

Redland Libraries

Redlands Coast *Timelines*

Thornlands



Class photo Thornlands School, 1915

HP4167

Back row L to R: Caroline Petersen, Jane Bergin, Mr Round (teacher), Alice Petersen, Dorrie Roger.

Front row L to R: Harry Le Marchant, Ted Dawson, Duncan Burns, Sam Burns, Alf Langdon, Renee Le Marchant

WARNING: *Aboriginal and/or Torres Strait Islander peoples should be aware that this document may contain the images and/or names of people who have passed away.*

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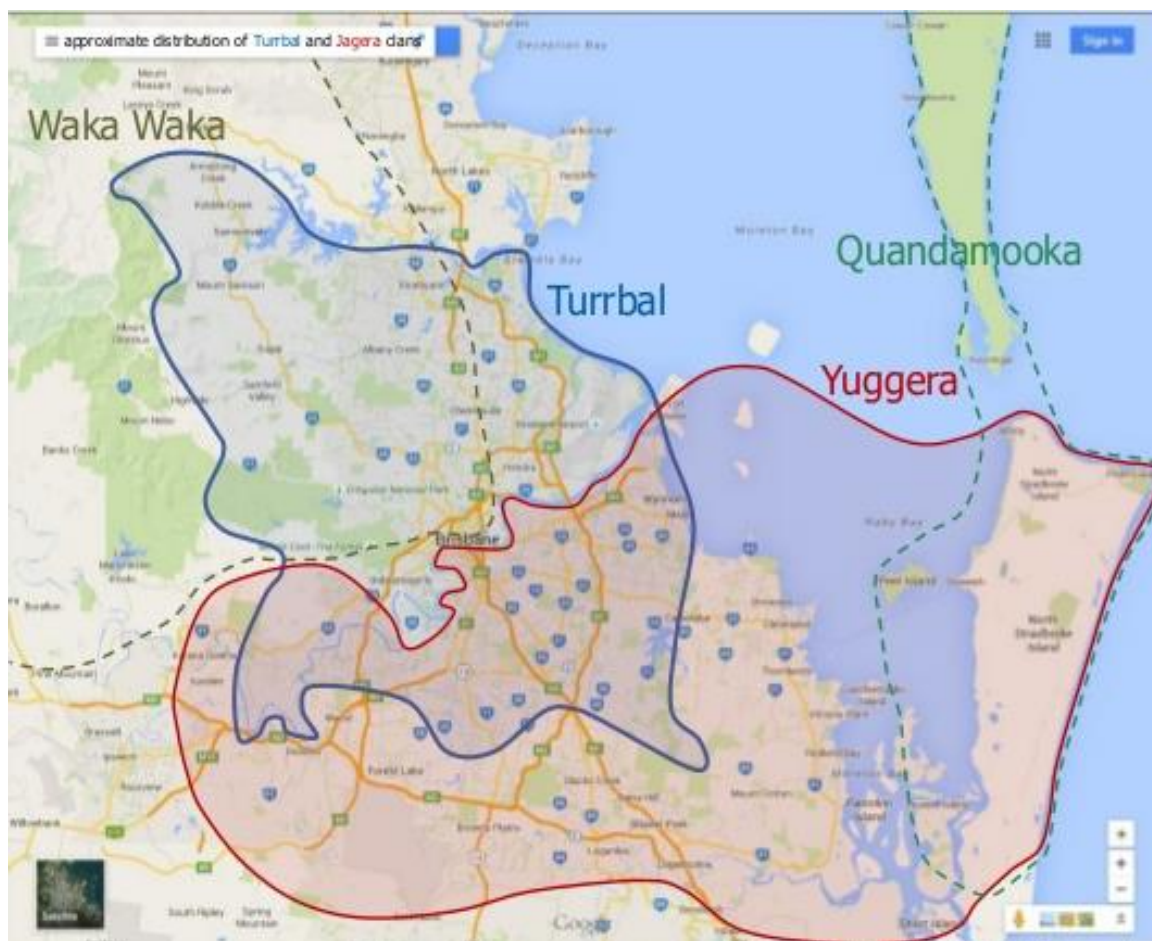
Inside the Round Shop and Post Office, 1998.
NW corner of Panorama Drive and Boundary Road Thornlands

HP06679

Quandamooka people have lived on and around this area for tens of thousands of years. Geological evidence dates occupation at a minimum of 21,000 years. Local people identify the Noonucal, Gorenpul and Nughi as the traditional owners of the Island and adjoining areas. Food supplies were plentiful. Fishing, hunting and gathering were part of the communal economy, with people collecting food according to their carrying capacity, and food shared according to families' needs. Dugong as well as fish such as mullet and tailor were caught with nets, sometimes aided by dolphins. Turtle and shellfish were also collected.

Oysters, mullet, crabs, cowrie, prawns, cockles, eugarie, mussels and turtle were common foods at different times of the year. Other foods hunted and collected at different times of the year included kangaroo, wallaby, goannas, flying foxes, birds, possum, and bandicoots, native fruits and berries, honey, and drinks made from flowers. Bungwal/dingowa the rhizome of a fern, was pounded into flour, to make a type of damper or bread, and once a year a journey was made to the Bunya Mountains to gather bunya nuts, which could also be used the same way, or eaten roasted or fresh. Grind stones have been dated back more than 30,000 years, making Aboriginal people the world's first bakers.

Corroborees and other ceremonies were an integral part of community life, and huge regional celebrations were likely to have had ceremonial, spiritual, social, cultural and economic significance. Campsites and permanent dwellings existed wherever there was fresh water nearby, and according to early Europeans, large villages existed around the area of the Bloomfield and Middle Streets intersection, on the site of Lake Sherrin Homes for the Aged on Boundary Road Thornlands, and 'down from the Capalaba Rifle Range' so possibly to the west of Judy Holt Park where a creek with waterholes runs through, and on into Tarradarrapin Creek.



Exploration

1770: Lieutenant James Cook charted the outside of Moreton Bay and named several features, including Point Lookout on North Stradbroke Island.

1799: Captain Matthew Flinders entered Moreton Bay. He landed at several places, including what is now Coochiemudlo Island, which he described as having “*large and luxuriant*” trees, including abundant mangrove trees, pandanus palms and Bribie Island pine trees, and sand on the south-west and north-east sides. Fauna included cockatoos and parakeets. He also noted what he thought was a wide, shallow river which was in fact Redland Bay.

1822: In March John Bingle entered Moreton Bay in search of a place, preferably with a river that might suit a new penal settlement. He didn’t find any major rivers but he provided some of the earliest recorded descriptions of the coastline. In June William Lawrence Edwardson was also sent to explore the north coast. Of the southern end of Moreton Bay, Edwardson reported: “*From this Point to the South part of the Bay, a distance of about 30 miles by 22 miles, the whole is composed of Sand Ridges and Deep Holes interspersed with Mangrove Islands, and these again surrounded for miles by Mud flats and Oyster or Muscle [sic] Beds.*”

1823: Timbergetters Pamphlett, Finnegan and Parsons were shipwrecked on Moreton Island and spent the next eight months travelling around Moreton Bay. The Noonucals at Pulan Pulan (Amity Point) looked after them for nearly six weeks. They housed, fed and advised the trio on canoe making, and saw them off some months later in the craft they’d made on the island. During their time on Minjerribah (Stradbroke Island), the three experienced bora gatherings, and ceremonial, celebratory and gladiatorial events.

The three then crossed the bay from Minjerribah (Stradbroke Island) and landed on the western side of Doobawah (Raby Bay) near a spot containing six or seven native huts and a fire; the inhabitants were fishing south of this spot when the castaways came ashore. They found a pathway which they used to make their way through the mangroves that thickly lined the shore.

Later that year, New South Wales Surveyor General John Oxley was sent by Governor Brisbane to assess a number of sites, including Moreton Bay, as potential convict settlements. By sheer coincidence, he met Pamphlett and Finnegan, and on their information he explored and named the Brisbane River. His party also explored the southern part of the Bay and reported that Point Lookout was on an island. As a result of his visit, the Moreton Bay penal settlement was set up at Redcliffe. It moved within months to what is now the Brisbane central business district.

1826: The third Commandant of the Moreton Bay penal colony, Captain Patrick Logan, explored a river that he named the Darling River. It was later renamed the Logan River.



1828: Botanists Allan Cunningham and Charles Fraser travelled south-east of Brisbane to about five miles east of Cowpers Plains. These travels of Cunningham and Fraser are of note because it was possibly the first overland visit by Europeans to what is now the Redland Shire.

During this time they travelled extensively around Cooper's Plains to the Logan River, and reportedly mapped a road to Emu Point, as Cleveland Point was then called. This road to Emu Point has been the source of considerable debate.

1837: It was first suggested (by John Dunmore Lang) that Brisbane become a capital/seat of government for a new colony. However, the colony of Queensland did not come into being for another 22 years. Until then, Moreton Bay was part of New South Wales. The first steamship entered Moreton Bay.

