the first substantial crossing for vehicles and pedestrians heading out of town along the River Road. Not surprisingly, there was more written in the papers about the bridge across Boundary Creek than about the creek itself. Perhaps the earliest reference to both the creek and the bridge is a motion put forward to the Municipal Council in September 1861 by alderman Edmonstone (who, coincidentally, was the first owner of the land that the bridge passed)

. . . to memorialise the government that a bridge be built across the creek at the city boundary, end of the North Quay, where the western boundary line meets the river, as the present bridge is very dilapidated, and will soon be dangerous.⁹⁹

Repairs to the bridge were underway in March 1862, but the structure's deficiencies must have been worse than first thought, as by September that year the government was calling for tenders to rebuild the bridge completely.¹⁰⁰ Construction had begun by the beginning of 1863, but progress was slow owing to the weather. Rain would turn the creek into a torrent, washing away temporary works.¹⁰¹ The new bridge was not completed until November that year.¹⁰² Within a few months a landslide occurred,¹⁰³ causing 'a considerable portion of the roadway' to fall 'into the river, leaving a dangerous cavity'.¹⁰⁴

The bridge at that stage was most commonly called the Milton Bridge, and occasionally Boundary Bridge¹⁰⁵ or Boundary Creek Bridge.¹⁰⁶ In 1882 the name 'Milton Bridge' was formalised.¹⁰⁷ However, after E.J. Bennett had settled into the locality in the 1860s (see Section 4.1), the structure was just as often known as Bennett's Bridge. In the 1860s there was a wharf at the bridge,¹⁰⁸ perhaps so that certain cargoes could be loaded onto boats rather than chance the rickety crossing.

Boundary Creek was never going to survive for very long, being on a site so close to town and surrounded by an increasing variety of land uses. By the 1870s the creek was heavily polluted, both by activities on the CDOP site as well as those upstream. Some of the pressures on the creek were described in the report of a meeting of the Milton District Board of Health in June 1878,

when the question of the nuisance arising from the creek flowing through the old cemetery was again considered. . . . Complaints were also read as to the nuisance arising from drainage from the distillery; a peremptory notice was ordered to be given to the owners to discontinue the discharge of refuse liquid into the creek. A letter was received from the Queensland Ice Company, claiming the right of the water from the drainage as it now is.¹⁰⁹

E.J. Bennett, who lived near the bridge at the end of the creek, would have seen and smelt the cumulative effect of all of the abuses committed upstream. In 1885 he wrote letters to the Toowong Shire Council complaining about the foul state of the creek¹¹⁰ and about the dams that had been created by the ice company (see Section 7.2).¹¹¹ Meanwhile, the old Cemetery Swamp just upstream of the CDOP site was being called 'a hotbed of disease', as '[a]ll the drainage from Petrie Terrace was being emptied into the swamp from which there was no outlet'.¹¹²

Nothing much happened to remedy the problem until September 1885, when a scheme to drain the creek and the swamp was prepared.¹¹³ The first stage, built in 1886 at a cost of £2,518, was an 8ft-wide brickwork culvert between the railway and the river.¹¹⁴ The drain followed a much straighter

path than the circuitous creek, and met the river some distance upstream from the Milton Bridge. The second stage of the drainage scheme, completed in 1887, was an open concrete drain from Milton Road to Caxton Street.¹¹⁵

The mouth of the creek under the Milton Bridge was now just a gully that had to be filled up. To speed up this process, the Toowong Shire Council posted an open invitation for dry rubbish to be dumped into the gully.¹¹⁶ The filling-up was nearly completed in June 1887.¹¹⁷

But for some time the channel of the creek upstream of the bridge must have remained open. The Brisbane Ice Company was seeking permission in June 1887 to 'clean out the old creek at Milton Bridge' — a request that E.J. Bennett objected to on the grounds that it would destabilise the bank on his side of the creek.¹¹⁸ The ice company also wanted to close the pipe drain connecting the creek to the river. This request the council initially refused,¹¹⁹ but a couple of months later consented to on the condition that it be for seven days only and that no accumulation of water remain on the upper side.¹²⁰ Most likely, the ice company was using the old creek as a storage dam.

Even after it had been pushed underground and out of sight, Boundary Creek continued to make its presence felt, haunting infrastructure projects on the site for decades. In 1886 the embankment of the newly duplicated railway line, which had been built on top of the buried creek, collapsed in spectacular fashion (see Section 5.2). In March 1889, the filling at the mouth of the old creek subsided, leaving the roadway in a dangerous condition and requiring the construction of a substantial wall to hold the riverbank in place.¹²¹ Forty-one years later, in August 1930, the same stretch of road subsided again. This time, the filling-in was not left to chance. A fleet of 31 trucks and a barge were employed to fill the cavity with stones from three of the council's quarries. The newspaper report, which was accompanied by a large pictorial spread (Figure 16), made special mention of the old creek and E.J. Bennett's residence, noting that 'The bed of this watercourse may have been responsible for the landslide, or the subsidence may have been due to underground soakage being diverted from the bed of the creek, owing to the filling in'.¹²²



The photograph on the left, taken about 1864, shows the house built in 1863 by the late Mr. E. J. Bennett on the site resumed for the Tramway offices on North Quay near which the road subsidence occurred on Monday, and the bridge over the creek. The creek was filled in many years ago, and this may have been responsible for the subsidence, either directly or by diverting the soakage. The photograph on the right, taken about the same year, gives a general view of the locality. The photographs were kindly lent by Miss M. J. Bennett, of America.



The work of filling up the cavity caused by the landslide at North Quay was commenced yesterday. The lighter Lady Norman operated from the river side, the vessel being shown in the photograph on the left. On land 31 trucks were employed continuously yesterday in dumping spalls into the cavity. The photograph on the right illustrates how far the work has progressed and also gives a view of the exposed water main.

Figure 16. Photographs in the Brisbane Courier (12 August 1930) accompanying a story about the subsidence of Coronation Drive near the mouth of the old Boundary Creek.¹²³

7 A site of industry

As discussed in Sections 3 and 4, the CDOP site in the 1850s and 1860s was primarily farmland scattered with a few houses. Agricultural uses continued into at least the 1880s, with market gardens operating alongside J.G. Cribb's more experimental activities. In 1883 the Toowong Shire Council sent communication to 'Ah Foo and Co., Gardeners, Milton, cautioning them against erecting any obstruction to the water in the Boundary Creek'.¹²⁴ In September 1886 the *Brisbane Courier's* report on the collapse of the railway embankment next to the distillery (see Section 5.2) mentioned that 'The Chinamen who occupy the gardens on the south side of the line stated that between Saturday and yesterday morning their gardens rose fully 1ft.'¹²⁵

In the 1870s, however, new kinds of industry were established at the CDOP site.

7.1 The Milton Distillery (1870 – 1889)

On 5 November 1870, the *Queenslander* printed the following notice:

We understand that a rectifying distillery is about to be erected near the city boundary, at Milton. It will comprise a store for raw material, also a bonded store and still-house on the ground floor. On the upper floor will be the fermenting room, forty feet by twenty. We wish the proprietor, Mr. Samwell, every success in which we believe will be a profitable colonial industry, and as the working is to be in the hands of a thoroughly practical distiller, Mr. De Nye, we hope soon to see the establishment in a flourishing condition. Plans have been prepared by Mr. Hall, architect, and the work is to be commenced immediately.¹²⁶

Construction of the distillery was completed by February 1871, and operations commenced in March with a supper of 200 guests to celebrate the occasion.¹²⁷ The plant boasted a novel technical design, and was claimed by some (though not all¹²⁸) to be Queensland's first rectifying distillery. This meant that it employed a 'fractionating' or 'rectifying' column through which the evaporated alcoholic solution would rise, undergoing successive cycles of vaporisation and condensation until the desired strength was obtained. Based on a design perfected by the Irishman Aeneas Coffey in 1830, rectifying distilleries enabled continuous and efficient production of spirits. The simpler, traditional method of distillation involved channelling the vapour directly into a condenser, a process that often had to be repeated many times to achieve the desired strength.

The physical particulars of the distillery were described at considerable length in the newspapers. The following was printed in the *Brisbane Courier* about a month before the distillery opened:

The building has an extreme length of sixty foot by a width of twenty, and is divided into two stories. Brick and stone form the materials of which it is composed, and the flooring of the second story is of beech. The ground floor is divided into a bonded store, a room to be used for the storing of the materials employed on the works, and still-house, each twenty foot by twenty. On the upper floor is the fermenting room, in which will be fitted twelve vats each estimated to hold 1100 gallons. The still is capable of containing 800 gallons, and is fitted with a syphon refrigerator in a galvanised iron tank. The copper rectifier is capable of holding 1500 gallons, and seems to be an excellent piece of workmanship. The steam boiler, which is of sufficient dimensions for the use of the establishment, is placed in a commodious shed outside the main building. There is also another large and strongly-built shed, which will be used for bottling and other purposes.

... The building stands upon an allotment of about an acre in extent, and presents a plain substantial appearance. Mr. Samwell, the proprietor, is a new arrival, being not more than a year in the colony, and certainly deserves a great credit for the spirit and enterprise which he has evinced in embarking his capital in initiating an industry of this kind. Every description of spirituous liquor will be manufactured on the premises, and with a protective duty of one-third the amount paid upon imported spirits, there is every likelihood of a large trade being done.¹²⁹

The building described above was situated in the north-western corner of the CDOP site, where the open car park is today. Probably the only surviving photograph of the distillery is the one shown in Figure 17, taken during the flood in 1890, a year after the distillery had closed down. This picture was taken from the railway line, probably on the bridge over Cribb Street, looking east-south-east towards the opposite corner of the site. The building described above is the one in the foreground with the arched façade and adorned with the words: Milton Distillery Comp. Estab. 1870 (not legible on this version of the picture). The adjacent larger building was probably erected sometime in the 20 years of operation — that is, unless the term ‘commodious shed’ could apply in the 1870s to such a structure. The large house in the distance in the left of the picture is probably E.J. Bennett’s residence, the Poplars (see Section 4.1), while the house in the background in the right of the frame, between the chimney and the tree, is likely to be J.G. Cribb’s residence, Fairholme (see Section 4.2).



Figure 17. The Milton Distillery in flood in 1890. This picture was taken from the railway line, probably on the bridge over Cribb Street, looking towards the opposite corner of the CDOP site. (State Library of Queensland, Negative No. 91913)

Although the distillery closed in 1889, the building remained in place for many years. In his *Reminiscences of Early Toowong*, written in 1917 but describing a journey along the River Road in 1872 (see Section 4.2), John Brenan recalled:

There were a couple of cottages between Little Cribb-street and the Milton-road, and immediately on the corner of the latter was the Milton Distillery, which was, I think owned by the Forsyth family and the inspector was Mr. A. E. Douglas. The word "Distillery" has been deleted but "Milton" remains, and the place is now occupied as a dwelling-house.

The building remained there until at least 1949, when the Brisbane City Council purchased the land in order to expand the tram workshops (see Section 9.1). In July of that year, someone in the council took the photograph in Figure 18, which shows the front of the building that was photographed in the 1890 flood and described by Brenan.



Figure 18. The front of the Milton Distillery building, still standing in 1949 after the incinerator on the same land had been decommissioned. (Brisbane City Archives, BCC-B54-280)

Knowing that the building was standing as late as 1950 means that we can identify it on the City Council's 'detail plan' of the site, which dates from 1927. The relevant part of the plan is shown below in Figure 19, while Figure 20 shows the same features overlaid on the modern landscape in Google Earth. The original distillery building is circled.

While nothing on this plan indicates the identity of the building, the surveyor's field book for the same plan provides additional information. The relevant page of the field book is shown in Figure 21. Note that the shape of the building is foreshortened at a ratio of 2:1, presumably so the surveyor could fit the block onto one page. Allowing for this, the shape and dimensions of the building are the same as the one circled in Figure 19. The surveyor has marked it as a vacant dwelling, made of brick and iron, bearing the name 'Milton' (albeit tentatively crossed out).

Going by the surveyor's own markings, we can see that the building is indeed about 20ft wide and, if we include the back steps, 60ft long. From wall to wall, its length is closer to 40ft. These measurements are consistent with both of the descriptions quoted earlier.

The land associated with the distillery took up most of Allotment 2 in the Parish of Enoggera, as shown in Figure 22. The inclusion of subdivisions 13 to 18 in the land title was specified in a notice about the sale of the distillery in December 1871.¹³⁰

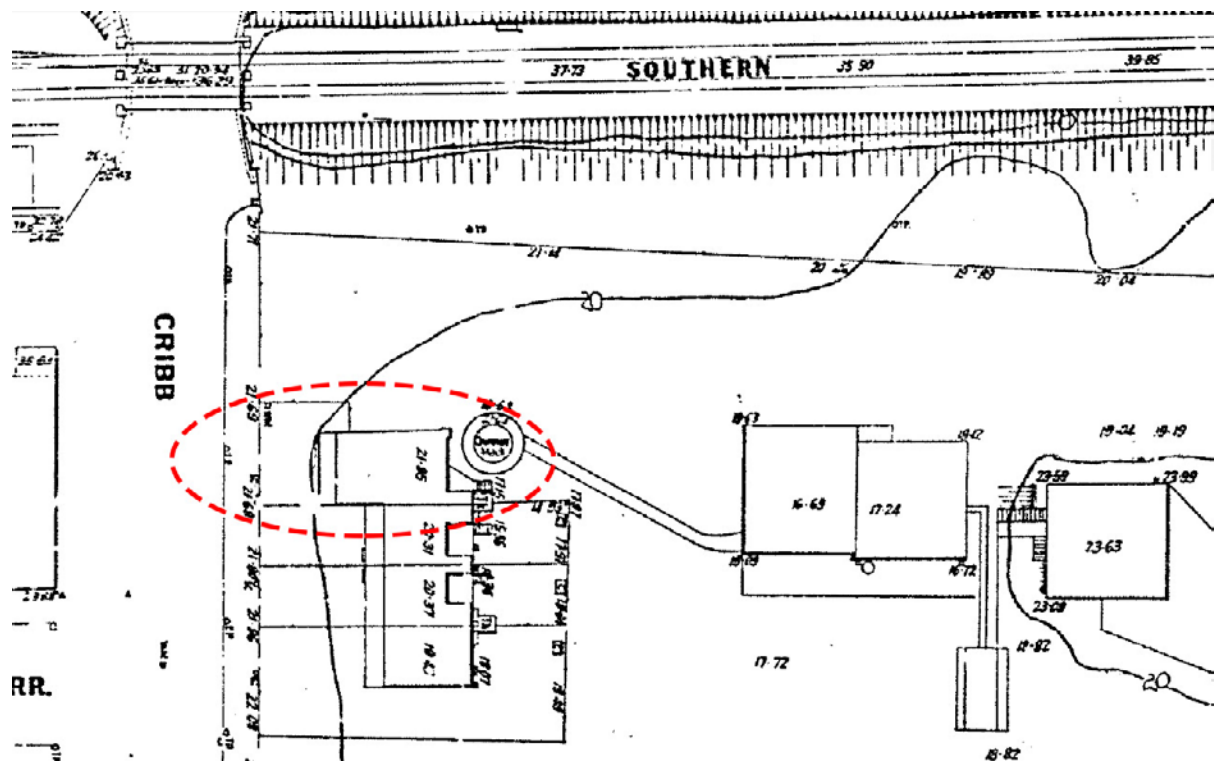


Figure 19. The location of the Milton Distillery building indicated on the Water Supply and Sewage Board's Detail Plan 122, dated 1927. (Brisbane City Archives)

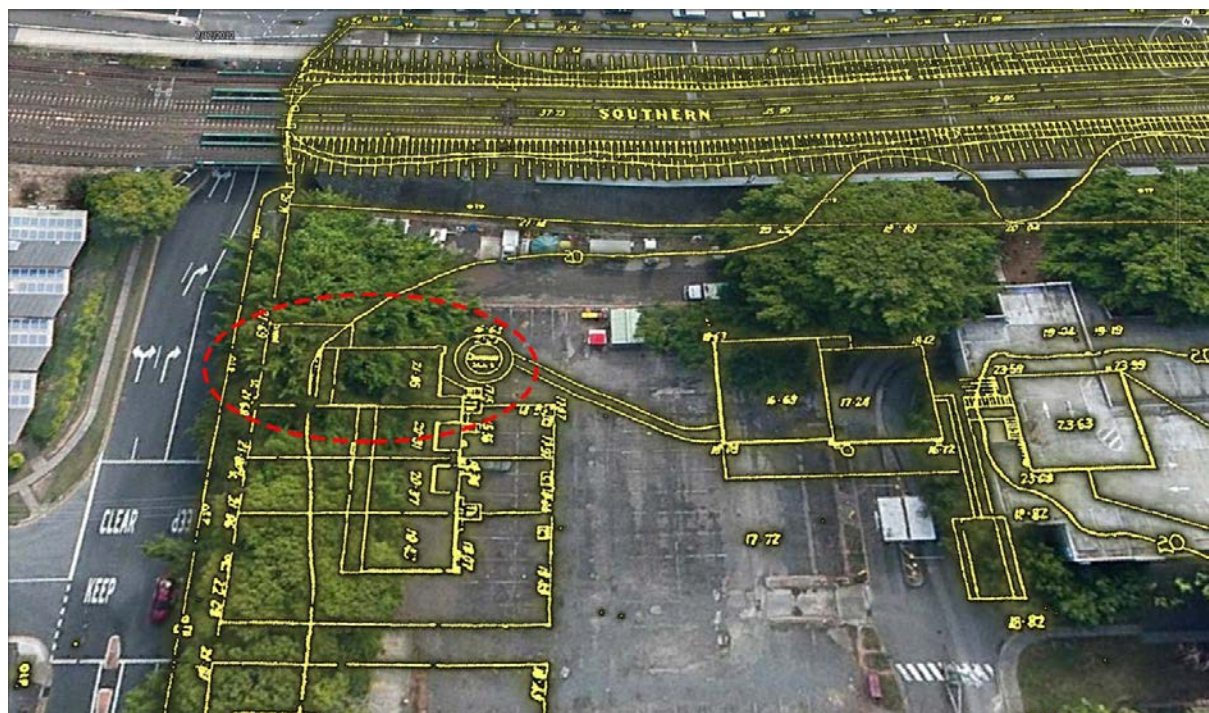


Figure 20. Features from the 1927 Detail Plan overlaid on the present CDOP site. The location of the distillery building is indicated by the dotted red circle.

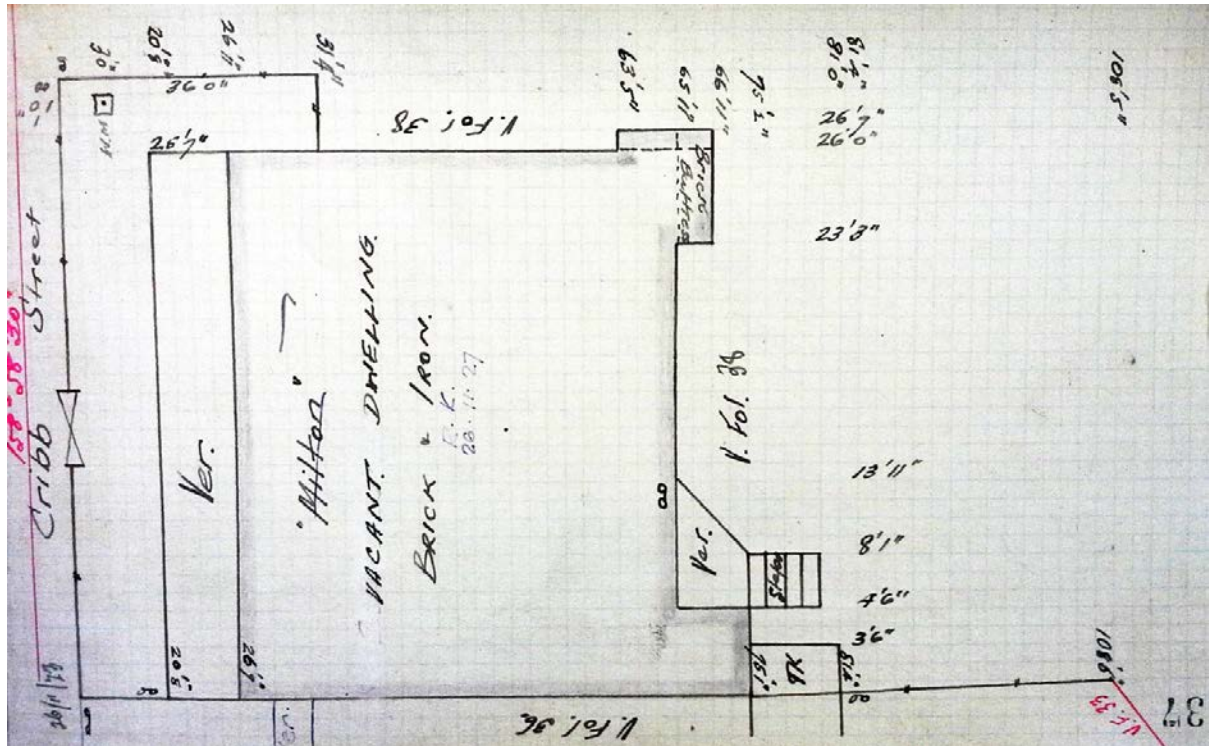


Figure 21. The Milton Distillery building as it appears in the surveyor's field book, the source material for the Detail Plan in Figure 20. This page in the field book was drawn in 1923 and updated in 1927. Note that the scale is foreshortened horizontally by a ratio of 2:1. (Brisbane City Archives)



Figure 22. The land associated with the Milton Distillery occupied subdivisions 13-18 of Allotment 2, shaded red here on McKellar's map from 1895.

The next, and last, owners of the distillery were the brothers Nicholas and Edward Fitzgerald, who were well-known brewers from Castlemaine, Victoria.¹³⁹ With their partners, trading as Quinlan, Fitzgerald and Co., the Fitzgerald Brothers established the Castlemaine Brewery at the site of the current brewery in September 1878.¹⁴⁰

In late 1877 and early 1878 Quinlan and Co. employed bricklayers to undertake modifications to the distillery¹⁴¹ — perhaps resulting in the large brick building next to the original distillery in Figure 17. Quinlan and Co. continued to run the distillery alongside the brewery until it closed in 1889.¹⁴² In the 1895 post office directory, the distillery site is listed as ‘Wilson, Quinlan, Gray & Co steam mills’, suggesting that the company found other uses for the site after the distillery closed. The vacant distillery was still listed in the 1907 directory, but by 1911 the building had become a residence.

Figure 23. An advertisement, published in 1887, for Quinlan, Gray & Co, who owned the Milton Distillery and established the Castlemaine Brewery on Milton Road.¹⁴³

7.2 The ice works (1876 – 1883)

Before the invention of electric fridges, ice was made in steam-powered factories. One such factory was established on the CDOP site in 1876, when the Queensland Ice Company set up their plant in the corner between the railway line and Boundary Street. The exact location is shown in Figure 24.

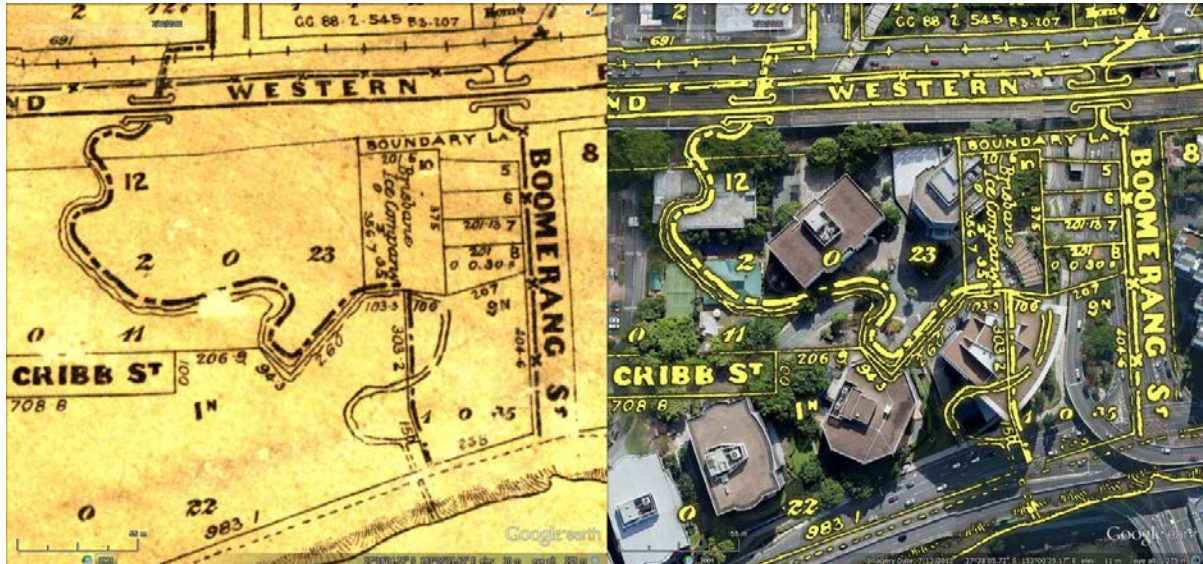


Figure 24. The Brisbane Ice Company's premises are marked on this map of Brisbane and Suburbs, published in 1914 but using mostly details from the 1880s, when the ice company was in operation.

As the figure shows, the ice company's premises did not front Boundary Street but were instead accessed by the now non-existent Boundary Lane. The site also backed onto Boundary Creek just upstream of E.J. Bennett's residence.

The machinery installed by the ice company in 1876 had been imported from London but built to a patent originating in Geelong. According to a description in the *Brisbane Courier*,

The principle of the process used is the production of cold by the evaporation of ether in vacuum, and the conveyance of the cold, by the agency of brine, to the water operated upon. The evaporated ether is pumped through a large number of pipes in the refrigerator, which is a cylindrical vessel full of tubes. . . . The necessary pumping power is supplied from a 80 horse-power Cornish boiler, and a horizontal engine equal to 20 horse-power. The Enoggera water is purified with alum for making the ice, and is also used for the boiler; but for all other purposes water is pumped up from a salt water creek close by, and condensed.¹⁴⁴

In 1883 the Queensland Ice Company wound up¹⁴⁵ and the premises and equipment were purchased by the Brisbane Ice Company, which was already operating a plant at a location near the present Parliament House.¹⁴⁶ The company's director was Owen Gardner, who also owned the soft drink company Owen Gardner and Sons (which later merged with a rival to become Kirks).

The Brisbane Ice Company consolidated their operations at Milton, and after upgrading their machinery could produce six tonnes of ice per day.¹⁴⁷ The company also modified the creek to better serve their operations. As a report in the *Brisbane Courier* in October 1884 explained,

The water required for the works is obtained from a well on the premises, 6ft. by 6ft., and about 25ft. deep, which is supplied from a creek hard by. The supply of water in the creek is maintained by three dams, which always kept it at a certain level and regulate the influence of the tide, as the creek runs into the river.

The ice company received repeated requests from their neighbour, E.J. Bennett,¹⁴⁸ as well as the Toowong Shire Council¹⁴⁹ to remove obstructions from the creek. They continued to dam the channel of the creek even after its connection to the river was filled up in 1887.¹⁵⁰

But by this time the ice company was on its last legs. Struggling after a wet and relatively cool summer, and in the face of stiffening competition from the Queensland Ice and Freezing Company (based at North Quay near the old law courts),¹⁵¹ the Brisbane Ice Company voluntarily wound up in late 1887 and its operations on the CDOP site ceased.¹⁵²

7.3 The kerosene bond (1880s – 1918)

On the other side of the creek from E.J. Bennett's house, on the land originally owned by Robert Cribb, was a kerosene bond, or storage facility. It was in place as early as 1882, when the Toowong Shire Council received correspondence about it from E.J. Bennett.¹⁵³ The substance of the communication is not alluded to, but it is a fair bet that Bennett was worried about the risks to the neighbourhood's safety posed by a building full of kerosene. Bennett and others would express just these concerns on several occasions over subsequent years.¹⁵⁴

Perhaps justifying these concerns, in 1883 the kerosene bond collapsed when the land beneath it softened and eroded after heavy rain. The *Queenslander* reported:

An accident of a serious nature befel one of the buildings used as a kerosine bond near Bennett's Bridge, Milton-road, on yesterday week. The building referred to was full of kerosine—some 7000 cases in all—packed from floor to ceiling, and the great weight of such a large quantity of oil proved too much for its foundations. The recent rains had not only softened the ground in the vicinity, but washed the earth away from the stumps on the western side of the building. The consequence was that these stumps subsided, causing some thousands of the cases within to topple over, forcing one wall to the ground, moving the remainder of the building from its stumps, and causing it to become a complete wreck. . . . Many of the cases and tins that fell with the building were battered and broken, and much oil spilt. The kerosine is the property of Messrs. A. Shaw and Co., and although it was impossible on Saturday to tell the full extent of the damage done, the loss, apart from the building, will be very considerable.¹⁵⁵

Boundary Creek strikes again.

In 1897, certain members of the Toowong Council were pushing for the bond to be removed, but it remained listed at the River Road in the post office directory until 1918. Over its time at the site, the bond changed hands a number of times. In the 1895 postal directory it was still listed as Alfred Shaw's Kerosene Bond. In 1905 and 1907 it was listed as the Colonial Oil Company's Kerosene Store (Thomas Brown & Sons, agents), and in 1915 and 1918 it was managed by John Brookes.

7.4 Stables, garages and other businesses

Other than the distillery and the ice works, the most notable industrial activities on the CDOP site were the sanitary depot and the tram yards, each of which are discussed in separate chapters below. Operating alongside these was a range of other businesses and individual traders, many of them allied with the larger enterprises.

The trades of individuals listed at the site in the post office directories included draymen, a harnessmaker, a carter, grocers, a marblebason, a woodcutter, a shoemaker, a compositor, a builder, a laundress, labourers, and a bottle dealer (for a listing by street and year, see Appendix 3). Some of these individuals might have worked at other premises, but some would have worked from their homes or at the stables and workshops that belonged to the sanitary company and the tram offices.

Along the River Road from about 1915 onwards (coinciding with the sale of J.G. Cribb's Fairholme Estate, discussed in Section 4.2) there were various stables and mechanical garages. These included Thomas Healsop & Co.'s stables and bulk storage (1915-1928), Morrows Ltd Stables (1918-1941), Dell Price's motor service station (1937 to at least 1951), Safe Brakes Pty Ltd (1935 to at least 1941),¹⁵⁷ Federal Furniture, Highway Homes and Fowlers Drive Yourself Cars (all listed in 1941). In the early 1980s there was a Datsun car yard near the corner of Cribb Street and Coronation Drive (see Section 9.2).

The Morrows Ltd Stables were associated with the Morrows Ltd biscuit factory which was located on the city side of Boomerang Street. Morrows merged with Arnott's in 1949.¹⁵⁸ The Arnott's factory remained at Boomerang Street until the 1980s, and is visible in several photos of the CDOP site (for example, Figure 46 and Figure A13).



Figure 25. Dell Price's garage was located near the corner of Coronation Drive and Cribb Street. This article was printed in the Courier Mail in August 1951.¹⁵⁶

8 A hub of sanitation

8.1 The sanitary stables (1890 – 1940s)

In the late 1880s, a debate was being had in Brisbane about how best to manage the disposal of the city's nightsoil (otherwise known as human faeces). A review of Brisbane's sanitary arrangements at the time is beyond the scope of this report, but in 1889 it seems that most of the city's nightsoil was being buried in shallow trenches on St. Helena Island, 21km east of Brisbane in Moreton Bay. St Helena was at the time also being used as a prison. The island's sandy soil barely contained the refuse, and the resulting smell was so bad that the governor of St. Helena took pity on the prisoners.¹⁵⁹

In that same year, while the City Council was tendering for a new sanitary contract, a man named E. Parr Smith devised a plan to dump the nightsoil at sea. Bypassing the tendering process completely, he took his plan directly to the mayor, and in quick order also won the endorsement of the premier, who recommended that the council accept his proposal. Amid considerable controversy, Smith and his partners won the contract, and in January 1890 commenced operations as the Brisbane Sanitary Company.¹⁶⁰

Under the contract, the sanitary company would collect nightsoil from the suburbs and load it onto a steamer which would take it down the river and outside Moreton Bay (a 'requisite distance from Cape Moreton') before dumping it into the ocean.¹⁶¹ While most of the operations would take place at a wharf and at sea, the company had to maintain a fleet of horses, carts and other equipment, which is where the CDOP site came in. As the *Brisbane Courier* explained,

The company have built a stable and a depot for the carts at Milton, and the entire plant of Dobbyn and Co. [the previous sanitary contractors] has been acquired. This plant comprises thirty-three waggons, eight night carts, four drays for carting dry earth, two drays for removing dead animals, and fifty-six horses.¹⁶²

The company's depot was listed in the post office directory as being near the top of Boundary Street. Most likely, it occupied the site of the Brisbane Ice Works, which had closed down a few years earlier (see Section 7.2). The stables can be seen under several feet of water in the foreground of the photograph in Figure 14 (page 24). Almost as soon as the depot was established, there was a raft of complaints from local residents about offensive smells.¹⁶³ Nonetheless, the Toowong Council's Improvement Committee reported that 'the place was only used as stables, manufactory and depot for vehicles, and was kept exceptionally clear'.¹⁶⁴

The Brisbane Sanitary Company ran the depot until 1900, when the city's sanitary contract was awarded to Henry Carr from Brighton, Victoria.¹⁶⁵ Carr's company, which in about 1924 went to his sons Justin and William, would hold the city's sanitary contract for another 50 years.