1839: From May no more convicts were sent to Moreton Bay and the non-essential ones were withdrawn. This marked the end of the Moreton Bay penal settlement, and moves began to open Moreton Bay to free settlers. Opening Moreton Bay accelerated the pressure on the indigenous people, and created further significant changes to the region.

Government surveyors Dixon, Warner and Stapylton began surveying Brisbane in preparation for the first land sales. Until this time, free settlers were not allowed within 50 miles of the Moreton Bay penal settlement (Brisbane), which is why there was no official European presence on the mainland parts of what is now the Redland Shire.

1840: Robert Dixon began surveying Stradbroke and Moreton Islands. He and Surveyor Warner also surveyed the coast from Brisbane River to Innes (Coochiemudlo) Island. Dixon named Mt Cotton after Major Cotton and Coochiemudlo Island was called Innes Island after Lieutenant Innes of the 57th Regiment of Moreton Bay. This is a part of Dixon's 1842 Survey map:



He also named Macleay and Russell Islands, Victoria Point and Point Halloran. Dixon also recommended to Surveyor General Sir Thomas Mitchell that Cleveland Point was suitable for a landing place. This was one of the key events which led to Cleveland Point being a serious contender as the Moreton Bay port.

Dixon and Warner's survey maps of the Cleveland area showed an old track from Raby Bay west of Ross Creek to Cowper's (Cooper's) Plains and on to Limestone (Ipswich). The track passed a large waterhole that was an important place for Aboriginal people on their travels through Yuggera lands. The waterhole is now under Leslie Harrison Reservoir, about 500m from the dam wall.

1841: One of the early issues facing the now free settlement was where to put infrastructure such as a port. As most travel was by sea, a port was urgently needed in the new colony.

One group, led by influential squatters from Ipswich and the Darling Downs, favoured Cleveland Point as a port, as recommended by surveyor Dixon in 1840. Another group, led by Brisbane business interests, favoured Brisbane. In July government surveyors Dixon and James Warner were sent to Cleveland Point with a view to "*pointing out the eligibility and of recommending the reservation of a portion of land . . . for the site of a maritime [sic] or seaport town.*" As a result Warner recommended that Cleveland Point be made a reserve for a maritime or seaport town including a line of road thence towards Cowpers Plains.

Warner also produced a map which described the western part of what was later Thornlands as undulating, open forest land with iron bark and gum.

European Settlement

In May 1842 the Moreton Bay penal settlement was officially proclaimed closed and the area was open to free settlers. In July the first public sale of Brisbane land was held. Governor Gipps visited Cleveland on his way to Brisbane. This was *Shamrock's* first trip to Moreton Bay. Gipps is said to have favoured Brisbane's Commissariat site for the customs house which the free settlement required.

A local story found in several publications concerns this visit of Governor Gipps to Moreton Bay. Allegedly one of the main purposes of Governor Gipps' visit to the northern settlement was to determine once and for all whether or not Cleveland Point or Brisbane should be the site of the northern port. While he was here he was taken to Cleveland Point, unfortunately at low tide, and as a result was forced to wade through the mud to dry ground. The story continues that he was so disgusted that he found in favour of Brisbane. A variation of this story is found in Henry Stuart Russell's *Genesis of Queensland*, and this is quite possibly the source used by the authors of subsequent works. Stuart Russell accompanied Governor Gipps on his visit on the *Shamrock*.

However, leaving aside the question of whether or not a former officer in the Royal Engineers with a reputation as a thorough professional would base his decision on an encounter with mud, the timing is wrong for his visit to have had the influence it is given. The debate continued for many years after his visit – and his death – and in fact did not heat up until five or six years later when it became apparent that Cleveland Point was indeed to be opened as a maritime port.

In 1843 Andrew Petrie said land from Logan to Cleveland Point was suitable for small farms. Cleveland was recommended as the port alternative to Brisbane: a road already existed between Limestone (Ipswich) and Cleveland providing an important link between Brisbane Valley graziers and the port; a company was ready to start exporting salt beef there, including slaughtering; and there were promises of extensive plans of occupation.

In June 1847 it became apparent that the government planned to lay out a township at Cleveland Point after Moreton Bay was surveyed. *"If it should be found on examination that there is convenient and safe anchorage at Cleveland Point, there is no doubt but that the place will be opened for location as soon as practicable, and that the Custom House will be built there. It is, therefore, of the utmost consequence to the inhabitants of this district that they should be made acquainted with the final determination of Government at the earliest possible moment."*

The following month, an Ipswich correspondent reported on the high spirits of the town's residents at the prospect of a free warehousing port in Moreton Bay because it would allow the settlers of the Darling Downs to forward their wool in small steamers via Ipswich down the Brisbane River to Cleveland and thence directly to England.

Surveyor James Warner completed the survey of Cleveland Point and on 13 December 1850 the township of Cleveland was proclaimed: the first township in what is now the Redlands. At this time the separate districts of Ormiston and Thornlands did not exist: they were part of Cleveland. Warner also surveyed a line of road from Brisbane to the Point. This road did not precisely follow Cunningham's track of 1828, suggesting that whatever road was there was insufficiently permanent to remain in one spot for any time, and possibly followed an ancient track used by Aboriginal people for countless years.

On 13 August 1851 Cleveland's first land sale was held. Of the 81 lots offered, only five didn't sell. Cleveland supporters said this success showed Cleveland should be the port, with Brisbane the seat of government and commerce. Many buyers were investors betting on the port being built at Cleveland instead of Brisbane. However, many buyers hedged their bets and also bought land in Brisbane for the same reason.

Work began on building the Cleveland Point port in 1852. By April John Petrie had employed brick-makers at Cleveland Point to build a store for Francis Bigge. George Thorn – after whom Thornlands was later named – was engaged in similar work.



L-R Sawmill shelter and chimney; large storehouse (partly obscured by trees); a short-lived customs building (with chimneys).
Boag image c1869 SLQ. HP01286



The 1850s storehouse building and 1865 lighthouse can be clearly seen in this later image (1879) to the left of Cleveland Shire Chairman, William Ross's home *Raby House*.

From 1855 Joseph Clark ran cattle on 25,000 acres stretching from Ormiston through Mount Cotton to the Logan River and east to Moreton Bay. By 1858 Clark had relinquished the lease, which then went to Thomas Blacket Stevens who ran a wool scour and fellmongery (tannery) on Hilliards Creek. By 1860, rural land sales were underway, and the leased land had been subdivided for farming.

A New Colony

In 1859 the new colony of Queensland was created. Until then it had been part of New South Wales. The first Queensland Government ministry was formed and met in May 1860. Robert GW Herbert was elected Premier. Railway building began near Ipswich.



GEORGE THORN, senr.
George Thorn Snr.
SLQ

At some time between 1850 and 1860 George Thorn had acquired 631 acres (255 hectares) in the area between South Street and King Street, east of Cleveland – Redland Bay Road to the bay. Thorn had a long history in the early Moreton Bay colony, having been put in charge of the penal settlement at Limestone, by now called Ipswich, in 1839.

A newspaper report said that about 270 people lived in the Cleveland district, which still included Ormiston and Thornlands, in 1863.

When the penal settlement closed the same year, he stayed in the area and pursued a variety of business interests, especially involving real estate. Like many newcomers to the settlement, Thorn bought land at the first land sales in many places, including Toowoomba, Moggill and Ipswich. Two months after George Thorn's death in April 1876, his son George Thorn Junior was elected Queensland Premier June 1876 – March 1877.

In 1867 sugar and cotton grower Robert Towns brought the first South Sea Islanders to Queensland as labourers, in his boat that had been built at Cleveland Point. The islanders became known as Kanakas. At the time Moreton Bay was suffering an acute labour shortage while demand increased for labour for the cotton and sugar industries. (Towns would later have Townsville named after him). Louis Hope of Ormiston and Kilcoy was one of the first to use Kanaka labour and it wasn't long before many of the districts farmers were employing them.

"In 1872, James Cross purchased 240 acres of land on the Redland Bay and Mount Cotton Roads, which he has changed into a plantation of orange, banana, plum, and apple trees. In 1886 he took the first prize for the best orchard in East Moreton, and first prize for the best cultivated farm under ten acres, receiving a handsome silver cup for the combined honours"

W F Morrison in Aldine's *Centennial History of Queensland*, 1888

James Cross had many interests in and around Cleveland. He served on the Cleveland Divisional Board between 1885 and 1888, had a shop in Paxton Street Cleveland and a slaughteryard on his Thornlands land which fronted Mount Cotton Road (now Panorama Drive), almost opposite the Thornlands Preschool.

James' six sons and four daughters worked in the businesses and on the land, and by 1897 son Samuel and daughters Annie and Sarah were living on his Thornlands holdings. His son Thomas became a butcher like his father, and ran a butcher shop near his residence on Bloomfield Street, supplied by the Thornlands slaughteryard.