The sanitary depot maintained an uneasy coexistence with the surrounding residents. In 1913, householders in Milton submitted a petition begging the Health Department to intervene and prevent the sanitary company from depositing offensive rubbish on the site.¹⁶⁶ The nature of the rubbish, however, was not made clear.

At times, the smells from outside the site might have been as bad as any coming from the sanitary depot. Milton in the late 19th century was densely populated, but many of the neighbours of the CDOP site could not afford nightsoil collection, so instead they dumped their refuse in their low-lying, flood-prone backyards.¹⁶⁷



Figure 26. Sheds at the decommissioned Carr Brothers' sanitary depot in 1949. (Brisbane City Archives, BCC-B54-276)



Figure 27. Inside the stables of the Carr Brothers' sanitary depot in 1949. (Brisbane City Archives, BCC-B54-277)

8.2 The nightsoil dump (1928 – 1940s)

After winning the sanitary contract in 1900, Henry Carr continued disposing of nightsoil at sea, though not without the occasional complaint when the steamer failed to clear Cape Moreton.¹⁶⁸ The practice continued until 1928,¹⁶⁹ when a new scheme was devised to put the nightsoil into the sewage main which ran from Toowong to the treatment works at the mouth of the river. The Carr brothers' contract, which had just been renewed for seven years, was modified to allow for the proposal, and the scheme commenced in September 1928.

So began the Milton nightsoil dump. While no plan or picture of the building has been uncovered by this investigation, it was most likely located within Carr's sanitary stables between the tram workshops that were built in 1927 and the incinerator — see Figure 36 on page 50.

The *Brisbane Courier* described the operation as follows, noting one of the main drawcards of the scheme:

The dump is a concrete structure, and about 50,000 pans will be taken to it each week. The contents of them are flushed through screens by heavy pressure of water at an average of six gallons a pan to the sewer at North Quay. The pans are carried over a series of rollers to a trough for cleansing, and are then taken on a conveyor for stacking. Machinery has been installed for reducing the sawdust chips to a small size to facilitate the work of the dump. The introduction of this system will obviate sanitary carts traversing the main streets, and the use of sanitary steamers and a wharf at North Quay for the berthage of them.¹⁷⁰

The same article also praised the physical state of the site:

The Mayor, the chairman of the Health Committee, and the Chief Inspector planted palm trees in front of the dump, this being in pursuance of a policy adopted by the contractors, which makes the place, when viewed from the outside, scarcely recognisable as a sanitary depot. The party also visited the stables, which are the largest in Australia, and accommodate about 215 horses, including some fine big draughts. The cleanliness and orderliness of the premises impressed the visitors.

Excitement for the scheme did not last long. Two months after the scheme commenced, there was a major blockage in the sewer main at Milton.¹⁷¹ A gang of workers toiled for two weeks to unblock it, one of them dying after succumbing to the trapped fumes and falling down a shaft.¹⁷² In the meantime, unable to put waste into the sewer, the council resorted to land burial at an abandoned depot at Windsor, and diverted some sewage into the river. The blockage was caused by sawdust, which had been mixed with the nightsoil at the Milton depot with an insufficient volume of water.¹⁷³

When the sewer was unblocked the scheme continued, much to the disgust of local residents who complained that the smells from the depot occasionally made their houses uninhabitable.¹⁷⁴

In 1932 a deeper flaw in the scheme became apparent. The pipes of the sewer main had been slowly deteriorating, and the prime culprit was the gas generated by the stale, sawdust-laden sewage from Milton.¹⁷⁶ A Council engineer's report into the pipe damage confirmed these suspicions, but incredibly, the Carr Brothers' contract was renewed in 1934 for another five years.¹⁷⁷ The process was repeated in 1939, when the contract was renewed despite even stronger opposition¹⁷⁸ as well as claims that the awarding of the contract was illegal.¹⁷⁹

Opposition to the Milton dump continued to grow, both within and outside the council.¹⁸⁰ The final straw came in April 1940 when the sewer main collapsed at Pinkenba. Poor design of the sewer was partly to blame, but it never would have happened without the corrosive gases generated by the 500,000 gallons of sewage that came from Milton each day.¹⁸¹ Dumping at Milton was halted immediately, and nightsoil from unsewered areas was sent to 'be buried on special reserves, remote from habitation, at Darra and Enoggera'.¹⁸² Lord Mayor Chandler did not want to see the dump recommissioned,¹⁸³ but this looks to be what happened, probably because the disposal contract still three years to run. An internal council memo from staff at the tram workshops (Figure 29) shows that the dump was still operating in 1943. Nightsoil was again dumped at the site briefly in 1949 as a stop-gap measure while new dumps at Blunder and Ferny Grove were completed.¹⁸⁴

MAIN SEWER DAMAGED

Dumping at Milton

City Council officials do not disguise their concern at the damage to the main sewer caused by the dumping of nightsoil at Milton.

Because of this damage, the urgent need for approving the council's proposal to transfer the dumping to some other point, nearer the outfall works at Luggage Point, will be emphasised when the conference of council and Government experts meets at the Home Department on Thursday afternoon.

Originally the conference was appointed by the Government to discuss the council's proposal to run treated effluent into the river in time of flood, but its scope has been enlarged, and the whole future of Brisbane's sewerage is likely to be reviewed. Probably the delegates will have to decide whether the existing contract (which has three years to run) can be varied to provide for another dumping centre, or whether a new contract will be necessary.

Figure 28. An article printed in the *Courier Mail* twelve months before the sewer at Pinkenba collapsed.¹⁷⁵

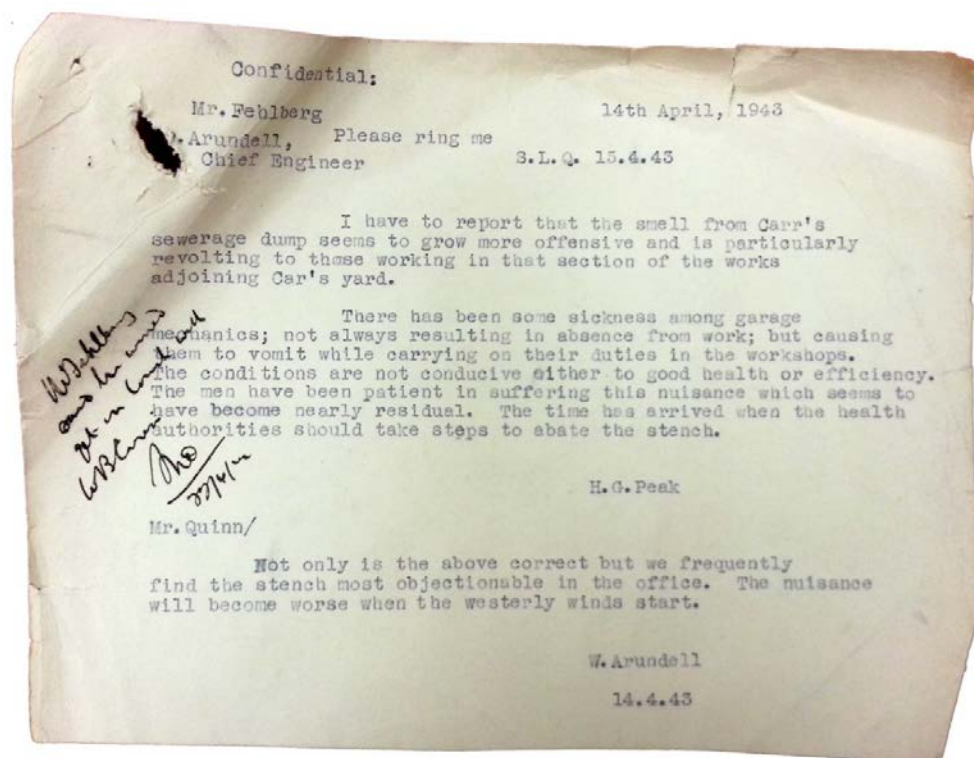


Figure 29. A memo contained within the file of Tramways correspondence at the Brisbane City Archives (BCA0967) which suggests that the Milton nightsoil dump was still operating in 1943.

8.3 The incinerator (1918 – 1950)

In June 1918, a notice appeared in the *Brisbane Courier* alerting readers to ‘the proposed erection of a garbage destructor at Milton’.¹⁸⁵ Not surprisingly, given the existing unrest about the sanitary depot, local residents quickly mobilised against the proposal, gathering 1,351 signatures on a petition presented to the Toowong Council.¹⁸⁶ In the following months, correspondence flowed between Henry Carr and the council, the latter expressing strong opposition and the former insisting that there was nothing to worry about.¹⁸⁷

Despite the opposition, Carr must have won the battle. The incinerator was in operation by February 1922, which is when complaints about it started appearing in the paper.¹⁸⁸ The incinerator received some more positive press in November 1927, when the *Sunday Mail* ran a pictorial spread describing in considerable detail the incinerator’s operations and its ‘big task’ of ‘keeping the city clean’ (see Figure 35).¹⁸⁹

The incinerator was built on the land originally attached to the Milton Distillery (see Section 7.1). The original distillery building remained on the site until 1949 (see Figure 18, page 35). The various components of the incinerator, as drawn on the Water and Sewage Board’s plan of the site from 1927, are shown in Figure 32. The chimney attached to the incinerator was the highest in Brisbane, standing at 130ft in 1937¹⁹⁰ and 160ft in the late 1940s.¹⁹¹ The incinerator, complete with smoke billowing out the chimney, is also visible in the City Council’s aerial photograph from 1946, as shown in Figure 33.



Figure 30. The incinerator in 1949, after it had been decommissioned (Brisbane City Archives, BCC-B54-207).



Figure 31. The incinerator in 1949, after it had been decommissioned (Brisbane City Archives, BCC-B54-213).

there were 250 horses stabled at the site; by 1937 the number had decreased to 100. In 1937 the incinerator employed about 25 people, many of whom lived in the adjacent houses where they could keep watch for fires.

The Milton Incinerator received garbage from nearly the whole of Brisbane’s metropolitan area, amounting to between 70,000 and 80,000 garbage services per week in 1927. (In outer suburbs, the article notes, ‘the garbage is buried instead of being treated by the more hygienic method of fire destruction’.) At this time, the incinerator operated around the clock except for one Sunday each month. By 1937 it was operating every day of the year.¹⁹² Garbage was collected and brought to the depot by horse and cart. In 1927

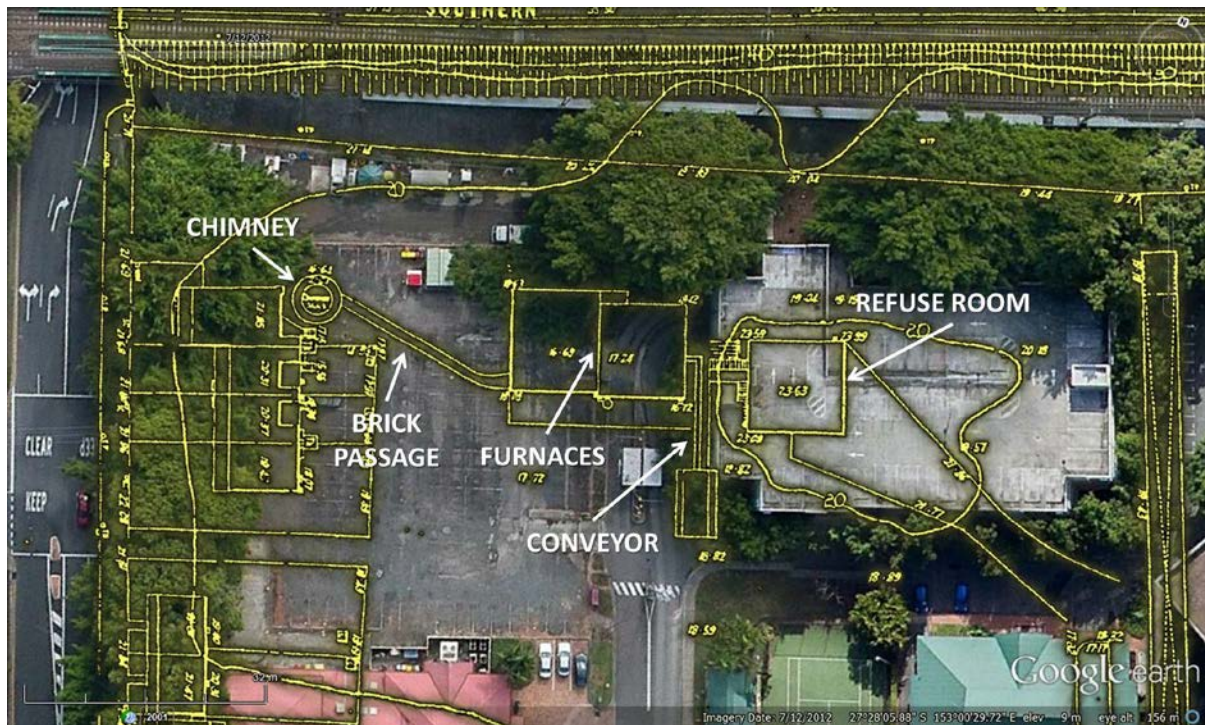


Figure 32. The Milton Incinerator operated in the north-western corner of the CDOP site from 1928 until 1948. Its buildings as depicted on the 1927 Detail Plan are shown here over the current site. The labels are derived from the surveyor's field book for the plan.



Figure 33. The Milton Incinerator is visible in the upper-left corner of the CDOP site in this 1946 aerial photograph. The Carr brothers' stables were in the adjacent lot, which is probably where the nightsoil dump operated until it closed in the early 1940s. On the right-hand side of the site, and also fronting Coronation Drive, are the tram workshops and administration building (see Section 9.1).

Virtually all kinds of garbage were incinerated at the site. As well as general household refuse, the incinerator disposed of confidential government documents, confiscated narcotics,¹⁹³ and rats from the city's wharves and laboratories.¹⁹⁴ Among the few things that were excluded were unbroken bottles (which were re-used) and any dry material that could be used to fill up the city's swamps (this is how many of Brisbane's parks were formed). Occasionally, things found their way in that should have been kept out, such as explosives and volatile chemicals. In 1947, an unexploded aerial bomb was discovered just before being shovelled into the furnace.¹⁹⁵ In 1942, a worker fell onto the conveyor and narrowly escaped being drawn into the flames.¹⁹⁶

On one occasion, a valuable item was retrieved from the incinerator *after* it had been through the furnace. In 1944, 25 milligrams of radium in a gold tube, worth more than £200, went missing from a doctor's surgery in the city. A lecturer in bio-physics at the University of Queensland named D.F. Robertson searched the surgery with a Geiger counter and concluded that the radium must have ended up in the trash, which in turn must have gone to Milton.

Mr. Robertson visited the City Council's incinerator at Milton and ransacked the mountain of rubbish there. He found dead dogs and refuse of every description — but no tube. Then he decided to make a daily check on ashes from the furnace. As he worked with his detector, nearby residents saw the strange spectacle of a man wearing ear phones, and going over the dump, waving what seemed to be a long wand with a tin on the end.

Mr. Robertson did not know in what shape the tube would emerge from the furnace, and he came across many objects that looked more like tubes than the real thing did, when, on his third day, he discovered it in the ashes. It then was a misshapen blob of black metal — but the radium, in its protective inner sheath, was intact.¹⁹⁷

The ashes from the incinerator were used to build up the ground on the site, including the depression left by the old Boundary Creek. Flower gardens flourished in the ash-enriched soil. The ashes were also used to fill in the ground at Lang Park, which was once known as the Cemetery Swamp.¹⁹⁸

The City Council decommissioned the incinerator along with the rest of the sanitary depot in 1948. Garbage from then on would be sent to suburban depots where it would be compressed and buried.¹⁹⁹ The council bought the land in June 1950 for £40,000 (which some considered to be an exorbitant price²⁰⁰) in order to expand the tram workshops. The iconic chimney came down later the same year.

More photographs of the decommissioned incinerator can be found in Appendix 2, Figure A8.

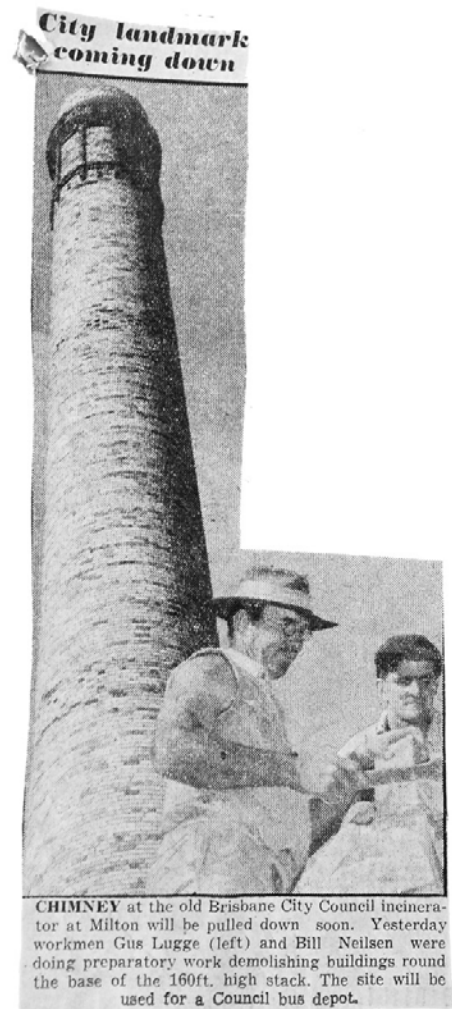


Figure 34. A clipping from *The Courier Mail* on 19 September 1950, page 3.

9 A hub of transportation

9.1 The tram yard and the bus depot (1914 – 1979)

In May 1914, an area of 49 perches on Boomerang Street was resumed with the intention of establishing a new power-house for the city's tram network, then operated by the privately-owned Brisbane Tramway Company.²⁰¹ Two months later, E.J. Bennett's 'Poplars' residence, which had been standing at the south-east corner of the CDOP site for about 50 years, was torn down.²⁰² No power-house was ever built there, but the site was listed in the post office directory from at least as early as 1918 as the stables of the Brisbane Tramway Company.

By 1924, the city's existing tram workshops were recognised as inadequate,²⁰³ and in February the Tramway Trust (the Council-owned entity that took over the trams in 1923) resumed a further acre of land at the CDOP site in order to build new workshops.²⁰⁴ This was most likely the land between the south-east corner of the site and the railway line, which is where the tramway workshops are shown on the Water and Sewerage Board's plan from 1927 (Figure 36). The old workshops at Countess Street were moved to Milton in 1927, but the new workshops were not fully operational until 1928.²⁰⁵

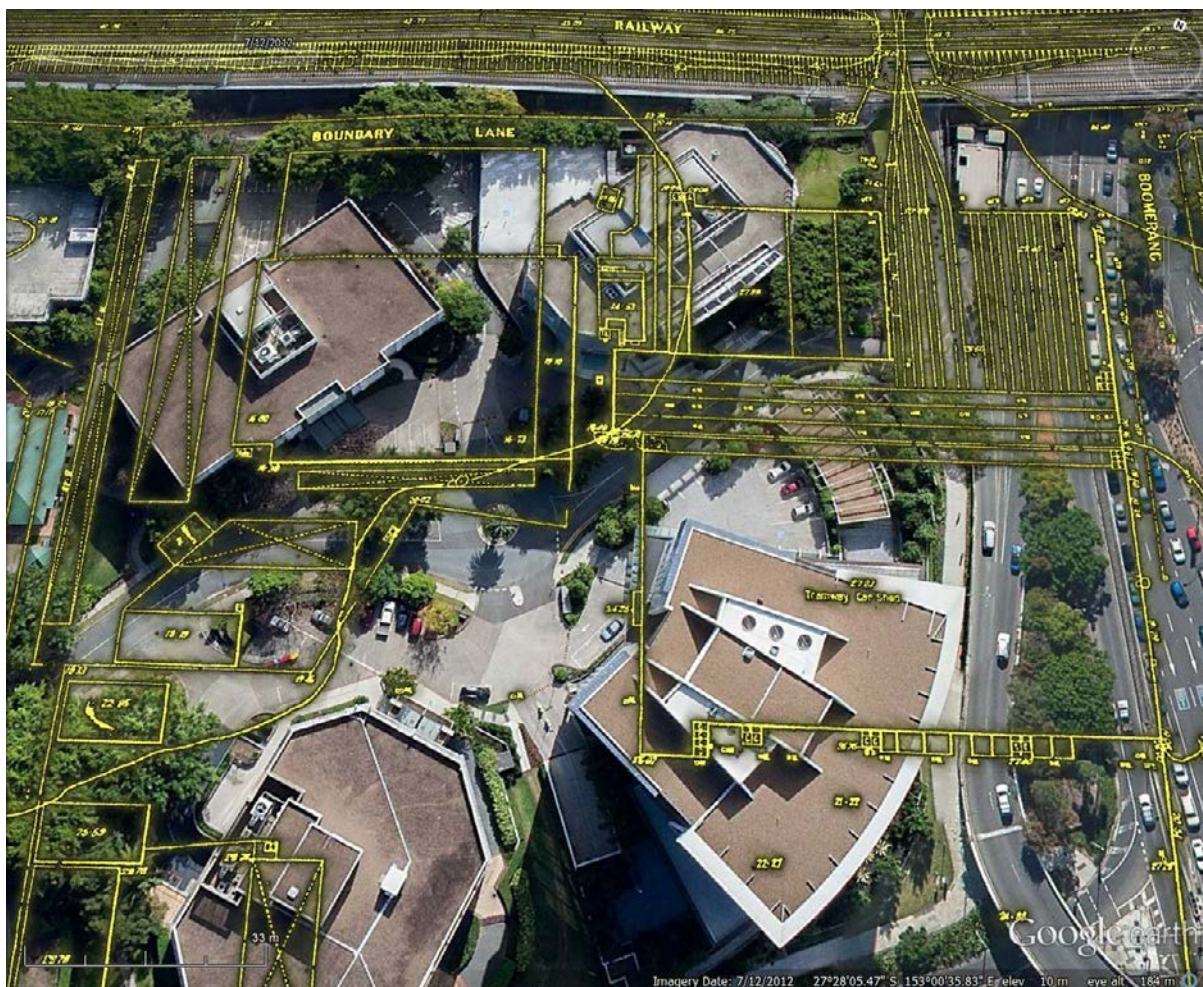


Figure 36. In 1927, when the Detail Plan of the CDOP site was drawn, the Tramway Company's new workshops on Boomerang Street were nearing completion. They occupied the north-east corner of the site, but would later expand. The outlined buildings on the upper-left side of the figure are the Carr brothers' sanitary stables (see Section 8.1).



Figure 37. The tram office dressed up for Princess Alexandra's visit in 1959 (BCC-B54-12666).

In 1929, the City Council (which took over from the Tramway Trust in 1925) built a new office for the tramway staff on the corner of Boomerang Street and River Road (Figure 37 and Figure 39). It was made with bricks and other materials salvaged from the old power house at Countess Street.²⁰⁶ The location of the building within the broader site can be seen in Figure 41, while a more detailed plan view is shown in Figure 40. The building is also visible in the 1946 aerial photograph (Figure 33).

During World War II, the tram workshops produced sprocket wheels for the caterpillar treads of army tanks. The parts were fashioned out of old locomotive wheels using a lathe and a boring mill. In 1941, sprocket wheels were being produced at the site 24 hours a day.²⁰⁷

After the war, the workshops were duplicated to increase the production of trams and replace the aging fleet. The aim was to speed up production to a rate of one new tram per week.²⁰⁹ Part of the extension was built on reclaimed land (see Figure 38), presumably somewhere along the path of Boundary Creek.

In 1949, the workshops employed 450 employees and were turning out a new tram every three weeks. All parts were made at the site except for motors, wheel centres and brakes. The site even included a printing press for tickets, signs and advertising. Still more space was needed, and in 1950 the council resumed the property of the sanitary depot and the incinerator (see Figure 42). The council planned to build a bus and tram depot on the newly acquired land (Figure 43),²¹⁰ but later photos of the site (e.g. Figures 49 and A12) suggest that buses were simply parked on the grass.

The council had hoped at this time to acquire the entire CDOP site, but a building application for the expansion of Dell Price's garage stood in the way.²¹¹ The south-east corner of the site was never resumed, and today is still owned and operated separately from the rest of the site.

After Brisbane's tram services ended in April 1969, many trams were destroyed on the CDOP site (see Figure 47). Buses kept at the site were likely moved to the Toowong depot when the administration centre at the CDOP site was closed in 1978-9. All of the council's buildings and facilities were demolished, leaving most of the site unoccupied for the first time since 1850 (see Figure 50 on page 58 and Figure A14 in Appendix 2).

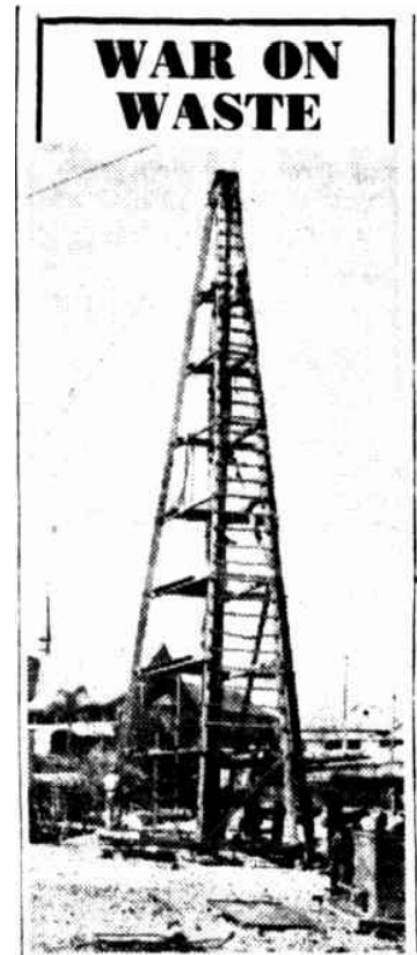


Figure 38. A pile driver working on built up 'waste land' at the CDOP site in 1946 to prepare for the tram workshop extension.²⁰⁸



Figure 39. The tram company's administration building soon after it was completed in 1929.
(Brisbane City Archives, BCC-CD1-9)

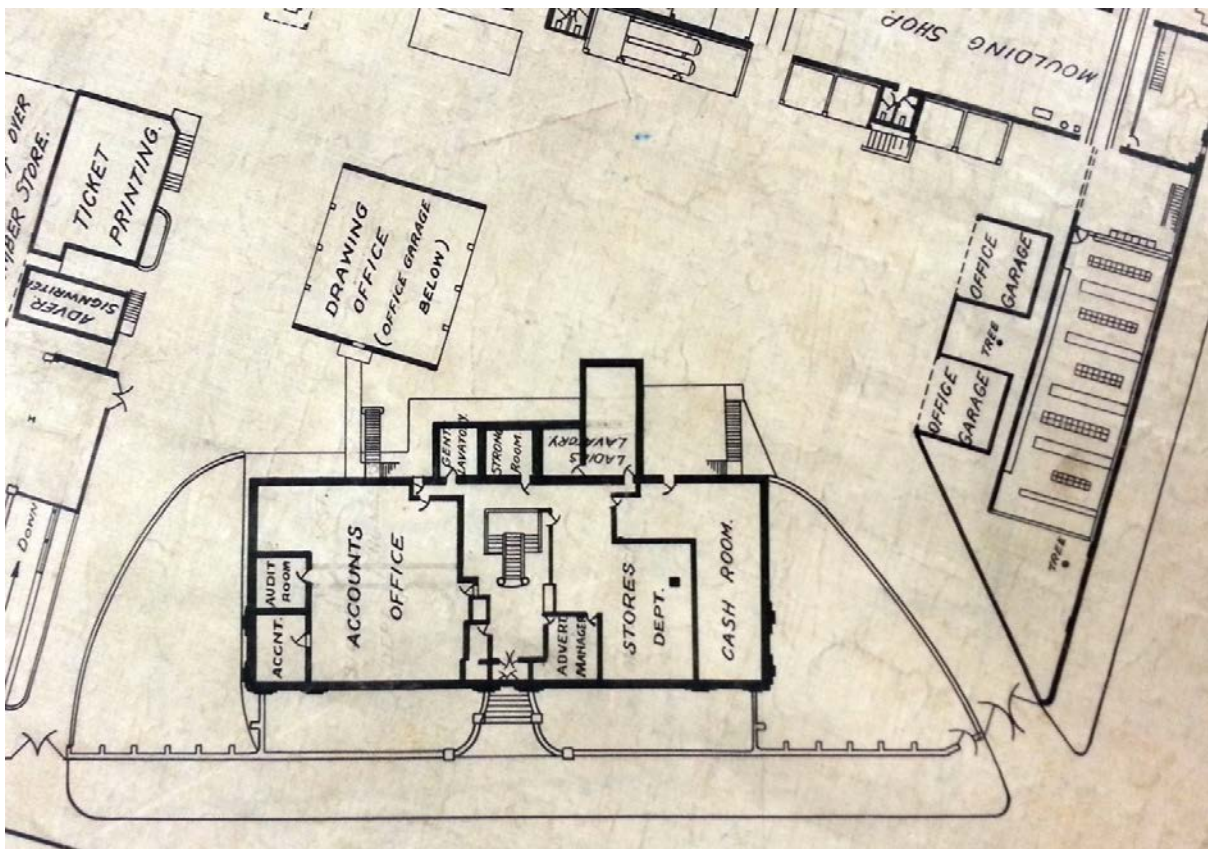


Figure 40. A plan showing the second floor of the tram company's administration building and surrounding workshops
(Brisbane City Archives, Tramways Correspondence, BCA0967)

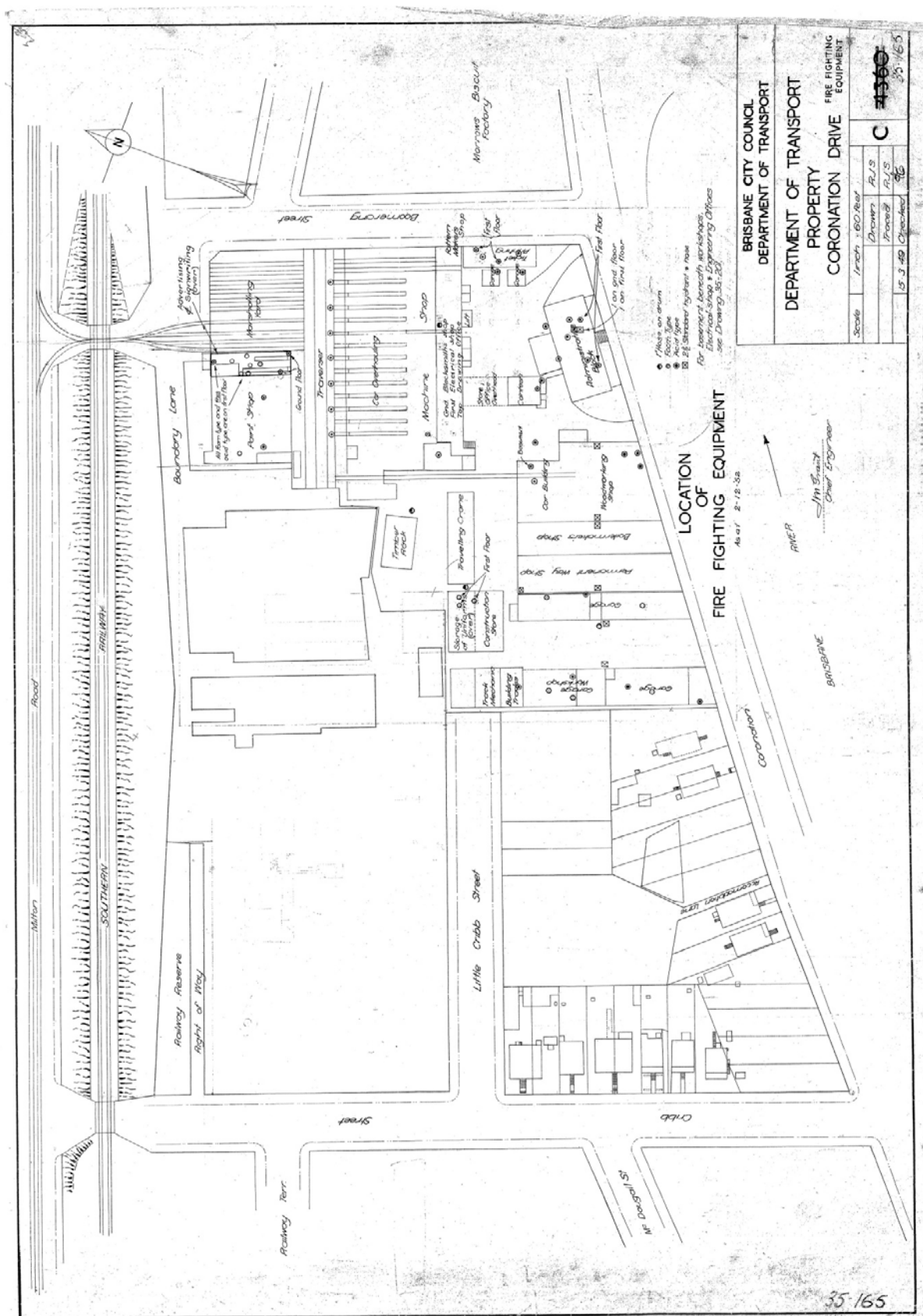


Figure 41. A plan showing the location of firefighting equipment at the Department of Transport's premises in 1949.