Local Government

The Divisional Boards Act came into effect in 1879. The Tingalpa Divisional Board was formed, covering what is now the Redland Shire and surrounding areas of south-east Brisbane and Logan to the Logan River. It met for the first time in 1880 at Mr H Heinemann's house at Mount Cotton.

In July 1881 the Tingalpa Divisional Board received a petition from residents of Tingalpa Subdivision 2 that that their Subdivision should be a separate division or shire. Board Member Michael Ryan moved that the petition be accepted; after a split vote, Chairman Gilbert Burnett's vote meant the motion was passed. In September the Secretary for Works advised the Board to let the matter stand over until the next annual election so that the opinion of the ratepayers could be determined.

The Cleveland –Ormiston – Thornlands area population was 321 in 1881. The population had almost doubled in 10 years. By this stage most of the area that was later to be known as Thornlands had been taken up by selectors and freehold farmers.

The coastal area from Tingalpa Creek at what is now Birkdale/Thorneside, east along the coast to Cleveland then south to Erapah Creek and north of Boundary Road came under the control of the new Cleveland Divisional Board in 1885. Previously it had been administered by the Tingalpa Divisional Board as part of that huge division.

One of the first tasks for the new Cleveland Divisional Board was to erect offices. The first meetings had been held in Board members' homes: William Ross was the first host at his *Raby House* 222 Shore Street North, with subsequent meetings at Gilbert Burnett's home at Trafalgar Vale (the inland part of Wellington Point on Main Road).



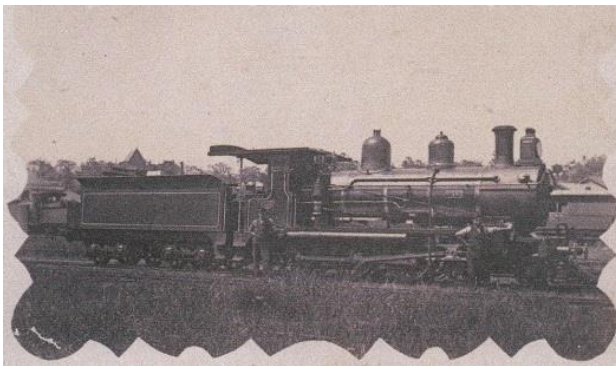
The first offices of the Cleveland Divisional Board were built in Cleveland in January 1886, on the site still occupied by Council on the corner of Bloomfield and Middle Streets.

A still frame from Leona Kyling's 1950s-1960s home movie "*Cleveland Memories*"

James Cross won first prize for the best orchard in East Moreton, and the best cultivated farm under ten acres. His orchard was on land bounded by the present South Street, Cleveland-Redland Bay Road, Ziegenfusz Road and Wellington Street, and contained orange, banana, plum and apple trees. Cross received a handsome silver cup.

James and his son Thomas Cross served on the Cleveland Divisional Board, in James Cross' case between 1885 and 1888, and Thomas between 1895 and 1914. Both served as Chairman during their times on the Board. In 1910 the Cross land in Thornlands was leased, with one portion going to the Le Bryce family and the others to other members of the Cross family.

Shortly after that, James Cross died and his son Thomas became the new owner. By 1916 the land was out of the family hands two of the three blocks owned by the Langdon family and one by Joseph Godfrey.



The railway line to Cleveland opened on 1 November 1889, and the trains travelled to Woolloongabba. The railway line led to the development of urban areas along its length, as it became possible for commuters to live some distance from Brisbane. The first train driver on the Cleveland Line was Mr Thomas Kirk, photographed here in front of the first train to travel to Cleveland. Brisbane.

HP006377

The railway line also meant the district's farmers were more easily able to transport their produce to the Brisbane markets, until then they relied mostly on boats, loading at the many jetties. Other train users included day trippers and others visiting the region for its fresh sea air.

A record of over 20 miles per hour over rough roads was set in 1897 in the glamour event of bicycle racing, the Brisbane to Cleveland road race. By this stage, fruit had almost completely replaced sugar as the main crop in the district.

The sugar industry was in decline partly because European countries were flooding the sugar market with sugar beet, and the colonial government had indicated that it planned to phase out South Sea Islander labour, which would have increased production costs.

In the western part of what became Thornlands, Abraham Street took up 200 acres in 1899 and established a property called *Kinross* which remained in the family's hands for many years. Like many local roads, Kinross Road runs through the property that it was named after.

1900s

In 1901 the South Sea Island Labourers Act came into force and the government began repatriating the men to their home countries. However, many decided to stay and continued working on local farms, most living in Aboriginal villages that still existed around the district.

In 1902 the Divisional Boards were renamed Shire Councils.

Thorn's land had stayed in his family after his death in 1876 until the end of the century, and the name Thornlands Estate appeared in council minutes from about 1901, when his family subdivided and sold the lots, and roads were being cleared through the area.

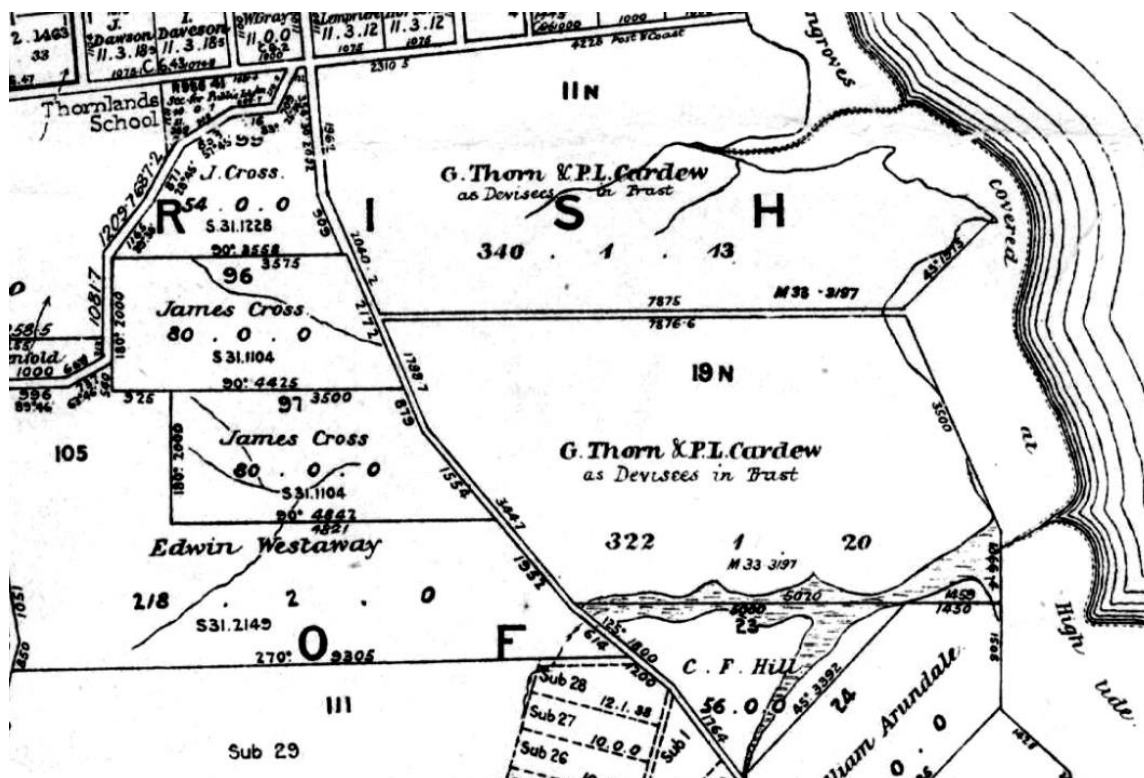
Later, in 1910, the name Thornlands was adopted for the new school on the corner of South Street and what is now Panorama Drive, and from this date the name was applied to a much wider area than the original Thornlands Estate. However, areas further west came under the Thornlands umbrella much later, in the late 1940s.

Brisbane Courier 8 July 1901, p7

CLEVELAND DIVISIONAL BOARD.
The usual monthly meeting of the Cleveland Divisional Board was held in the Board's Hall, Cleveland, on Tuesday afternoon, 2nd instant. The members present were—Messrs. A. Walter (chairman), T. Cross, L. Hugonin, H. J. Eickinloff, K. Ziegenfuss, and H. Marsden. Mr. Cross moved that the tender of J. H. Shears, at 6s. 6d. per chain, for clearing the roads through Thornlands Estate, be accepted. Mr. Eickinloff, Subdivision No. 2, seconded, and the motion was carried, Messrs. Hugonin and Walter voting against. The report re inspection of roads was dealt with, each item being taken separately. The Finance Committee's report, recommending payment of accounts amounting to £50 12s. 6d., was read and adopted, and passed for payment. The report stated that £86 had been received on account of rates. The subdivisional balances were—Subdivision No. 1, £204, and No. 2, £71, both credit. The tender of J. C. Voelker and J. Engelmann, for work on the Redland Bay road, was accepted, their price being for metalling and blinding, £2 8s. per chain, and gravelling 18s. per chain. This terminated the business of the meeting.