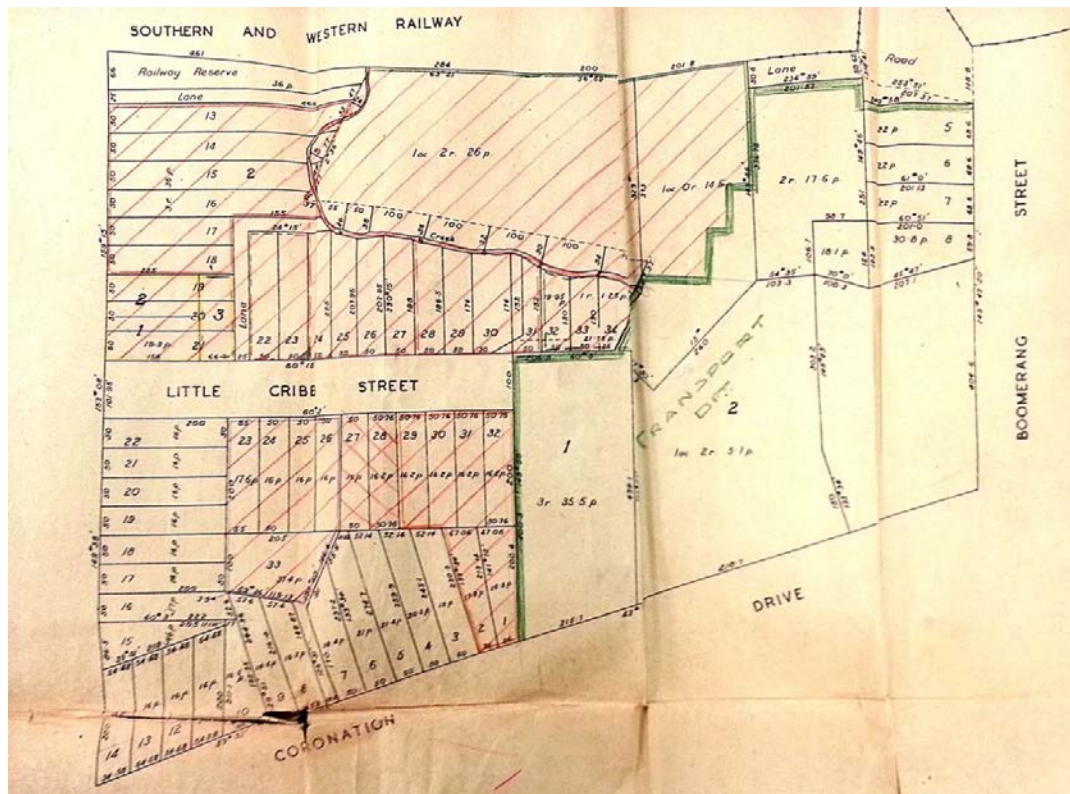


Figure 42. In 1948, the City Council's Department of Transport was looking to expand the tram workshops at the CDOP site. The single crosshatching on this plan indicates the land associated with the incinerator and sanitary depot, which was resumed in 1950. The south-eastern corner was never resumed. (Brisbane City Archives, Tramways Correspondence, BCA0967)

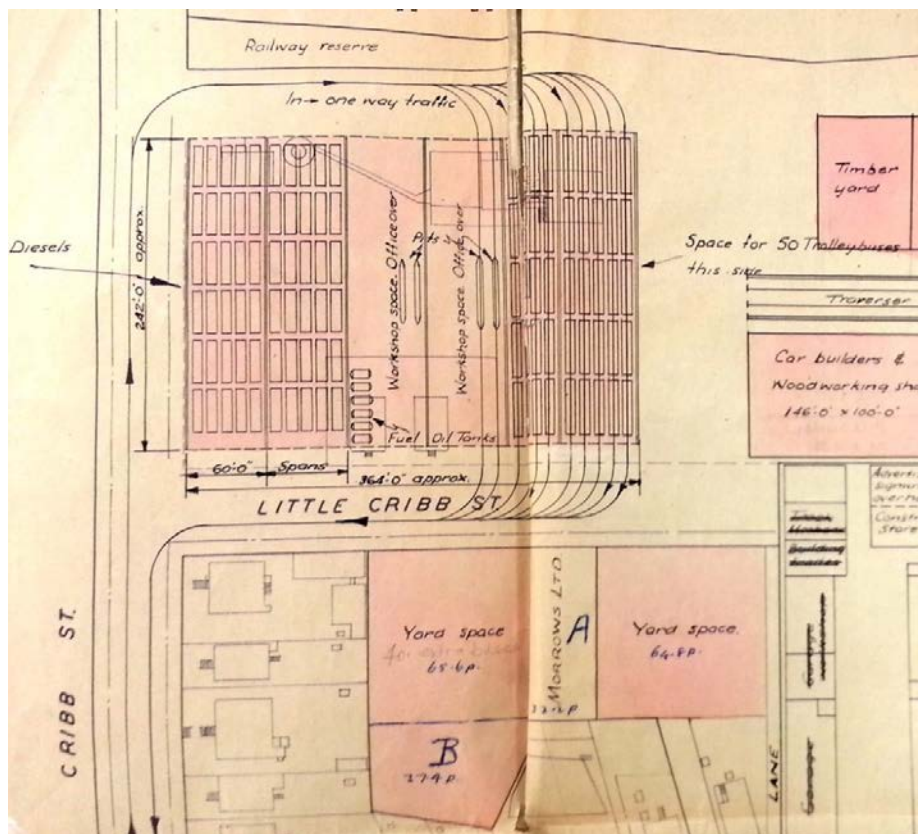


Figure 43. A plan for the bus and tram depot on the land resumed in 1950 (Brisbane City Archives, BCA0967)



Figure 44. A view from inside the tram workshops at the CDOP site, in about 1949.
(State Library of Queensland, Negative No. 159892)

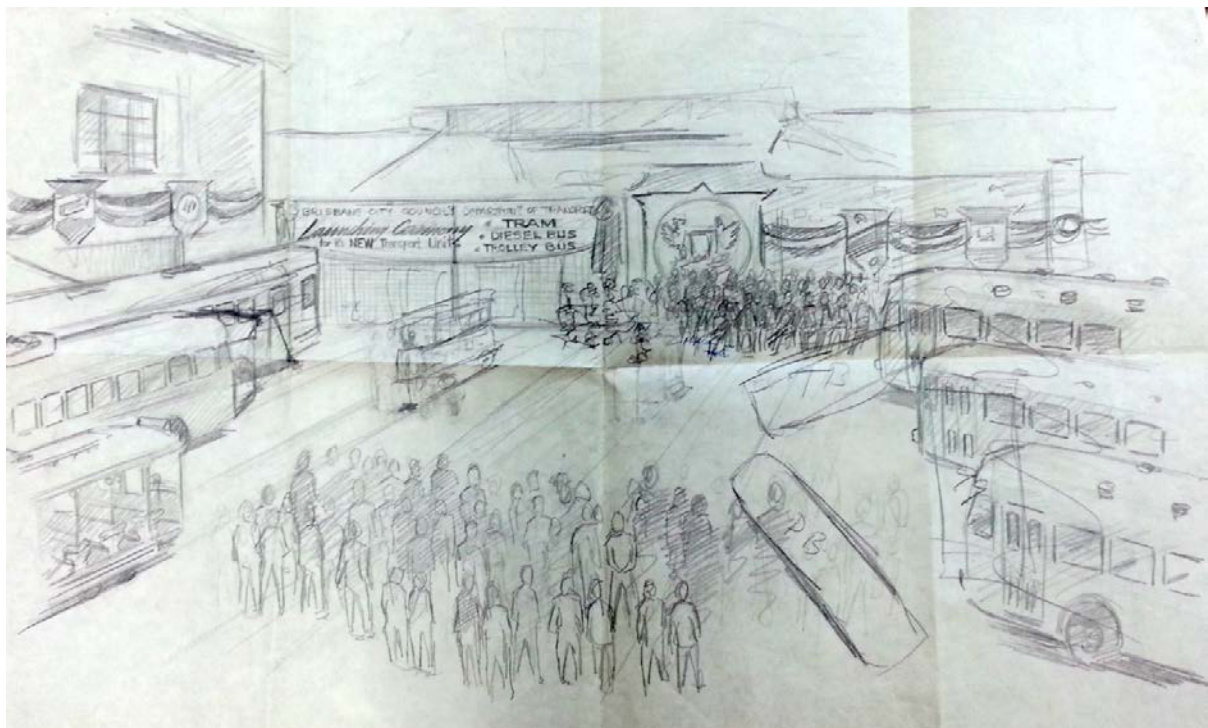


Figure 45. A sketch of the celebrations planned in February 1959 for the launch of a new fleet of buses with state-of-the-art automatic transmission. (Brisbane Tramways, Launch New Buses and Trams, 1959, Brisbane City Archives, BCA0977)



Figure 46. Trams at the Milton workshops, c1968. (Brisbane Tramway Museum)²¹²



Figure 47. Trams being destroyed at the CDOP site in 1969. (Brisbane Tramway Museum)²¹³



Figure 48. The bus depot in flood in 1974, looking from the railway line near Boomerang Street.
(Brisbane City Archives BCC-DVD2-55)



Figure 49. Buses at the depot in 1976. (Brisbane City Archives, BCC-B120-30940)



Figure 50. Views of the CDOP site after the bus depot was moved to Toowong, December 1980. (Brisbane City Archives, BCC-B120-1122.2, BCC-B120-1122.1, BCC-B120-1123.1, BCC-B120-1123.2, BCC-B120-1124, BCC-B120-1123.2)

9.2 The 'Park and Ride' (1980s)

The CDOP site had been a crucial hub of Brisbane's tram and bus networks for more than 50 years when the bus depot closed in 1979. The site would make one more important contribution to the city's transport system. In the early 1980s it became Brisbane's first 'park and ride' car park. The scheme enabled commuters to park their cars just outside the city and finish their journey by bus or train.

The car park covered only the eastern side of the site, as shown in Figure 52. The council's land on the western side remained undeveloped. A close inspection of the original image in Figure 52 shows that at the south-west corner of the site was a Datsun car centre and an office building owned by VACC insurance.

In the mid-1980s, the council settled on a new direction for the site. In 1986, they called for tenders to design an office park, the proposals for which can be viewed at the Brisbane City Archives.²¹⁴ The development of the present site commenced in the early 1990s.



Figure 51. The Park and Ride car park at the CDOP site in 1982 (Brisbane City Archives, BCC-C120-2698)



Figure 52. Panorama of the park-and-ride site in 1982. (Brisbane City Archives BCC-B120-2696)

10 Conclusion

For a site covering just a few hectares, the Coronation Drive Office Park has a surprisingly rich history. While many uses of the site over the years have been (to put it mildly) less than glamorous, they nonetheless have been of great significance in the development of Brisbane, and arguably, Queensland as well.

Among the site's first colonial owners were some of Brisbane's most noted businessmen and politicians, but these men did not live there and contributed little to the site. The next generation of owners and occupiers were the people who made the site known as something other than a patch of land at the edge of town. John George Cribb's efforts to acclimatise new fruit varieties and pioneer new farming technologies earned the site a place in Queensland's horticultural history. Cribb's house and that of Edward James Bennett at the other end of the site would become well-known landmarks for several decades.

The site's non-agricultural industries were also of local and regional significance. The Milton Distillery addressed a shortage of local rum supplies in the 1870s and accounted for a sizable share of the state's production. In the first half of the twentieth century the site played a vital role in the city's sanitation, as the nightsoil dump and incinerator disposed of the bulk of the garbage and sewage produced in the metropolitan area. From the late 1920s the site was a crucial hub of Brisbane's public transport system, being the place where many of the city's trams and buses were built and maintained. As the city's first park-and-ride car park during the 1980s, the site made one final contribution to the evolution of public transport in Brisbane.

As the uses of the site have changed over the years, so too has its landscape. Until the 1880s the site was dissected by the meandering, tidal portion of Boundary Creek. The gully left after the site was drained was filled up with all manner of rubbish, including the ashes from the Milton Incinerator. Quite literally, a chapter of the site's history lies embedded in these built-up grounds.

The records examined in this investigation have proven sufficient to assemble a broad historical narrative of the CDOP site while fleshing out this history with anecdotes. However, certain historical details have had to be estimated or guessed at, especially those relating to land ownership. A clearer picture of who lived where at the site and when could be obtained by inspecting the land title records held by the Department of Natural Resources and Mines. Some gaps of this nature could also be addressed by inspecting a more complete set of street directories and electoral lists than was used for this investigation. Finally, this investigation uncovered relatively little information about changes at the CDOP site between the mid-1950s and late 1970s. A more thorough search of records at the Brisbane City Archives and of issues of the *Courier Mail* and *Sunday Mail* later than 1954 (the current limit of the *Trove* database) would provide more information from this period.

Notes

¹ J.G. Steele (1972). *The Explorers of the Moreton Bay District 1770-1830*. University of Queensland Press, St Lucia.

² John Oxley - Moreton Bay - Governor Report 1823. (n.d.) In *SEQ History*. Retrieved February 11, 2014, from <http://seqhistory.com/index.php/explorer-south-east-queensland/john-oxley/57-john-oxley-moreton-bay-1824?showall=1>. This page reproduces an extract from John Oxley's *Report of an Expedition to survey Port Curtis, Moreton Bay, and Port Bowen*, dated 10 January 1824.

³ The account of the castaways and John Oxley's 1823 visit in this section is derived from John Oxley's field book and the narrative of Thomas Pamphlett as documented by John Uniacke, a member of Oxley's crew. Reproductions of these documents were retrieved from *SEQ History*, <http://seqhistory.com>. The interpretation of these documents was assisted with information from the *Wikipedia* articles for Thomas Pamphlett, Richard Parsons and John Finnegan.

⁴ Parsons continued for several hundred kilometres before the intensifying heat tipped him off to the fact that Sydney might be in the opposite direction. He returned to Bribie Island, from where he was collected by John Oxley in September 1824.

⁵ John Oxley's field book from the 1824 expedition is reproduced in J.G. Steele's *The Explorers of the Moreton Bay District 1770-1830*, published in 1972 by University of Queensland Press, St Lucia. All references in this report to Oxley's 1824 visit are based on this source.

⁶ The first published examination of Oxley's diary for this purpose was by Dr Francis William Sutton Cumbrae-Stewart, who somewhat uncritically deduced that Oxley landed at North Quay, nearer to where the settlement was ultimately established. But a closer analysis by T. C. Truman, a lecturer in history at the University of Queensland, published in *The Courier Mail* in 1950 demonstrated that Cumbrae-Stewart was almost certainly wrong, and that Oxley must have landed further upstream. Truman's article is available on Trove (see the citation below), while the story of Cumbrae-Stewart is told by Matthew Condon in his book *Brisbane* (2010, University of New South Wales Press, Sydney). See also: Angus Veitch (2013, March). John Oxley and the chain of ponds. In *There once was a creek....* Retrieved February 28, 2014 from <http://www.oncewasacreek.org/the-creek/transformation/how-it-once-was/john-oxley/>.

⁷ T.C. Truman, (1950, May 6). BRISBANE'S NATIVES LEARNED ABOUT GUNS THE HARD WAY. *The Courier-Mail* (Brisbane, Qld. : 1933 - 1954), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article49725441>.

⁸ I have taken the station locations from T.C. Truman (1950, May 3). Rewriting the history of Brisbane's birth—2. In *The Courier-Mail* (Brisbane, Qld. : 1933 - 1954), p. 7. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-page2026561>.

⁹ John Oxley - Moreton Bay - November/December 1823 (n.d.). In *SEQ History*. Retrieved February 11, 2014, from <http://seqhistory.com/index.php/explorer-south-east-queensland/john-oxley/58-john-oxley-moreton-bay-novdec-1823>.

¹⁰ *Tom Petrie's Early Reminiscences of Early Queensland* is reproduced at: Thomas Petrie (n.d.). In *SEQ History*. Retrieved February 12, 2014, from <http://seqhistory.com/index.php/aboriginals-south-east-queensland/thomas-petrie/50-pt1-chpt1?showall=1>.

¹¹ Ross Johnston (1988). *Brisbane: The first thirty years*. Boolarong Publications, Bowen Hills, Qld.

¹² DOMESTIC INTELLIGENCE. (1856, August 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713175>.

¹³ DOMESTIC INTELLIGENCE. (1851, August 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 25, 2014, from <http://nla.gov.au/nla.news-article3714943>.

¹⁴ A. A. Morrison. Edmondstone, George (1809–1883). In *Australian Dictionary of Biography*. Retrieved February 28, 2014, from <http://adb.anu.edu.au/biography/edmondstone-george-3469/text5307>. National Centre of Biography, Australian National University. First published in hardcopy in *Australian Dictionary of Biography*, Volume 4, MUP, 1972.

See also his obituary: QUEENSLAND. (1883, February 24). *The Argus* (Melbourne, Vic. : 1848 - 1957), p. 12. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article8498981>.

- ¹⁵ Classified Advertising. (1854, April 22). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 3. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713915>.
- ¹⁶ ELECTORAL LISTS. (1854, August 26). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713046>.
- ¹⁷ AMENDED LIST OF ELECTORS. (1856, February 23). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3710544>.
- ¹⁸ POLICE COURT. (1858, January 23). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3721907>.
- ¹⁹ GOVERNMENT NOTIFICATIONS. (1859, December 27). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved April 2, 2014, from <http://nla.gov.au/nla.news-article3722293>.
- ²⁰ OFFICIAL NOTIFICATIONS. (1860, February 23). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3725669>.
- ²¹ BUILDING A GARDEN SUBURB. (1930, August 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 21. Retrieved April 2, 2014, from <http://nla.gov.au/nla.news-article21571792>. (His position as registrar for pensions is only mentioned in passing in this article.)
- ²² Domestic Intelligence. (1855, November 24). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3710479>.
- ²³ ANNUAL MEETING OF THE MEMBERS OF THE SCHOOL OF ARTS. (1859, April 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3725927>.
- ²⁴ BRISBANE'S HISTORIC HOMES. (1930, July 24). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 50. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article23125994>.
- ²⁵ BUILDING A GARDEN SUBURB. (1930, August 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 21. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article21571792>.
- ²⁶ Bernadette Turner (2005) Mayne, Patrick (1824–1865). In Australian Dictionary of Biography. National Centre of Biography, Australian National University. Retrieved February 28, 2014, from <http://adb.anu.edu.au/biography/mayne-patrick-13088/text23677>. first published in hardcopy in *Australian Dictionary of Biography*, Supplementary Volume, MUP, 2005.
- ²⁷ Rosamond Siemon (1997). *The Mayne Inheritance*. University of Queensland Press, St Lucia.
- ²⁸ *Queensland Government Gazette*, Vol. 56, p. 848.
- ²⁹ OUR OWN COUNTRY. (1929, July 14). *Sunday Mail* (Brisbane) (Qld. : 1926 - 1954), p. 28. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article97695149>.
- ³⁰ Classified Advertising. (1850, January 12). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 1. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709236>.
- ³¹ THE MUNICIPAL ELECTION. (1865, February 8). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1267999>.
- ³² A JUBILEE RETROSPECT.—THE CITY OF SOUTH BRISBANE. (1909, August 7). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 21. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article21829664>.
- ³³ ELECTORAL LISTS. (1854, July 8). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709164>.
- ³⁴ DOMESTIC INTELLIGENCE: ELECTORAL LISTS. (1854, July 8). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709169>.
- ³⁵ Classified Advertising. (1854, August 26). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 3. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713053>.
- ³⁶ ELECTORAL LISTS. (1854, July 8). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709164>.
- ³⁷ DOMESTIC INTELLIGENCE. (1854, December 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3715504>.
- ³⁸ DEATH BY DROWNING. (1858, February 10). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3723765>.

³⁹ Rosamond Siemon (1997). *The Mayne Inheritance*. University of Queensland Press, St Lucia.

⁴⁰ The inquest report does not actually specify that the paddock in question was at Milton, but the chances of there being another Parson's Farm next to a paddock owned by Mayne are remote.

⁴¹ Lot 2 was owned by John Bryden up until at least March 1855, when he had it for sale. Lots 1 and 3 were both acquired by John George Cribb in 1862, so presumably were owned by his farther Robert up until that time.

⁴² *Queensland Government Gazette*, Vol. 56. James C Beal, Government Printer, William Street.

⁴³ Classified Advertising. (1854, August 26). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 3. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713053>.

⁴⁴ The map in Figure 7 erroneously specifies the area as 2 acres and 11 perches.

⁴⁵ Classified Advertising. (1855, March 3). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3715675>.

Classified Advertising. (1855, February 17). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709393>.

⁴⁶ INCREASE THE MILK. (1868, April 11). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 11. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article20318188>.

⁴⁷ Margaret Bridson Cribb (1969). Cribb, Robert (1805–1893). In *Australian Dictionary of Biography*. National Centre of Biography, Australian National University. Retrieved February 28, 2014, from <http://adb.anu.edu.au/biography/cribb-robert-3289/text4997>. First published in hardcopy in *Australian Dictionary of Biography*, Volume 3. MUP, 1969.

⁴⁸ Hugh Anderson (1966). Clarke, William John (1805–1874). In *Australian Dictionary of Biography*. National Centre of Biography, Australian National University. Retrieved February 28, 2014, from <http://adb.anu.edu.au/biography/clarke-william-john-1902/text2247>. First published in hardcopy in *Australian Dictionary of Biography*, Volume 1, MUP, 1966.

THE RICHEST MAN IN AUSTRALIA. (1874, January 31). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 7. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article18329399>.

⁴⁹ ELECTORAL LIST FOR THE TOWN OF BRISBANE, DISTRICT OF MORETON BAY, COUNTY OF STANLEY, FOR 1848. (1848, April 22). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 3. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709606>.

DOMESTIC INTELLIGENCE. (1851, August 9). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3714407>.

ELECTORAL LISTS. (1853, August 6). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3708688>.

DOMESTIC INTELLIGENCE. (1854, July 8). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709169>.

⁵⁰ DOMESTIC INTELLIGENCE. (1852, May 22). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709991>.

⁵¹ OFFICIAL NOTIFICATIONS. (1860, January 24). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3725631>.

⁵² PERSONAL. (1920, August 17). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 9. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article20428579>.

⁵³ Family Notices. (1862, November 7). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article4609068>.

Classified Advertising. (1865, January 10). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 1. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1266812>. (The page contains advertisement by the Bennetts for a servant.)

⁵⁵ Family Notices. (1868, January 11). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1305392>.

⁵⁶ BRISBANE'S HISTORIC HOMES. (1931, September 24). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 35. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article23142697>.

- ⁵⁷ Classified Advertising. (1889, April 11). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 8. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3494740>.
- ⁵⁸ Classified Advertising. (1890, April 22). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3509707>.
- ⁵⁹ Classified Advertising. (1867, September 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 1. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1287175>.
- ⁶⁰ Classified Advertising. (1874, November 14). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 1. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1391229>.
- ⁶¹ Classified Advertising. (1873, August 19). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 4. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article1324908>.
- ⁶² PERSONAL. (1920, August 17). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 9. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article20428579>.
- ⁶³ No title. (1914, July 4). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 12. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article19969126>.
- ⁶⁴ Brennan's reminiscences were published in *The Sun* over three weeks beginning on Sunday, 1 July 1917. Extracts are also reproduced in: John Pearn (1997). *Auchenflower: The suburb and the name*. Amphion Press, Brisbane.
- ⁶⁵ DEATH OF MR. J. G. CRIBB. (1905, June 17). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 10. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article20794648>.
- ⁶⁶ DOMESTIC INTELLIGENCE. (1854, July 8). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3709169>.
- ⁶⁷ AMENDED LIST OF ELECTORS. (1856, February 23). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3710544>.
- ⁶⁸ The Queensland Government Gazette, Vol. 3, records the transfer of Robert Cribb's land to John George Cribb on 22 March 1862.
- ⁶⁹ DOMESTIC INTELLIGENCE. (1858, January 2). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved March 2, 2014, from <http://nla.gov.au/nla.news-article3721558>.
- ⁷⁰ DEATH OF MR. J. G. CRIBB. (1905, June 17). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 10. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article20794648>.
- ⁷¹ THE LATE MR. J. G. CRIBB. (1905, June 17). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 15, 2014, from <http://nla.gov.au/nla.news-article19309774>.
- ⁷² HORTICULTURAL EXHIBITION. (1864, January 18). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 3. Retrieved February 15, 2014, from <http://nla.gov.au/nla.news-article3168076>.
- ⁷³ ACCLIMATISATION SOCIETY. (1872, July 27). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 3. Retrieved February 15, 2014, from <http://nla.gov.au/nla.news-article27271927>.
- ⁷⁴ AGRICULTURAL IMPLEMENTS. &c. (1884, August 30). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 364. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article23974671>.
- ⁷⁵ Family Notices. (1881, March 15). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 15, 2014, from <http://nla.gov.au/nla.news-article908810>.
- ⁷⁶ MILTON ROSALIE AND BAYSWATER. (1893, February 11). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 247. Retrieved February 15, 2014, from <http://nla.gov.au/nla.news-article20338658>.
- ⁷⁷ WOMAN'S WORLD. (1898, September 27). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3679582>.
- ⁷⁸ WOMAN'S WORLD. (1904, September 23). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article19345353>.
- ⁷⁹ Orange Blossoms. (1905, February 2). *Queensland Figaro* (Brisbane, Qld. : 1901 - 1936), p. 14. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article84127682>.
- ⁸⁰ THE LATE MR. J. G. CRIBB. (1905, June 13). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article19337846>.

⁸¹ TENNIS. (1904, February 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 7. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article19264790>; Fairholme Tennis Club. (1908, May 5). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article19516463>.

⁸² Family Notices. (1924, May 28). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article20732139>.

⁸³ OBITUARY. (1926, May 8). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 19. Retrieved April 2, 2014, from <http://nla.gov.au/nla.news-article22754164>.

⁸⁴ CENTRAL POLICE COURT. (1865, September 1). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1277829>. Also see Figure A4 in Appendix 2.

⁸⁵ DOMESTIC INTELLIGENCE. (1850, June 15). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3714032>.

⁸⁶ No title. (1881, April 16). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 512. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article20706393>.

⁸⁷ THE EARLY DAYS. (1933, January 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 10. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article22148233>.

⁸⁸ MUNICIPAL COUNCIL. (1865, July 4). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1274737> (petition for ferry between Boundary Street, North Brisbane, and Boundary Street, South Brisbane); No title. (1866, November 3). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1276298> (extension of mail services to E.J. Bennett's residence); MUNICIPAL COUNCIL. (1866, May 1). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 3. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1266681> (recommendation for a drain at Boundary Street, Milton).

⁸⁹ DOMESTIC INTELLIGENCE. (1856, August 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article3713175>.

⁹⁰ ROUNDABOUT. (1889, April 20). *Queensland Figaro and Punch* (Brisbane, Qld. : 1885 - 1889), p. 19 Supplement: SUPPLEMENT TO QUEENSLAND FIGARO.. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article84756342>.

⁹¹ Advertising. (1904, April 18). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 8. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article19275969> (an advertisement for the sale of the Bennetts' piano).

⁹² Classified Advertising. (1864, August 13). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 7. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1260635>.

⁹³ THE WEATHER. (1870, March 11). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1311859> (flood report); THE WEATHER. (1870, March 11). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1311859> (sale of Portion 10);

⁹⁴ No title. (1881, April 16). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 512. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article20706393>. Interestingly, the street was named just a month after the first reference to John George Cribb's residence Fairholme appeared in the papers.

⁹⁵ The 1878 post office directory lists only suburbs and not streets (J.G. Cribb is listed at Milton). Directories from between 1878 and 1885 have not been inspected as part of this investigation.

⁹⁶ SHIRE OF TOOWONG COUNCIL. (1888, May 24). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3476080>.

⁹⁷ LOCAL AND GENERAL NEWS. (1875, September 28). *Queensland Times, Ipswich Herald & General Advertiser* (Qld. : 1861 - 1908), p. 3. Retrieved February 28, 2014, from <http://nla.gov.au/nla.news-article122072361>.

⁹⁸ BRISBANE. (1886, September 9). *Queensland Times, Ipswich Herald & General Advertiser* (Qld. : 1861 - 1908), p. 5. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article122555457>. The incident was also reported in: SERIOUS RAILWAY OBSTRUCTION. (1886, September 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article4493192>.

⁹⁹ MUNICIPAL COUNCIL. (1861, September 4). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article4600830>.

- ¹⁰⁰ PUBLIC WORKS. (1862, October 18). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article4608646>.
- ¹⁰¹ LOCAL INTELLIGENCE. (1863, March 14). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3162051>.
- ¹⁰² PUBLIC WORKS. (1863, November 18). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 5. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3166918>.
- ¹⁰³ MUNICIPAL COUNCIL. (1864, April 5). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3169501>.
- ¹⁰⁴ MUNICIPAL COUNCIL. (1865, May 9). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article1271940>.
- ¹⁰⁵ *Ibid.*
- ¹⁰⁶ DOMESTIC INTELLIGENCE. (1856, August 16). *The Moreton Bay Courier* (Brisbane, Qld. : 1846 - 1861), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3713175>.
- ¹⁰⁷ The Brisbane Courier. (1882, July 6). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3411889>.
- ¹⁰⁸ LOCAL INTELLIGENCE. (1862, April 4). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article4604844>; LOCAL INTELLIGENCE. (1863, April 18). *The Courier* (Brisbane, Qld. : 1861 - 1864), p. 5. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article3162775>.
- ¹⁰⁹ The Brisbane Courier. (1878, June 14). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 2. Retrieved February 16, 2014, from <http://nla.gov.au/nla.news-article1372741>.
- ¹¹⁰ LOCAL GOVERNMENT MEETINGS. (1885, August 6). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 17, 2014, from <http://nla.gov.au/nla.news-article3445947>.
- ¹¹¹ No title. (1885, October 29). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 3. Retrieved February 17, 2014, from <http://nla.gov.au/nla.news-article3451474>.
- ¹¹² CHOLERA OUTBREAK. (1885, December 18). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 3. Retrieved February 17, 2014, from <http://nla.gov.au/nla.news-article3454772>.
- ¹¹³ Milton Swamp. (1885, September 19). *The Queenslander* (Brisbane, Qld. : 1866 - 1939), p. 456. Retrieved February 17, 2014, from <http://nla.gov.au/nla.news-article19800483>.
- ¹¹⁴ [No heading]. (1886, March 4). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved April 5, 2014, from <http://nla.gov.au/nla.news-page87860>.
- ¹¹⁵ THE MILTON DRAIN. (1887, July 1). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article3473247>.
- ¹¹⁶ Classified Advertising. (1886, December 11). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 7. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article4491301>.
- ¹¹⁷ LOCAL GOVERNMENT MEETINGS. (1887, June 24). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article3472732>.
- ¹¹⁸ *Ibid.*
- ¹¹⁹ LOCAL GOVERNMENT MEETINGS. (1887, July 8). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 6. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article3473759>.
- ¹²⁰ SHIRE OF TOOWONG. (1887, August 18). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article3476634>.
- ¹²¹ BRISBANE MUNICIPAL COUNCIL. (1889, March 20). *The Brisbane Courier* (Qld. : 1864 - 1933), p. 5. Retrieved February 21, 2014, from <http://nla.gov.au/nla.news-article3493915>.
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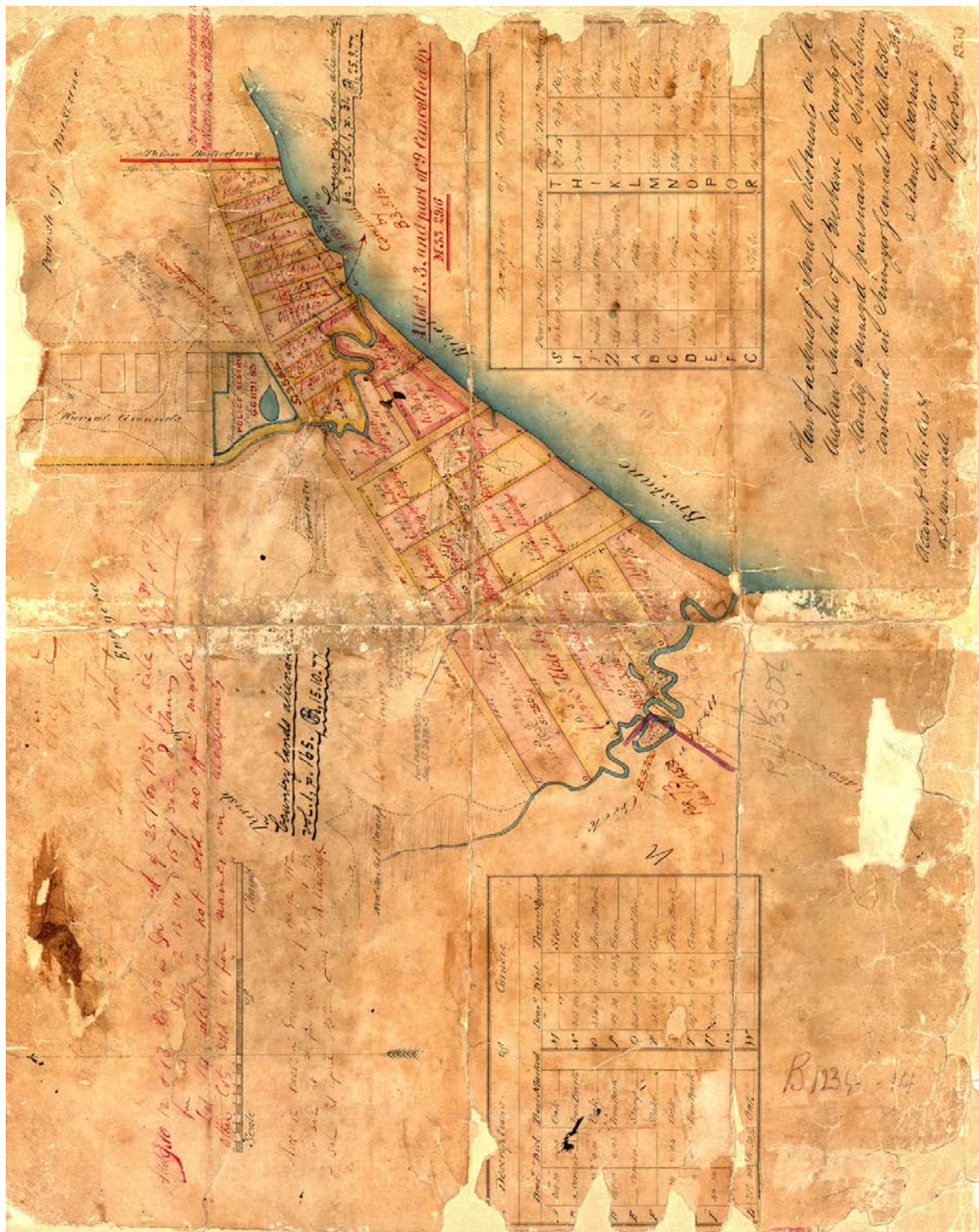
Appendix 1 – Maps and plans used in the report