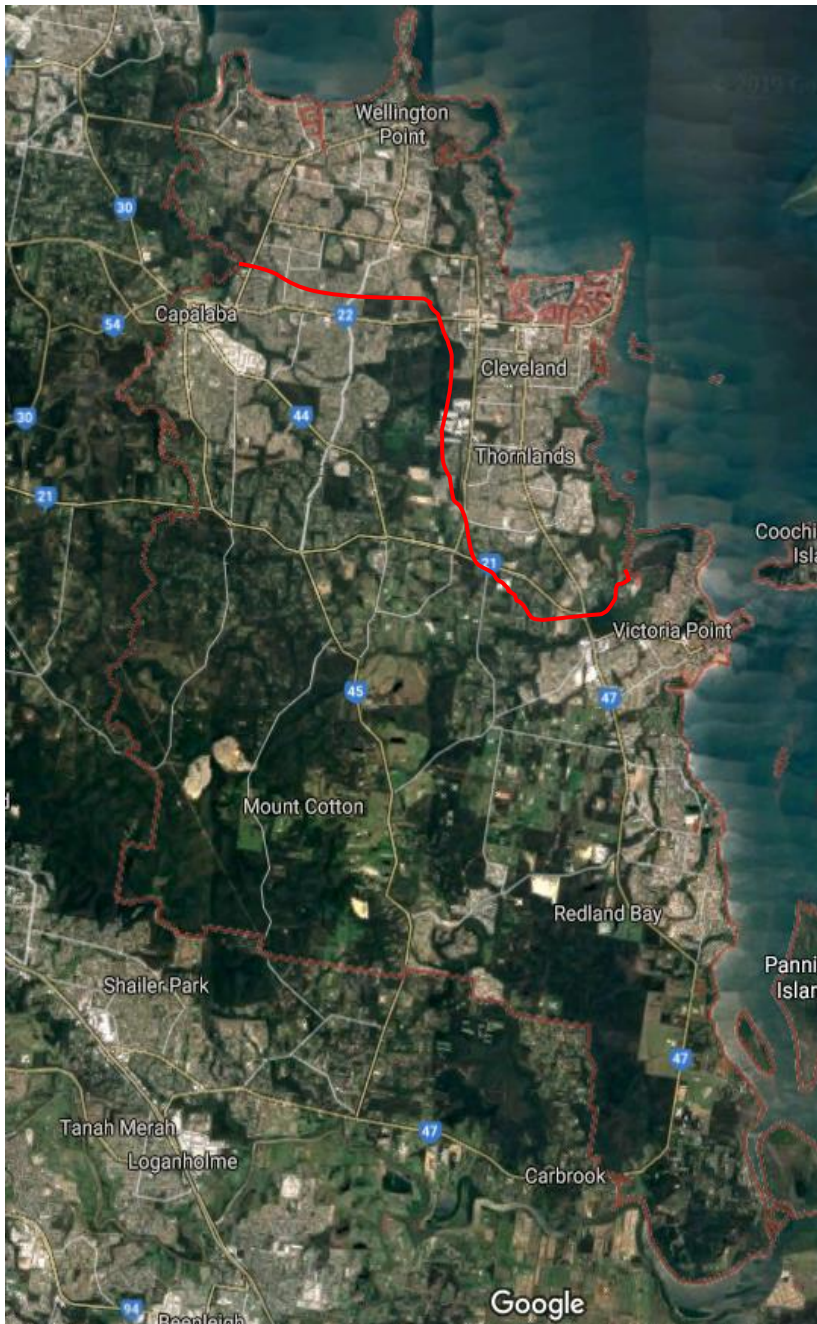
National Library of Australia

The Thorn land extended from South Street in the north, to what is now Pinklands in the south (the sporting complex now in the triangular block owned by C F Hill), and bordered by the Cleveland-Redland Bay Road on the west. As shown on this late 1880s cadastral map, after George senior's death, the land was held in trust by George junior and P L Cardew.



Between 1900 and 1902 George Thorn's landholdings were subdivided and sold as smaller farm blocks. However, by the early 1920s most were subdivided further and for the next 50 years the area comprised mainly small farms.

One of the big land buyers was Henry Ziegenfusz, who initially bought 47 acres and slowly added to his holdings until he had 167 acres between Thornlands Road and what is now South Street. He cleared the land and turned it into a successful tropical fruit farm, as did many of the other landowners. Ziegenfusz Road and Ziegenfusz Park are named after him.



The Cleveland Divisional Board (Cleveland Shire Council from 1902) covered the area east of a line following Tingalpa Creek from the North, down to Erapah Creek in the south. It encompassed the country known to Aboriginal people as Cullen Cullen and Nandeebie/Indillie.

The Cleveland Shire roughly covered what are now the suburbs Wellington Point, Ormiston, Cleveland and Thornlands.

The rest of the current mainland Redland City remained in Tingalpa Shire until amalgamations occurred in 1949.

The islands were administered by the state; Stradbroke would become part of the Shire in 1948; Coochiemudlo Island in 1962; the Southern Moreton Bay Islands (SMBI) in 1973. In 1890 the Cleveland Divisional Board was divided in to become 2 divisions, basically east-south in one, and north-west in the *other*.



Redland boundary



Cleveland boundary

1910s

The Thornlands State School opened in 1910. Tenders were received from A & P Hibbert: £167 16s (\$19,800 today) and from A MacDonald: £338 13s (\$40,000 today). MacDonald also tendered for repairs to the Cape Moreton light station cottages.

Speeding motor cars and the damage they caused to roads and bridges not built to withstand the weight and usage led to moves by the Automobile Club and other organisations to lobby the State Government to take over the main roads and that the Shire Councils raise funds impose a wheel tax to be earmarked for the upkeep of these roads.

With WWI starting, the Cleveland Shire Council resolved to form a Patriotic Fund and Red Cross Fund in the district, and to request the Cleveland and Wellington Point AH & I (Agricultural, Horticultural & Industrial) Societies to make their halls available.

The Cleveland Shire Council granted S Brimblecombe a licence *“for his motor car to ply for hire”*. Bylaws for this had recently been introduced by the Council. In 1915 the Cleveland Shire Council resolved to introduce a sanitary pan collection service. There were 75 pans to be emptied. The population in the Cleveland district in 1916 was about 540.

In 1918 some cases of scarlet fever and diphtheria led the Queensland Health Department to ask the Cleveland Shire Council to appoint a health officer for the shire. The Council replied that there was *‘no resident medical practitioner in the shire, it being too healthy to make it a paying proposition.’* Nevertheless the Health Department persisted and the first shire health officer was appointed. Until then, shire residents went to doctors in Wynnum and Beenleigh. The 1918 Influenza pandemic (Spanish Flu) led council to open a temporary clinic in Wharf Street Cleveland, which opened in March and closed in August. The district had fortunately been relatively untouched.

Application was made in 1919 to build a tennis court on part of the gravel reserve in Thornlands. Permission was granted. This may have been the designated gravel reserve at the north-east corner of South Street and Wellington Street (on the site that is has been occupied by the council depot since 1975). Alternatively it may have been on the western side of Cleveland–Redland Bay Road on Section 105, about halfway between South Street and Boundary Road, where Edwin Westaway operated a quarry on 218 acres (nearly 90 hectares) at his property *Oaklands*. In 1892 council had resumed 5 or 6 acres for the purposes of establishing a second council gravel pit.

The South Street jetty was built and opened for business. It became a focal point for the area, with many Thornlands State School students taught to swim there. On weekends it was a favourite place for recreation. It closed in 1974.



Left: the South Street Jetty, 1940s.
HP04170

Below: by the 1980s, the jetty was derelict.
HP04174



1920s

Cleveland Shire Council held a special meeting on 7 February 1922 to consider substituting motor haulage for horse power. They decided to seek a demonstration from Wynnum and Yeerongpilly Shire Councils of their motor trucks. They proceeded with the purchase. In 1926 the Council lashed out and bought its second truck: a BX Thornycroft. The Council had more than 100 applicants for the position of truck driver. Cleveland Council began negotiations in 1924 to buy its first motorised truck, replacing the horse drawn vehicles used till then. The vehicle, a 3-ton Thornycroft, was finally bought the following year.



Council's first truck. A gravel sorter can be seen in the background. Photo probably taken at council gravel pit, at the site of the current council depot, corner of South and Wellington Streets, 1920s. HP00331 & HP00342

The truck was a success, and was soon followed by others:



In 1927 the Queensland government declared an open season on koalas in a bid to relieve the rural crisis. By then koalas had been hunted for at least 2 decades, and the skins were sold in New York and London fashion houses as well as in Australian cities as 'bear skins' which marketers believed would be more acceptable to buyers. This led to the misnomer that is still used at times today: the Koala Bear.