The maps presented in the body of this report are generally in the form of excerpts that have been manipulated both spatially and visually. This appendix presents the maps in their complete and unmodified forms.

Map of the Environs of Brisbane situate in the County of Stanley. Henry Wade, 1844. Queensland State Archives, Item ID 714302. (Used in Figures 3, 4 and 5)



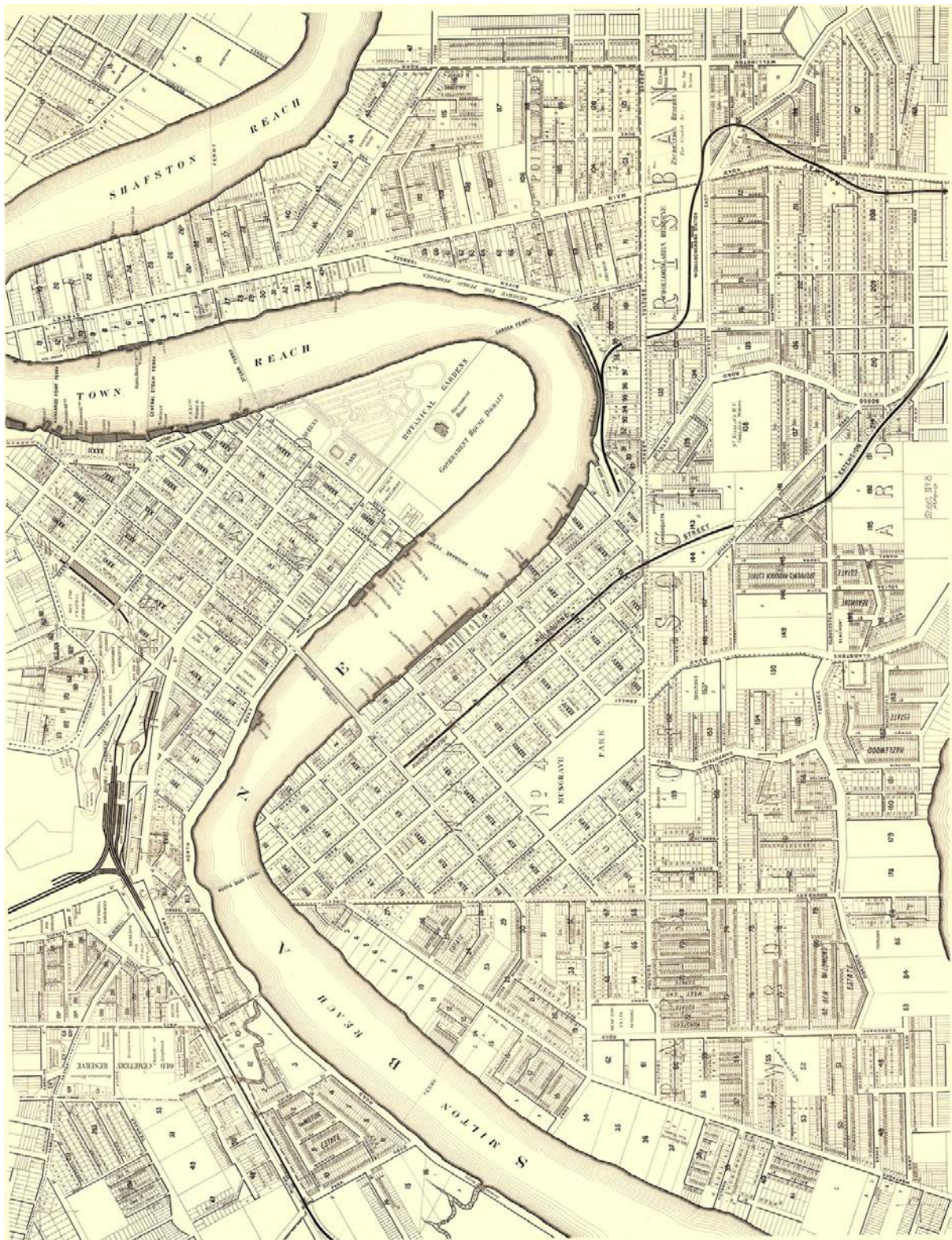
Plan of a series of small allotments in the western suburbs of Brisbane, County of Stanley. James Warner, 1850. Queensland Museum of Lands, Mapping and Surveying, Plan B.1234.14. (Used in Figure 6)



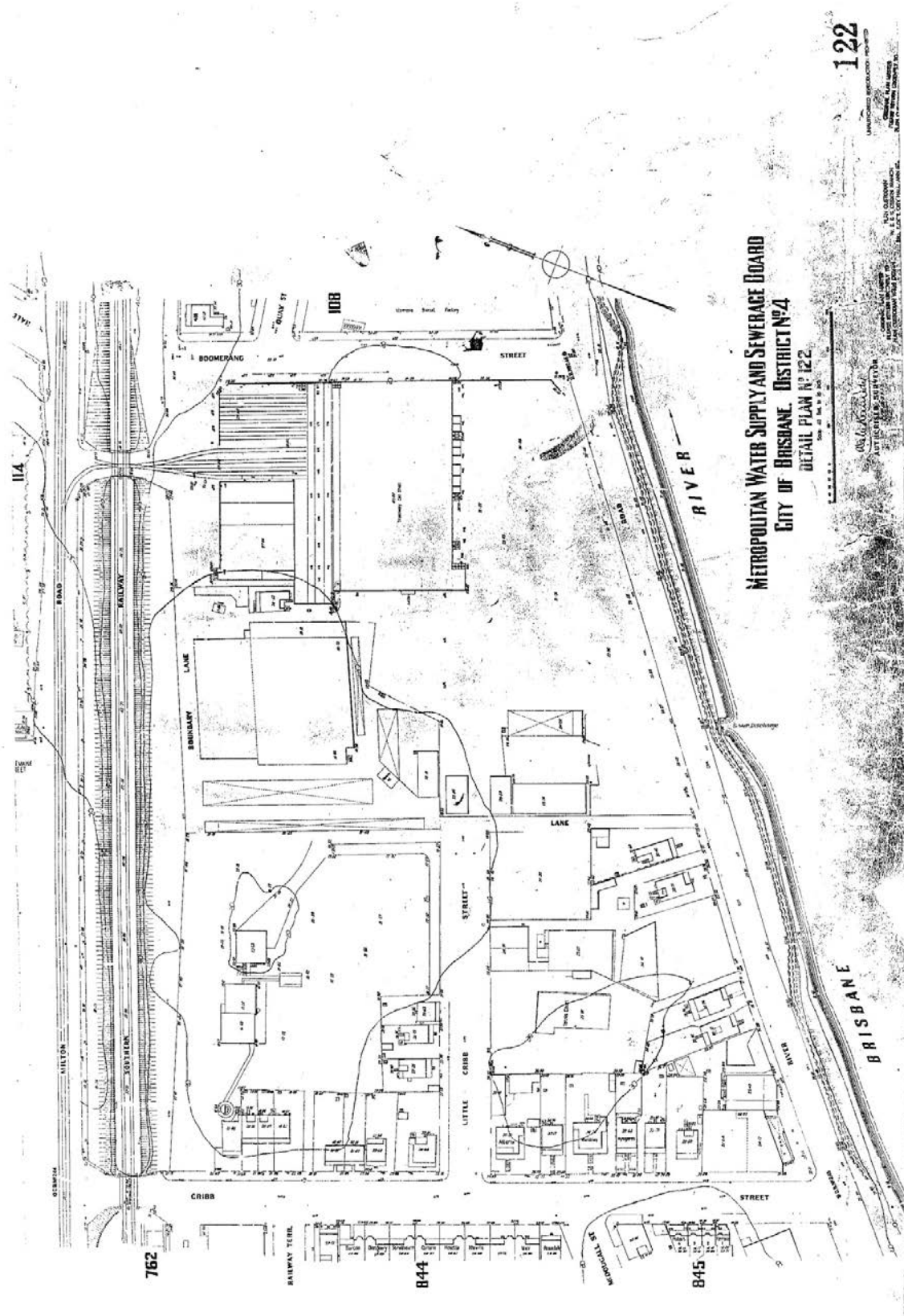
Environs of Brisbane, County of Stanley, N.S.W. Surveyor General's Office, 1858. Brisbane City Archives, BCA PO05. (Used in Figure 7)



**Map of Brisbane and Suburbs, Sheet 8. A.R. McKellar, 1895. Queensland State Archives, Item ID 618816.
(Used in Figures 10 and 22)**



District No. 4, Detail Plan 122. Metropolitan Water Supply and Sewerage Board, 1927. Brisbane City Archives. (Used in Figures 19, 20, 32 and 36)



Brisbane and Suburbs, Sheet 8. Department of Public Lands, 1914. Queensland State Archives, Item ID 634566. (Used in Figure 24)



Appendix 2 – Additional photos of the CDOP site

This appendix presents additional images depicting the CDOP site from the collections of the Queensland State Library, Brisbane City Council and others.



Figure A1. A view of Petrie Terrace and Milton in 1862. Milton House and Milton Farm are visible in the distance, as well as at least two small houses on the CDOP site. (State Library of Queensland, Negative No. 61766).

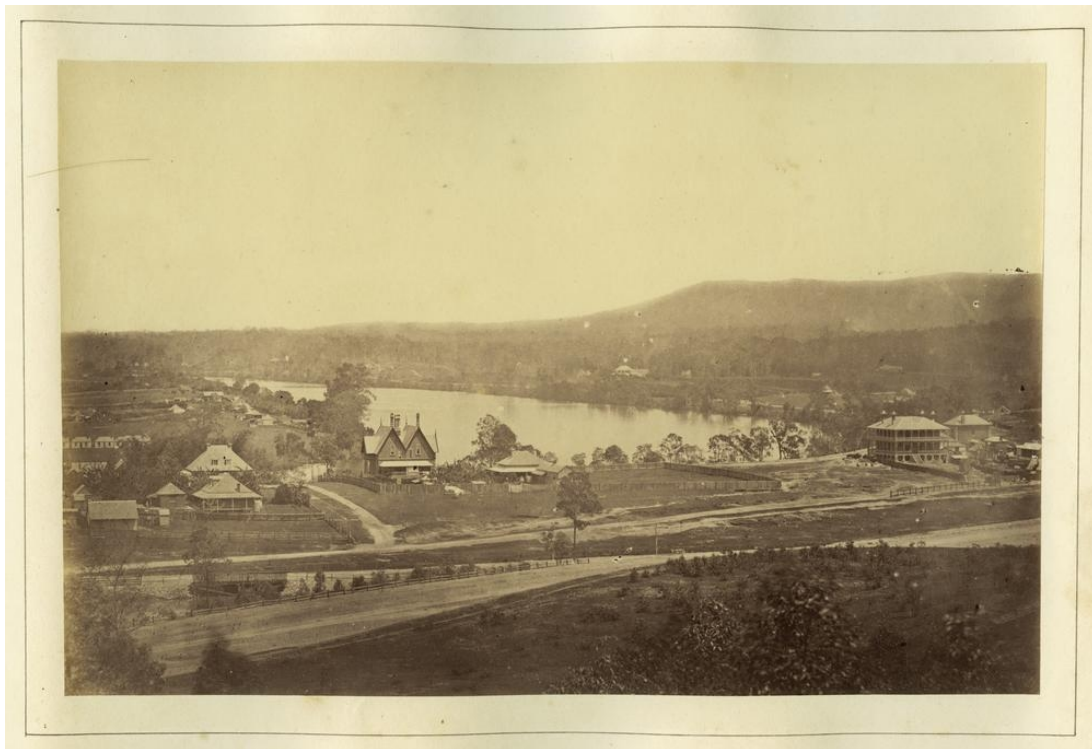


Figure A2. A view of North Quay and Milton from Wickham Terrace in 1867. Milton House, Milton Farm and the CDOP site are visible in the distance (State Library of Queensland, Image No. APE-072-0001-0015).



Figure A3. A view of the North Brisbane Cemetery and South Brisbane in 1870. The railway embankment, then still under construction, is visible in front of the CDOP site. E.J. Bennett's residence (probably Sparkford Cottage) is also visible. At the extreme right is a small bridge where Milton Road crosses Boundary Creek. (Source unknown).



Figure A4. A view along the River Road (known sometimes as the Milton Road) in 1875. E.J. Bennett's Sparkford Cottage is visible in the centre of the photo, while the house at the right of the frame is likely to be John George Cribb's residence. Beyond that are Milton Farm and Milton House. (State Library of Queensland, Image No. APE-015-01-0007).



Figure A5. Boundary Street in flood in 1890. The cottage in the foreground may have belonged to E.J. Bennett, while the house behind it is almost certainly Bennett's 'Poplars' residence. (Queensland State Archives, Image ID 518).