Although wildlife groups advised the government that the koala neared extinction, the slaughter went ahead for another 12 months. By that time there were very few koalas left in the wild, including local populations which had all but disappeared. An estimated 10-12 million had been killed in Queensland alone. After repeated protests and due to the absence of animals, the cull ended in 1928.



A truck loaded with koala skins in the 1920s during the 'cull'. State Library of Qld image.

HP01869

The Cleveland Shire Council appointed its first health inspector. Gordon Barber began work on 1 July 1927. His first recommendation was that a regular rubbish removal service be introduced. According to council minutes, he was also appointed health inspector for Tingalpa Shire Council.

1930s

R D Frew offered to survey the whole district and canvass householders about electric power, and to give an estimate of the costs of installing electric light. The Cleveland Shire Council accepted the offer. Electricity came to the district in 1931. The northern parts of the Cleveland Shire were wired up first.

In 1934 almost the entire district turned out for the visit of Prince Henry, Duke of Gloucester. A civic reception was held at the Redlands Memorial Hall (the RSL).



The Duke also visited Mr A F Smith's farm *Beaconsfield* on Moreton Road, Thornlands, to inspect some of the produce grown in the Redlands. Crops on *Beaconsfield* included custard apples and passionfruit.



ON THE FARM.—The Duke on a tour of inspection of Mr. A. F. Smith's farm, Thornlands, yesterday afternoon. His Highness was keenly interested in the varieties of fruit being cultivated.

L-R front: Mary Alice 'Polly' Smith; HRH Prince Henry, Duke of Gloucester; Arthur Smith, 05 December 1934 HP07001

Relief workers were employed around the district in an early form of a work for the dole scheme, especially on the foreshores and reserves. Retaining walls, reclamation work and tree plantings were carried out as well as repairs to roads and jetties. In the years between the two world wars when work was scarce, the scheme enabled people to not only feed their families, but also to maintain their dignity and mental health.

More than £8,000 was made available for work to be carried out by relief workers in the district during 1937-1938. This included work on the jetty and bathing enclosure at Cleveland Point; cutting a trafficable track from the Black Swamp to Raby Bay to allow the Ormiston folk to use the street to the baths in Raby Bay; baths west of Ross Creek on Raby Bay; steps at the end of Douro Road, Wellington Point; work at the Victoria Point School; the Thornlands jetty; and reclamation work at Cleveland Point.

At one stage during 1938, relief workers were employed for most of the labour on public works in the Cleveland Shire except as supervisors.

Following a public meeting in July 1938, the Thornlands Hall Committee was set up to oversee the building of the proposed Thornlands Hall. The committee comprised J Congreve, G Taylor, WE Burns, WH Ziegenfusz, RH Bygrave, C Mazzochi, A Langdon, W Mitchell, and V White. Subscriptions were collected from many local families, and planning progressed.

The Langdon family donated just under a hectare (2 acres) from their own farm for the proposed hall. The hall opened in December 1938. On that day the *Courier Mail* included a story:

The new hall at Thornlands will be officially opened to-day. It stands in two acres of ground, and was erected under the direction of the Thornlands Entertainment Society, of which Mr. James Congreve is president and Mr. A. Langdon secretary.

The dance floor 50ft by 30ft is of crow's ash. On the western side is a wing, a portion of which is taken up by a kitchen and ladies' cloak room. At the northern end of the floor is a raised dais. 12ft x 12ft for accommodating an orchestra. The ceiling is artistically designed to represent a blue sky with twinkling silver stars. The building cost approximately £800 and was constructed by Mr. Crossley (Cleveland).

The building has an historical link with the early days of Cleveland, as the site on which it stands was formerly occupied by the homestead built in 1853 for the late Mr. J. Clark, who in that year leased the coast line from Cleveland to the Logan River, and as far inland as Mt Cotton, as a cattle run. He subsequently disposed of the lease to Mr. T. B. Stephens, whose fellmongering establishment then was at Wogan Creek (now Hilliard's Creek), Ormiston.

In front of the new hall is a rough squared post, which was one of the original posts of the gate in front of Mr. Clark's home and although more than 80 years old, it is in perfect condition. To celebrate the opening of the hall, the committee has arranged a programme for this afternoon, to include a demonstration of sheep shearing, wood chopping, and sheep dog trials, and to-night a ball will be held and the grounds will be floodlit.

Two days later the paper reported on the success of the opening.

Courier Mail 5 December 1938

Thornlands Hall Opened

Six hundred people were present at Thornlands, on the Redland Bay Road, on Saturday, when the new public hall was opened by Mr. T. F. Plunkett, M.L.A. The chairman of the Cleveland Shire Council (Cr. G. J. Walters) introduced Mr. Plunkett. Councillors W. H. Zeigenfusz and S. R. Trumble also congratulated the people of Thornlands upon their enterprise.

Stalls, sporting events, and sheep dog trials were conducted during the afternoon.

The chairman of the committee was Mr. J. Congreve and the secretary Mr. A. Langdon.

In the evening, more than 400 attended the opening ball in the hall, and the door takings were £42/8. Proceeds for the day amounted to £215.

For the next few years, the main activities at the Hall were euchre nights and regular Saturday night dances, fetes, public meetings for the many community groups. The Thornlands State School used the Hall for dances and break-up days.

During World War II, the Hall was used for patriotic fundraising functions, and many American troops in the district attended the Saturday night dances. In 1950 tennis courts were built on the Hall's land, and tennis fixtures were held regularly. However, the establishment of other tennis courts in the district, including those at the Cleveland Showground in 1969, led to a decline in the courts' use, and so in 1971 they were dismantled.

Over the years the activities at the Hall changed, and organisations such as the Redlands Playgroup began using the Hall from the mid-1970s. While numbers at the old dances declined over the years, new activities commenced, such as the Strawberry Balls which began in 1978. Over the years, the extra land not occupied by the Hall was sold, and slowly it has been surrounded by residential development.

Morris, Judy, Thornlands Hall Society Inc, fifty years on, c.1992.



Thornlands, late 1940s.

L-R Front: Bill Burns, Mrs Parry's mother, Duncan Burns,

Back: Violet Burns, Joan Price, Mrs Parry, Jess Mitchell, Gwen Price, Louie Medley, Bertha Burns.

HP00362: Courtesy Jess Hawkins (nee Mitchell).



Thornlands Hall Cleveland-Redland Bay Road Thornlands, 1952

HP06032

1940s

During World War II, Land Army Girls were stationed in many parts of the Shire, and many worked on Thornlands farms. The community learned to live with blackouts and that “Silence Saves Soldiers”. Local halls were set up as casualty stations.



Land Army girls in their summer uniforms, at L G Wilson's farm in Redland Bay.

HP00811

In 1942 two Wirraways planes from the Archerfield aerodrome were engaged in exercises when they collided in mid-air above Moreton Bay. One came down in bush near the Cleveland cemetery and the other on what is now Ziegenfusz Park. Four airmen were killed.



The Pateman home and strawberry farm 276 Cleveland-Redland Bay Road, Pinklands (now Waterline Estate), 1943

HP7053

By the end of 1944 the pressures of war were easing. Slit trenches in the district were filled in and blacking out removed. Trenches provided at the various parish halls in the district as air raid shelters had become breeding grounds for mosquitoes and committees of management notified they would be filled in and that blacking out of their halls could be removed.

Particulars of a government funded subsidy scheme to assist with carrying out post-war work were forwarded to the two Shire Councils.

However, food and clothing rationing continued for a considerable time into the 1950s. During the Depression years and after the war, many people in this farming region were relatively self-sufficient and were buffered from the worst of the food shortages.

Redland Shire came into being in 1949 when parts of Tingalpa Shire and the whole of Cleveland Shire merged to become Redland Shire. This local government merger was one of several in south-east Queensland at the time. The suggestion had been around for a long time; as early as in 1907 the Cleveland Shire Council considered the advisability of amalgamating the two shires. At that time the new Shire's population was about 5,600.

The first meeting of the new council was held in July 1949, and Chairman of the new Redland Shire Council was JHN (Norm) Price, formerly the Chairman of the Cleveland Shire Council. The main issue for the new council was the same as before: the endless building and maintenance of the district's roads, parks, jetties and foreshores, and daily issues with unfenced, straying stock.

1950s

The year following amalgamation saw Thornlands State School reach double figures, with 100 students enrolled.

The Minister for Public Instruction, Mr H Devries, told a Redlands delegation that the new Redland Shire still did not have enough students to justify a secondary school. Secondary school enrolments at that time were estimated at nine students. A few years later from 1956 – 1962, high school classes operated from a 'high-top' section at the Cleveland primary school.



The first Redland Shire Council in 1949: all elected members and office staff.

HP01974

L-R Rear: G Barber (health inspector), Cr MG Bahr, Cr Roy John Hucker, Cr Alfred Langdon, J Buchanan (consulting engineer), Cr Charles Toni, E Ellis (shire clerk), S Michel (senior clerk).

L-R Front: M Skinner (junior typiste), Cr WHT Yarrow (chairman health committee), Cr JHN Price (chairman), Cr J Strachan (deputy chairman), P Brose (senior typiste).

Readers will, we hope, have read in our last issue the letter of Mr. Ellis, our Shire Clerk, concerning Bathing Enclosures and Jetties and the quandary in which the Council finds itself in regard to their future policy. The Councillors are your representatives and are happy to do your bidding. Where there is a difficult proposition before them it is up to you to help guide them by clearly expressing your wishes. Read that letter carefully and help the Council by replying to the Shire Clerk either directly or through the medium of this journal if you wish your reply to be published. Speak out now and don't withhold your fire of criticism until the Council has made a decision one way or the other.

This summer has shown how popular and how necessary are bathing pools of a safe and sure description for the health exercise and entertainment of our younger generation (and not a few of their elders). What is the Council going to do about the matter? There isn't the money to keep each and every jetty and enclosure in good order: shall the majority be scrapped in favour of one or two really good pools and jetties? or shall the Council eke out the position by a few patch-work repairs here and there and keep a number of such enclosures and jetties going—however inefficiently? It is up to YOU to decide.

The Shire's ti-tree jetties at Oyster Point, Wellington Point and South Street, Thornlands, were very popular but their maintenance gave the Council a major headache.

Shire Clerk Ernie Ellis put an advertisement in the local paper asking residents whether or not the jetties should be demolished and bathing enclosures built instead.

Redlands Weekly News 9 January 1953

The Macdonald family converted their farm at Thornlands into a tourist farm called *Eleuora*. The farm became a feature of Pioneer Bus Tours' half-day tours of the Shire.

New bylaws were passed targeting building standards and roadside vendors.

Leona Kyling, the granddaughter of 1860 early settlers John and Elizabeth Sherrin began collecting signatures for a petition for a Redlands district hospital in 1951. Within three months, Mrs Kyling had collected 1211 signatures: more than 20% of the Shire's population. With today's population in the Redlands that would translate into more than 20,000 signatures: anyone who has tried to collect signatures would know quite how hard it would be to collect that many in that time.

In 1956 she turned her attention to senior citizens and began lobbying for funds for an old peoples' home in Dinwoodie Road. On 16 May 1959 the foundation stone for the home was laid by Sir Alan Mansfield. The land for the Home was donated by Leona Kyling personally.



A cavalcade of more than a dozen floats had been organised to reach the homes site at the time of the ceremony. It was headed by a truck carrying a gunyah, and a full-blooded Aboriginal sitting in front of it in all the glory of his war paint. This was followed by a reproduction of a settlers bark hut and people in 1850s costume. Other floats were created by local businesses, and when parked at the ceremony, they all formed a very picturesque backdrop. 92 year-old Eva Rogers was crowned Queen of the Week, and there was a display by marching girls from various clubs, the band of the 9th Infantry Battalion, athletics, and the presence of scouts and other organisations.



Eva Rogers, 1959 HP04961

The Thornlands sawmill on Taylor Road burnt down.

In his 1959 budget speech, Chairman Price again focused on roads. He also blamed people failing to pay their rates for a 5,700 pound deficit in Council's budget. In response, Council introduced a prompt payment discount to encourage people to pay their rates on time. The local newspaper predicted television would reach the Redlands this year. It also ran a front page story predicting reticulated water would come to the Shire, with the only question being where the water would come from.

1960s

In 1960 Chairman Price's budget speech again focused on roads and unpaid rates, pointing out that many defaulters lived in the newly subdivided areas. Council decided to appoint a rate collector.



Redlands News 7 October 1960

The Allawah Home for the Aged (later renamed Lake Sherrin Homes for the Aged) was officially opened by Sir Arthur Fadden on the corner of Dinwoodie Road on 15 October 1960.

Mrs Kyling's movie of the event includes vision of several sculptures that she created, including a large water feature.

Throughout the 1950s and 1960s Leona Kyling filmed events in and around Cleveland, providing a wonderful record of the era.

Leona Kyling also donated land to the CWA (Country Women's Association) for their building on the Shore Street side of Kyling Corner: they are still there, albeit in a new building. Kyling Corner was named after her in the 1980s, and the new centre proudly displayed a statue of her, that she had sculpted herself.



One of the original Allawah/Lake Sherrin Homes for the Aged buildings, from their website 2021



Kyling Corner, Middle Street Cleveland, 1986

HP2721

In 1962 the Shire's first High School opened in Cleveland on the south side of Russell Street between Waterloo and Smith Streets.

In his pre-election speech in April 1964, the Shire Chairman, Dick Wood, said, *“With the water scheme reaching fruition, it has become necessary to ensure orderly development of the residential and industrial areas by town planning. This planning is a most complex matter and so we welcome constructive criticism . . . But it is not intended to allow the wonderful natural assets of this Shire to be ruined by selfish exploitation of our premier residential areas or productive farming areas forced into premature subdivision.”* The other key issues at this election included a proposed industrial area in Thornlands near the Council depot, and a proposed port development at Wellington Point.

Panorama Drive and Woodlands Drive were named in 1965 after residents were invited to nominate their choices. The roads were both previously known as the Mount Cotton-Thornlands Road.

In 1968 residents called for an opportunity or special school to be built in the Redlands.

The Leslie Harrison dam was completed, the reservoir filled and reticulated water began to be supplied to residents.



Leslie Harrison Dam under construction, late 1960s

HP00227

Council asked its town planner to look at the possibilities of establishing *“gracious living”* areas in the Shire; that is, rural areas offering smaller allotments with good views and all the amenities including sealed and kerbed roads. Until this time, Council’s policy had been to restrict allotment sizes in the areas zoned rural to 3, 5 or 10 acres, depending on the type of soil.

However, Council had found that people were interested in rural or semi-rural areas in allotments which were larger than the normal residential zones, which prompted the request.

Council applied to the State Fire Services to have an Urban Fire Brigade in the Shire. This was possible as the water supply now reached many parts of the Shire.

Shire Chairman Cr Wood was reported in October as saying: *“As a barometer of our Shire’s development, brought about by increased access and good internal roads, combined with the water reticulation scheme, the figures below give a very good indication of the progress this district has made under the present Council over the last three terms:*

“During the early part of this period, private dwellings had increased to a total of 4,060 at the end of June 1966. From June 30, 1966, to September 30, 1969, private dwellings approvals numbering 808 have been issued. There is a high percentage of construction, and the Shire now has in the vicinity of approximately 5,000 private dwellings.”

As well as house approvals two piggeries were approved in Thornlands and one in Capalaba, four poultry ventures were approved in Redland Bay, three in Thornlands and one in Capalaba. Two aged persons units were approved in Thornlands and none elsewhere.



George Turner and his pigs, 1960s

HP00799

Street numbering of houses was implemented on the mainland, and in October Council voted that the Poinciana tree would be the official emblem of the Shire.

1970s

In 1970 a series of events were held in the Shire to celebrate the Captain Cook Bi-centenary, and in 1973 the Pinklands sports complex opened. On 1 July 1974 work began on the Redlands’ first sewerage scheme. Until this time, residents used mainly septic systems. The first houses connected to the sewerage system were to be in Ormiston, bounded by Shore, Wellington and Sturgeon Streets and the bay. Redland Shire Council began looking into sealing all the gravel through-roads in the shire in 1975.

The jetty at the end of South St, Thornlands, was closed after vandals attacked it. Like many of the shire’s jetties, it was already in poor condition, leading to calls to demolish it for safety reasons. However, residents objected.

Thornlands State School had 400 enrolments in 1976, and the Nazarene Bible College opened on Woodlands Drive, Thornlands. A year later in 1977 Thornlands State School enrolments were up by a further 165 to 565, reflecting the rapid development of the area.

The Big Strawberry tourist attraction opened on Boundary Road, Thornlands. The 9-acre site included a mini sanctuary, woodlands and children's play areas, and a shop selling refreshments and souvenirs. It featured a giant replica strawberry. The managing director of the developing company Errol Perry said that when the bridge to Stradbroke was built, the Big Strawberry would be an attraction at the gateway to the Moreton Bay islands. The site was later known as Tranquility Park, and it celebrated the local Strawberry Festival.



The Round Shop, Post Office and BP Service Station, NW corner of Boundary Road and Panorama Drive, 1974

HP06393

The first Redlands Arts and Crafts festival at the new Redlands Special School was held in April, and the King Country nursery opened in Dinwoodie Drive, Thornlands. One of the first plant nurseries to offer more than just plant sales, it was a popular as 'Sunday drive' destination for people from all around the Brisbane region, and as a wedding venue.