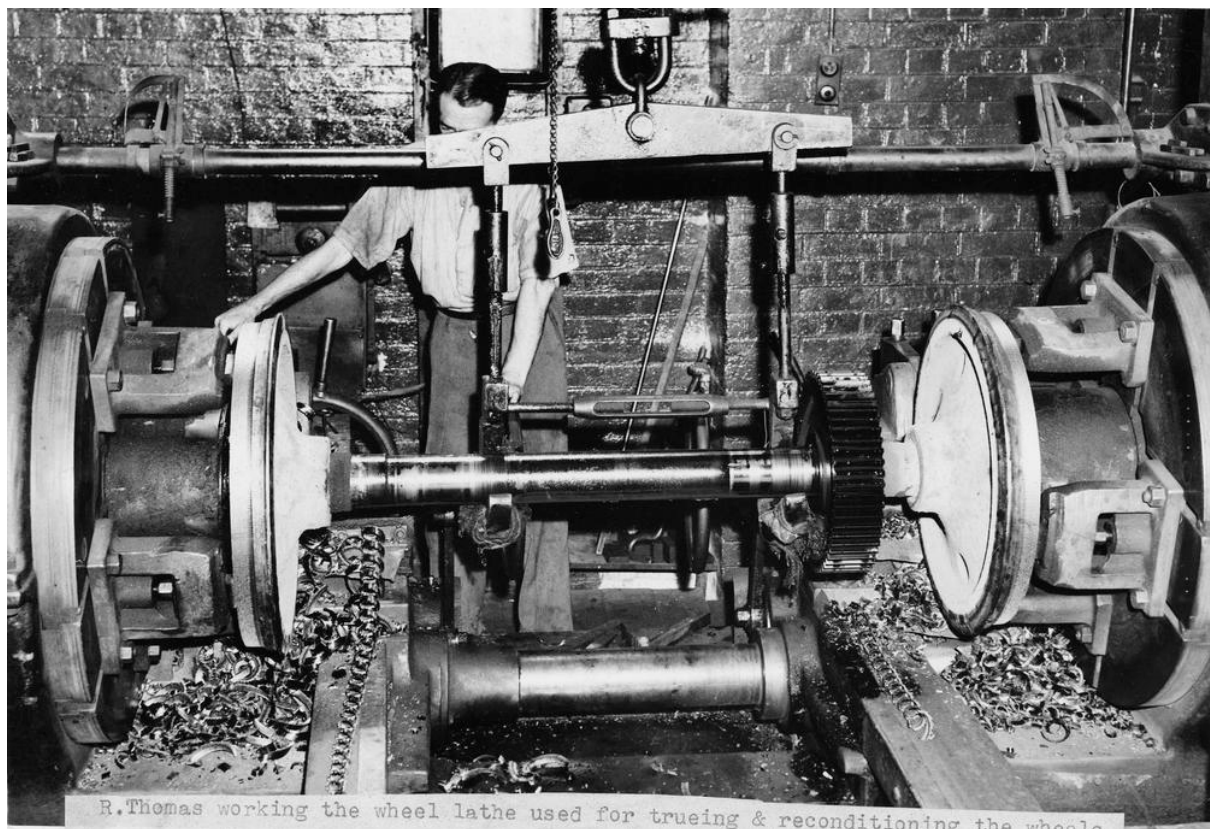


Figure A6. Working the wheel lathe in the Brisbane tram workshops, 1949. (State Library of Queensland, Negative No. 159891).



Figure A7. Views of the tram administration office and workshops, 1955–1962. (Brisbane City Archives, BCC-B54-5563, BCC-B54-12667, BCC-B54-18835, BCC-B54-18832, BCC-B54-18833, BCC-S35-9310984)



Figure A8. Views of the decommissioned incinerator in 1949. (Brisbane City Archives, BCC-B54-1194, BCC-B54-206, BCC-B54-208, BCC-B54-210, BCC-B54-211, BCC-B54-211A, BCC-B54-271)



Figure A9. A tram at the workshops, 1968. (Brisbane Tramway Museum)



Figure A10. A tram at the workshops, 1968. (Brisbane Tramway Museum)



Figure A11. Burning trams at the depot in 1969. (Brisbane Tramway Museum)



Figure A12. Burning trams at the depot in 1969. (Brisbane Tramway Museum)



Figure A13. Boomerang Street in the 1974 flood. (Brisbane City Archives, BCC-DVD2-54).



FigureA14. Views of the CDOP site after the bus depot was moved to Toowong, December 1980. (Brisbane City Archives, BCC-B120-1122.4, BCC-B120-1127)

Appendix 3 – Street directory listings, 1885–1941

The following tables present the residents and businesses listed at each street at the CDOP site in Queensland post office directories published between 1885 and 1941. Please note that only directories from the following years were consulted: 1885, 1889, 1891, 1895, 1900, 1903, 1905, 1907, 1911, 1915, 1918, 1921–6, 1928, 1930, 1933, 1937, 1941. All directories were published by H. Wise & Co. except for the 1889 and 1891 editions, which were published by Hollander, Wright & Co.

Boundary/Boomerang Street (renamed in about 1904)

1885	EJ Bennett, John C Vincent, William Jones (Drayman), Edward Wilson (drayman), Samuel Randle (harness maker), Charles Anderson (labourer), City of Brisbane Ice Company (Harry Wright, manager)
1889	EJ Bennett (The Poplars), John C Vincent (Draper, Willfield), William Low (cabman), Mrs M Bax (caretaker, PT School), Charles Anderson (drayman), Samuel Randle (harnessmaker), Lewis McDonald, (commission agent)
1891	Not listed (mistake, I think). EJ Bennett at Poplars is listed though.
1895	Yaldwyn, W., P.M., South Brisbane, John C Vincent (clerk, Willfield), George Edward Ely (carter) Wm Jackson (labourer), Brisbane Sanitary Co.
1900	EJ Bennett, John C Vincent, George Rougtel, George Counsell (Sunney Villa), Pibworth & Co (Thomas) sanitary contractors, Walter Emerson
1903	EJ Bennett, J Vincent (Willfield), George Milfred, George Roberts, Sanitary Depot, Hy Carr (off), John Toyne
1905	EJ Bennett, J Vincent (Willfield), George Milfred, Wm Bradshaw, Sanitary Depot, Hy Carr (off), John Toyne
1907	EJ Bennett, J Vincent (Willfield), George Milfred, Wm Bradshaw, Sanitary Depot, Hy Carr (off)
1911	EJ Bennett, J Vincent (Willfield), John Cahill (bottle dealer), Jno Dowridge, Arthur King, Fredk White, Sanitary Depot, Hy Carr (off)
1915	Morrow's, Ltd stables, Harold J Dangerfield, George Roberts, Sanitary Depot (off, H Carr, contractor)
1918	Brisbane Tramway Co Ltd (stables), Chas H Hurman, Geo Roberts (off), Sanitary Depot (H Carr, off)
1921	Brisbane Tramway Co Ltd (stables), Fred W Wright, Sanitary Depot (H Carr, off)
1922	Brisbane Tramway Co Ltd (stables), Fred W Wright, Sanitary Depot (H Carr, off), Mrs G Roberts (off)
1923	Brisbane Tramway Trust (stables), Fred W Wright, Sanitary Depot (H Carr, off), Mrs G Roberts (off)
1924	Brisbane Tramway Trust (stables), Fred W Wright, Sanitary Depot (J & WB Carr, off), Mrs G Roberts (off)
1925	Brisbane Tramway Trust (stables), Sanitary Depot (J & WB Carr, off), Mrs G Roberts (off)
1926	Brisbane Tramway Trust (stables), Sanitary Depot (J & WB Carr, off), Mrs G Roberts (off)
1928	Brisbane Tramway Trust (stables), Sanitary Depot (J & WB Carr, off), Edmund J Dungleison (off)
1930	Brisbane City Council Tramway Dept (offices, workshops, and sheds)
1933	Brisbane City Council Tramway Dept (offices, workshops, and sheds), General Contracting Co (WB Carr, workshops and stables)
1937	Brisbane City Council Tramway Dept (offices, workshops, and sheds), General Contracting Co (WB Carr, workshops and stables)
1941	None listed

River Road / Coronation Drive (renamed in 1937)

1885	None listed between Boundary Street and Park Road.
1889	JG Cribb is listed in alphabetical directory at North Quay, but the street directory does not include the stretch between Boundary St and Cribb St.
1891	JG Cribb listed with Bank of NSW and Qld Congregational Union, but not at River Rd.
1895	Alfred Shaw's Kerosene Bond, JG Cribb (Fairholme)
1900	JG Cribb, Fairholme
1903	JG Cribb, Fairholme
1905	Colonial Oil Company's Kerosene Store (Thos Brown & Sons, agents), JG Cribb (Fairholme)
1907	Colonial Oil Company's Kerosene Store (Thos Brown & Sons, agents), JG Cribb (Fairholme)
1911	JG Cribb, Fairholme
1915	Kerosene Bond, John Brookes (off), Thomas Healsop & Co (stables), Bert Stewart, Henry Nightingale, John Cribb (Fairholme), Thomas C Kluge, Robert W Bishop.
1918	Kerosene Bond, John Brookes (off), Thomas Healsop & Co (stables), Henry Nightingale, Morrows Ltd (stables), Harold J Dangerfield, John Cribb (Fairholme), Mrs Thomas C Kluge, Chas H Freemantle
1921	Healsop & Co Ltd (bulk ste), Mrs Norah Smith, Henry Nightingale, Frederick White, Morrows Ltd stables, Harold J Dangerfield, JG Cribb, Mrs Clara Barker, Chas H Freemantle
1922	Thomas Bevan, Healsop & Co Ltd (bulk ste), Mrs Norah Smith, Henry Nightingale, Frederick White, Morrows Ltd stables, Harold J Dangerfield, JG Cribb, Mrs Clara Barker, Chas H Freemantle
1923	Thomas Bevan, Healsop & Co Ltd (bulk ste), Mrs Norah Smith, Henry Nightingale, Frederick White, Morrows Ltd stables, Harold J Dangerfield, JG Cribb, Mrs Clara Barker, Chas H Freemantle
1924	Thomas Bevan, Healsop & Co Ltd (bulk ste), Mrs Norah Smith, Henry Nightingale, Frederick White, Morrows Ltd stables, Harold J Dangerfield, JG Cribb, Mrs Clara Barker, Chas H Freemantle
1925	Henry K Bevan, Healsop & Co Ltd (bulk ste), Mrs Norah Smith, Henry Nightingale, Frederick White, Morrows Ltd stables, Harold J Dangerfield, JG Cribb, Mrs Clara Barker, Chas H Freemantle
1926	Edwin Neden, Brisbane Tramway Motor Garage, Healsop & Co (bulk ste), Mrs Norah Smith, Henry Nightingale, Fredrick White, Morrows Ltd (stables), Harold J Dangerfield, Mrs Clara Barker, Chas H Freemantle
1928	Brisbane Tramway Motor Garage, Healsop & Co (bulk ste), Fredrick White, Morrows Ltd (stables), Harold J Dangerfield, Arthur Eddington, Chas H Freemantle
1930	Brisbane City Council Tramway Dept offices, workshops, and sheds (SL Quinn, sec), Fredrick White, Morrows Ltd stables, Harold J Dangerfield, Mrs Agnes Whiteoak, Chas H Freemantle
1933	Brisbane City Council Tramway Dept offices, workshops, and sheds (SL Quinn, sec), Richard Groebelin, Morrows Ltd stables, Harold J Dangerfield, Mrs Agnes Whiteoak, Chas H Freemantle, Price Dell (motor service station and garage)
1937	Brisbane City Council Tramway Dept offices, workshops, and sheds (SL Quinn, sec), Richard Groebelin, Morrows Ltd stables, Harold J Dangerfield, Mrs Agnes Whiteoak, Chas H Freemantle, Safe Brakes Pty Ltd (motor brake services), Price Dell (motor service station and garage)
1941	BCC Tramways & Power House Department, Engineers and garages: Safe Brakes Pty Ltd, Price Dell, Smith & Co CL (ns), Federal Furniture Co (ns), Highway Homes (ns), Fowlers Drive Yourself Cars (ns)

Cribb Street

1885	Vacant land, Milton Distillery (Fitzgerald, Quinlan and Co, Samuel Smith, manager), George Patuelo (compositor), Thomas Irwine (storekeeper)
1889	Milton Distillery, Lindsay Thomas (packer), Frank Hall (storeman), --Hurd (contractor, Wairoo cottage), Thomas Erwin (grocer), (Little Cribb Street)
1891	building unoccupied, Mrs Cummings (laundress), William Walsh (labourer), TJ Murray (marblemason), Erwin Thomas (grocer), (Little Cribb Street)
1895	Mrs Snape, John Shanahan, J Pitt, --Wilson, Quinlan, Gray & Co steam mills (apparently all after Little Cribb St)
1900	Distillery (vacant), William McGrath, James Smith, Mrs Neil, Mrs SJ Robson (grocer)
1903	Distillery (vacant), James Smith, Henry G Phillips, Robert Warwick, Jonathan H. de B. Riordan
1905	Distillery, James Smith, Henry G Phillips, Robert Warwick
1907	Distillery, Henry G Phillips, James Smith, Robert Warwick, Mrs Bridget McCann, Henry Taylor, Mrs Rosannah Mitchell
1911	Fred Taylor, Charles Baynham, Jonathan B Butler, Thomas McIntyre, George A Fennell, Andrew Muir, Mrs Rosannah Mitchell
1915	Charles H White, Charles Baynham, James Tuck, Thomas McKinnles, George A Fennell, Herbert W Fordham, Alfred W Vernon, Harrington F Newberry, (Little Cribb St), Edward Harrison, Thomas Stokes, Andrew L Paxton, Alex Christie, William Gill, (River Rd)
1918	Charles H White, Charles Baynham, Mrs John Auld, Thomas McKinless, John Johnston, Herbert W Fordham, Richard Mole, James Dowd, (Little Cribb St), Edward Harrison, George Rose, Andrew L Paxton, Alex Christie, John Vogt, (River Rd)
1921	Charles Baynham, Mrs John Auld, Thomas McKinless, Jos Yunker, Sydney Noyes, Patrick Byrnes, Percy Neilson, (Little Cribb St), Edward Harrison, George Rose, Thomas Clarke, Otto Hansen, Mrs Mary A Florence, Frank Knight (Hick's Garage), (River Rd)
1922	Charles Baynham, Mrs John Auld, Thomas McKinless, Jos Yunker, Sydney Noyes, Patrick Byrnes, Percy Neilson, (Little Cribb St), Edward Harrison, George Rose, Thomas Clarke, Otto Hansen, Mrs Mary A Florence, Frank Knight (Hick's Garage), (River Rd)
1923	Charles Baynham, Mrs John Auld, Thomas McKinless, Jos Yunker, Sydney Noyes, Patrick Byrnes, Percy Neilson, (Little Cribb St), Edward Harrison, George Rose, Thomas Clarke, Otto Hansen, Mrs Mary A Florence, Mrs Benjamin Gailer, (River Rd)
1924	Charles Baynham, Mrs John Auld, Thomas McKinless, William R Davis, Sydney Noyes, Patrick Byrnes, Percy Neilson, (Little Cribb St), Edward Harrison, George Rose, Thomas Clarke, Otto Hansen, Mrs Mary A Florence, Mrs Benjamin Gailer, (River Rd)
1925	Charles Baynham, Mrs John Auld, Thomas McKinless, William R Davis, Arthur F Witheyman, Patrick Byrnes, Frank Gove, (Little Cribb St), Edward Harrison, Fred Boorman, Thomas Clarke, Otto Hansen, Mrs Mary A Florence, Mrs Benjamin Gailer, (River Rd)
1926	Charles Baynham, Mrs John Auld, Thomas McKinless, William R Davis, Arthur F Witheyman, Patrick Byrnes, Frank Gove, (Little Cribb St), Edward Harrison, Fred Boorman, Thomas Morris, Otto Hansen, David Burke, Mrs Benjamin Gailer, (River Rd)
1928	Patrick Byrnes, Frank Gove, (Little Cribb St), Edward Harrison, Thomas Gardner, Otto Hansen, David Burke, Mrs Benjamin Gailer, (River Rd)
1930	Patrick Byrnes, Frank Gove, (Little Cribb St), Edward Harrison, John J Irwin, John W Johnson, Otto Hansen, Mrs O'Connor, Earnest T Kennish, (River Rd)
1933	Frank Gove, (Little Cribb St), Edward Harrison, Robert L Hutchinson, vacant, John W Johnson, vacant, Otto Hansen, --Burke, Earnest T Kennish, (River Rd)
1937	(Little Cribb St), Edward Harrison, Robert L Hutchinson, Mrs Monk, Mrs Victoria Hansen, vacant, Mrs Alice Brooks, (River Rd)
1941	None listed

Little Cribb Street

1885	JG Cribb (Accountant, NSW Bank, Fairholme)
1889	Thomas Jesser (builder and contractor), Alfred Bawe (labourer), William Stockdale (grocer), John Phillips (shoemaker), James Stockdale, John Toban (woodcutter), Mrs Squire
1891	D Keay (contractor), John Phillips (shoemaker), John Rafter (shearer), Thomas Tobin (drayman), House unoccupied
1895	Mrs Charles Burgess, John Phillips (shoemaker), George Henry Phillips
1900	Quick Thomas, John Phillips, Henry George Phillips
1903	William Maxwell, John Phillips
1905	William Maxwell, John Phillips
1907	William Maxwell, John Phillips
1911	Francis Sturgess, Herbert W Fordham
1915	Frederick White, John Johnston
1918	Frederick White, Frank Groves
1921	Charles White, Seymour Wise, Frank Groves
1922	Charles White, Seymour Wise, Frank Groves
1923	Charles White, Seymour Wise, Frank Groves
1924	Charles White, Seymour Wise, Frank Groves
1925	Charles White, Seymour Wise
1926	Charles White, Seymour Wise, Bryan N Phillips
1928	Charles White, Seymour Wise, Bryan N Phillips
1930	Charles White, Seymour Wise, Bryan N Phillips
1933	Charles White, Seymour Wise, --Lawrence
1937	Seymour Wise, Alex M Lawrence
1941	None listed

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