1980s

In 1980 Redland Shire Council announced plans to conduct a feasibility study into bicycle tracks throughout the Shire. A lack of pickers was blamed for the Shire's strawberry crop being left to rot. Local growers had been unable to find people to pick the strawberries.

The Qld Lands Department announced it planned to build an industrial estate in South Street. The first stage would comprise 15 blocks which would be offered for auction. State Member for Redlands John Goleby said the site was ideal for an industrial estate because it was central, close to infrastructure such as water treatment plants and electricity and well away from residential development. Work began in November 1980.

In 1982 the Faith Lutheran Junior School opened, followed by the senior school 20 years later, on the SE corner of Beveridge Road and Cleveland-Redland Bay Road.

Plans were announced in 1983 to build the Pine Lodge Equestrian Centre in Thornlands. In November that year Captain Mark Phillips (Princess Anne's husband) competed at the newly completed Centre.

In 1984 a number of businesses and individuals set up an appeal for funds for a hospital in the Shire and Inghams Enterprises Pty Ltd announced plans for a \$7.5 million chicken processing plant to be built in the Thornlands industrial estate. The Thornlands industrial estate on Wellington and South Streets was officially opened in August 1985 by the Minister for Industry, Small Business and Technology, Mike Ahern.

Blocks in the Crystal Waters estate at Thornlands went on sale, and were followed soon after by the Champagne Gardens Estate to the south, with all its streets given the name of a wine variety.



The first houses in the Crystal Waters estate, Rural Press March 1987

HP01525

The 35-bed Redlands Hospital was officially opened by State Member for Redlands Paul Clauson on 30 June 1987. As it expanded over the years, this original building became the Yugaipa Mental Health unit.



Redland Hospital, Weippin Street Cleveland, 1988.

HP01530

The Golden Circle juicing factory at the corner of Redland Bay Road and Island Outlook Avenue was demolished in 1989, and the site was later reborn as the Crystal Waters shopping centre.

1990s

The Moreton Bay Prawn Farm at the south-eastern end of South Street, Thornlands, began selling to the public in 1990. It had the largest prawn stock per metre in Australia.

A major breakthrough in the packaging of live prawns for the Japanese market was announced in 1997 at a gathering of politicians and food industry representatives at the farm.

The prawn farm site is now approximately Manning Esplanade, Beddoe Street and Barramul Place.



Moreton Bay Prawn Farm South Street Thornlands, 1980s

HP04167

The image was taken from above the eastern (bay) end of South Street, looking south-east.

The Fisher and Paykel refrigeration plant in Thornlands was officially opened by the State Premier Wayne Goss in 1991 after State Government incentives had enticed them to the area. In 1995 Fisher & Paykel announced its Thornlands factory would undergo a \$36 million expansion into washing machine production. The factory closed its doors in 2008 and moved offshore.

1990 Figures showed the Redlands chicken meat industry comprised half of that provided by all of Queensland.

Rural Press, 1990s



Opening in the late 1980s, a fire destroyed Ingham's poultry factory in Thornlands a few years later in 1993. In that same year, 1993, Carmel College opened in Ziegenfusz Road. The chicken processing plant was rebuilt, but closed its doors in 2018.



Crs Eddie Santaguiliana and George Dunstan inspect the construction of a roundabout at the intersection of Boundary Road, Panorama Drive and Woodlands Drive. They are standing outside the Round Shop, 1993. HP09193

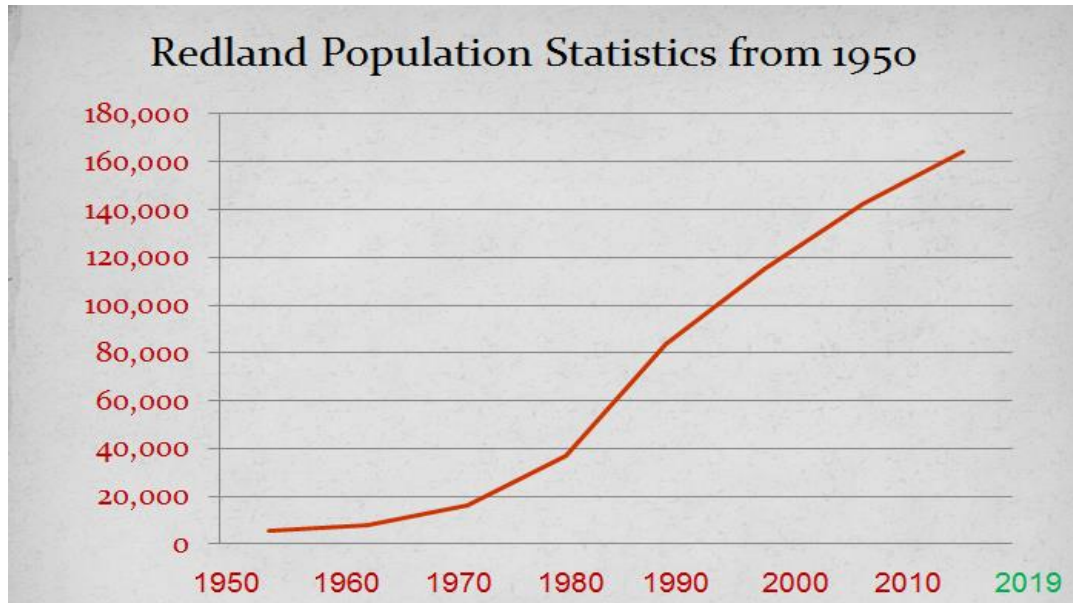


The Round Shop and Post Office, NW corner Boundary Road and Panorama Drive Thornlands, 1998

HP06678

In 1999 Thornlands residents protested against an application to turn farmland on Ziegenfusz Road into a 144 house suburban estate. After 100 years of slow growth, all through the 70s, 80s and 90s, the Thornlands population boomed and continued to grow rapidly, as did the rest of the Redlands.

So what had happened to trigger this rapid growth at the end of the 1900s?



- We had a permanent water supply after the Leslie Harrison Dam was built (**1968**).
- Sewerage resolved the many drainage problems that had existed throughout the Shire, and which had been preventing high-density development (**1976**).
- A four-lane road was built between Capalaba and Brisbane (**1982**) then extended to Cleveland (**1988**) making a daily commute much faster, and the Redlands became an attractive prospect for those wishing to live outside of the city, while still being able to work there.
- The trains returned (**1986**) which added another option for commuters.
- The Commonwealth Games (**1982**) and Expo 88 (**1988**) brought many visitors to the area along the new fast roads, and many like what they saw and stayed or came back later to live in the Redlands.



As farmland was developed, the infrastructure that had existed to ensure produce reached markets in prime condition had started to disintegrate; this in turn made it harder for the remaining farms to sustain their viability, and so the temptation to sell to developers became harder for farmers to resist as the demand for housing increased.

21st Century

100 years after the Thornlands School first opened, Bay View School opened on the NW corner of Ziegenfusz Road and Vintage Drive in 2010.

In 2011 Quandamooka people were granted Native Title rights over their traditional Minjerribah land and waters.

In 2013 after 8 years and 2 court cases, work commenced on stage one of Ausbuild's Kinross Estate development at Thornlands. Work commenced on Villaworld's \$57 million Waterline development at Thornlands in 2015. Villaworld manager called Redlands a "happy hunting ground" for the company. This was the first project under the South East Thornlands Structure Plan. Residents protested about the development of the Rushwood Estate on the western side of Panorama Drive, and council approved the \$36 million Paradise Garden estate.

In 2016 council approved a controversial townhouse and residential development at 399 – 413 Boundary Road, and concern about overdevelopment and splitter blocks continued to mount, as many older blocks across the Redlands were being subdivided for high density living

A suggestion was submitted in 2017 for a water-play facility to be installed in a new park south of the Pinklands Reserve east of Cleveland-Redland Bay Road.

In 2020, like the rest of the world, Thornlands residents found themselves in the Coronavirus Covid 19 pandemic. As 2020 dawned, unprecedented catastrophic bushfires were devastating widespread areas of Australia. Many had been burning since well before Christmas. At the same time, parts of north Queensland experienced flooding. As the nation reeled and rallied behind people in the affected regions, cases of the Covid19 virus began to increase and then started to spread around the world, and it was finally declared a pandemic on 11 March.

Social/physical distancing, hand-washing and sanitizing, and restrictions on gatherings in public places gained momentum. By the end of March places that regularly had crowds of people including libraries, galleries, tourist destinations, theatres etc were closed, and people were asked to stay at home except for essential travel or exercise. National and state borders closed. Locally, in addition to many public places, North Stradbroke Island was closed to non-residents for all but essential travel. Controversy arose as some people who owned island holiday homes changed their Drivers Licence addresses in an effort to spend isolation (and Easter) on the island.



Job and income losses created enormous stress, coupled with isolation from usual family and support networks.

Acts of kindness and humour created some relief. A costumed dog-walker in Cleveland each day became a highlight on social media.

Rural Press images



In the midst of Covid19 isolation and social distancing, on 28 March 2020 Local Government Election proceeded, with some voters protesting by choosing either not to vote, or to cast an informal vote. Many others had voted early or voted by post.

Counting and results were delayed because of social distancing combined with a computer malfunction, and by mid-April only around 80-85% of votes had been tallied.

On July 13 2020 a Redlands man was reported to be the first person to be injected with a trial vaccine for the Covid19 virus.

Just a few days later a surge in cases appeared in Victoria, with numbers far greater than in the initial outbreaks. Queensland borders became closed to Victorian residents, and to NSW residents living in identified 'hot-spots'.

Locally we could only hope that restrictions would keep Queensland safe. Financially the country was now considered to be heading for a depression greater than that of 100 years earlier.

In 2021, we have become used to wearing masks and keeping our distance, and fully expect things to remain largely unchanged for much of the year while we await the availability of a vaccine.



Roy and Dorothy Hucker, on Boundary Road, Thornlands in the 1920s.

HP0525



Thornlands still has farms in the south-west, including chicken farms.

1998 Redemap



Houses are being built to the west of the Cleveland-Redland Bay Road in the northern part of Thornlands between South Street and Ziegenfusz Road. The Moreton Bay Prawn Farm can be seen south of the eastern

end of South Street. Near the bottom right-hand corner, there is still a trotting track on the site that would later become the Victoria Point Shopping Centre, just south of Koala Park shopping village.

1986 QImagery



Land is being cleared for housing between Wellington Street, Panorama Drive and the Cleveland-Redland Bay Road, but the area is still mostly farmland.

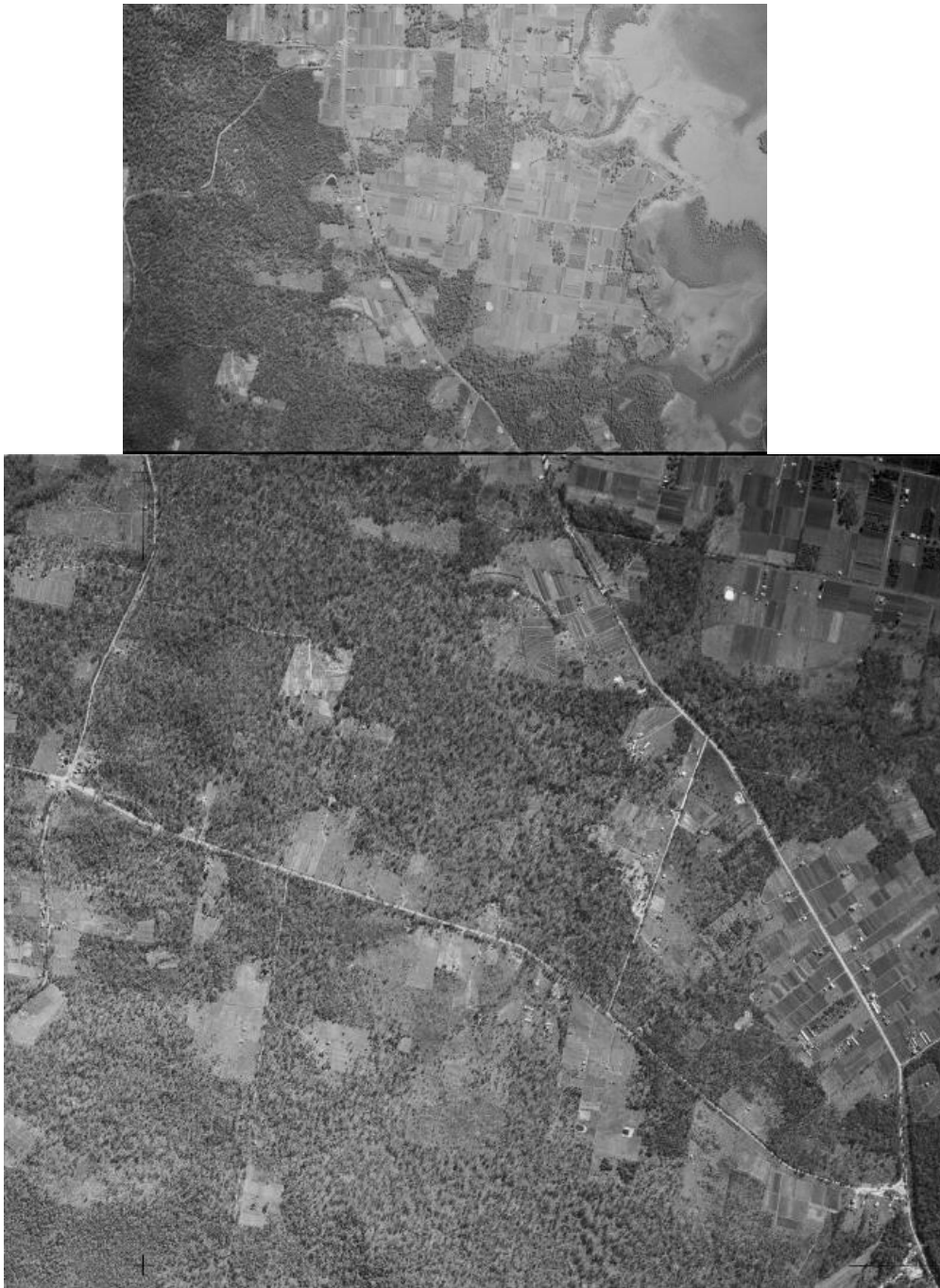
There is a trotting track at the north-west corner of Dinwoodie and Cleveland-Redland Bay Roads.

1979 QImagery



Houses are appearing south east of Panaorama Drive and other areas are starting to be cleared.

1955 QImagery



In 1955, much of Thornlands west of the Cleveland-Redland Bay Road was still bush.

Sources:

- Mary Howells: *Places of the Redlands*
- Tracy Ryan: *Redlands master timeline 1770 – 2010*
- Cleveland Shire Council: Minutes and Rates records
- Tingalpa Shire Council: Minutes and Rates records
- Redland Shire Council: Minutes and Rates records
- Rural Press: Redland Times and Bayside Bulletin
- Redland Libraries: Local History Collections including Oral Histories and Images
- Queensland State Library
- Queensland State Archives
- National Library of Australia: Trove
- National Archives of Australia
- Queensland Births, Deaths & Marriages
- Historical Title Deeds
- Post Office directories
- Ancestry Library edition
- Redland City Council Cemeteries Register
- Queensland Heritage Register
- Queensland Government historical maps and aerial imagery
- Other sources as noted in document

The document has been prepared for general reading rather than as an academic document. For that reason, referencing has not been included in it.

However, all research has been thoroughly and diligently undertaken to academic standards by using primary sources as much as possible; existing academic papers, theses, and books; and by cross-checking information across more than one source. Personal recollections from memoirs or Oral Histories have all been cross-checked against historical records unless otherwise stated.

Detailed references are available on request.

Names and places, and language:

Names, places and language have been included as recorded in their original context. While every effort has been made to avoid offensive material, historical records reflect the norm that existed at that time, and it is important that they are reproduced truthfully.

Aboriginal Place names are acknowledged:

Cullen Cullen	- Wellington Point, Birkdale & Thorneside
Erobin	- King Island
Nandeebie or Indillie	- Cleveland, Thornlands, Ormiston, Alexandra Hills
Doobawah	- Raby Bay
Quandamooka	- Moreton Bay
Kapallaba	- Capalaba
Joonggabbin	- Sheldon
Jungalpin or Tungipin	- Mount Cotton
Talwalpin	- Redland Bay
Warrer Warrer	- Victoria Point
Eprapa	- Pinklands
Minjerribah	- Stradbroke Island
Canaipa	- Russell Island
Jencoomercha	- Macleay Island
Goochie mudlo	- Coochiemudlo Island
Ngudooroo	- Lamb Island
Tindappah	- Garden Island
Teerk Roo Ra	- Peel Island
Noogoon	- St Helena Island
Milwarpin	- Green Island
Mubanbila	- Bird Island
Guwawanewa	- Goat Island
Perulpa	- Perulpa Island
Karragarra	- Karragarra Island
Mulgumpin	- Moreton Island
Pulan	- Amity Point
Mooloombah	- Point Lookout
Goompi	- Dunwich
Karboora	- Blue Lake
Bummiera	- Brown Lake

To find more information about some of the stories included in this timeline, search in the library catalogue via the [Local History](#) link or by clicking on the **Libraries** or **Discover Redlands Coast** link on the Redland City Council website <https://www.redland.qld.gov.au> and following the links to Local History.