

# Redland Libraries

## Redlands Coast *Timelines*

### Cleveland



Aerial view of Cleveland facing north, c1975

HP7154

**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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Zerner's pineapple farm, near Haggup Street, Cleveland c1950s

HP1345

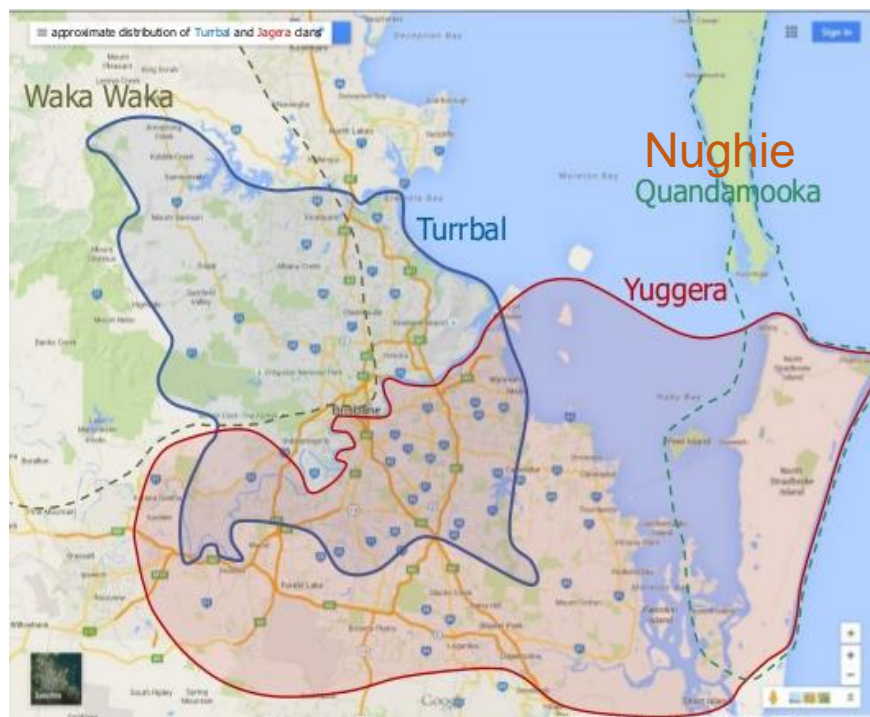
*Timeline reviewed and updated: September 2020*



## Quandamooka people

Quandamooka people have lived on and around this area for tens of thousands of years. They are composed of the Nunukul and the Gorenpul on Minjerribah (Stradbroke Island) and the Nughie from Mulgumpin (Moreton Island). The Koopenbul lived on the mainland coastal strip stretching from Talwalpin (Redland Bay) to the mouth of the Mairwar (Brisbane River). Geological evidence dates occupation at a minimum of 21,000 years and Quandamooka people are recognised as the traditional owners of what is now known as Redlands Coast, its islands and adjoining areas.

They were members of the Yuggera language group that stretched from Quandamooka (Moreton Bay) to the Bremer River and Lockyer Creek. The Jandai language is the dialect specific to Quandamooka people. Interaction between the communities was common, especially for trade. The mainland Aborigines would canoe across to Minjerribah to exchange bunya nuts for pipis. The Ngugie people from Mulgumpin would mingle with the Nunukul of Pulan Pulan (Amity Point). They all would combine to trade and conduct rituals including fights with tribes from other areas, including what is now northern New South Wales and west and north of the Mianjin (Brisbane) area.



## 1820s

Timber-getters Pamphlett, Finnegan and Parsons had become lost at sea from near Sydney, and were eventually shipwrecked on Moreton Island and spent the next eight months travelling around Moreton Bay. The Noonucals at Pulan (Amity Point) looked after them. 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 in 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, and eventually made their way to Brisbane.



Aboriginal homes on Mulgumpin Brisbane History group

Aboriginal people made use of well-established tracks, many of which later became roads.



1842 map: Surveyor Dixon shows a track that led from Raby Bay to the foot of the Toowoomba Range.

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 based 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.



In 1828, Botanists Allan Cunningham and Charles Fraser travelled south-east of Brisbane to about five miles east of Cowper's Plains (Coopers 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 Coopers Plains to the Logan River, and reportedly mapped a road to Emu Point, as Cleveland Point was then called. This road to Emu Point remains the source of debate, and is thought that it may have followed an ancient track from Raby Bay to the foot of the Toowoomba Range.

## 1830s

There is a local belief in Cleveland that a convict jetty was built on Cleveland Point around 1832. It is suggested that the inhabitants of the settlements at Amity Point and Dunwich travelled to and from Cleveland Point, using the convict jetty to access the shore. If this is the case, it would suggest convicts were quite possibly the first Europeans to leave a mark on Cleveland Point, most probably between 1824 and 1831.



However, no evidence has been found to support this belief, and alternative theories suggest that the stones may have been from an Aboriginal fish trap.

A circle of stones in the inter-tidal zone, on the eastern side of Cleveland Point. Possibly used to trap fish, and to teach children how to spear the fish. HP3356

## 1840s

Referred to at first by Europeans as Emu Point, Cleveland was for a short time known as Pumpkin Point.

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 from there towards Cowper's Plains (Cooper's Plains). Government surveyor Robert Dixon and Surveyor Warner surveyed the coast from Brisbane River to Innes Island (a short-lived name for Coochiemudlo Island).

Dixon 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.

Warner's survey plan of Cleveland area showed old line of road and dray track crossing Hilliard's Creek due west of Point Halloran/Point Henry, and a road from junction of Queen and Fitzroy Streets to Cleveland Point. These were possibly also Aboriginal tracks.

Newspaper clipping from *The Cleveland Log* by Mervyn Beitz



In 1841 Governor Gipps visited Cleveland on way to Brisbane. This was the *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*.

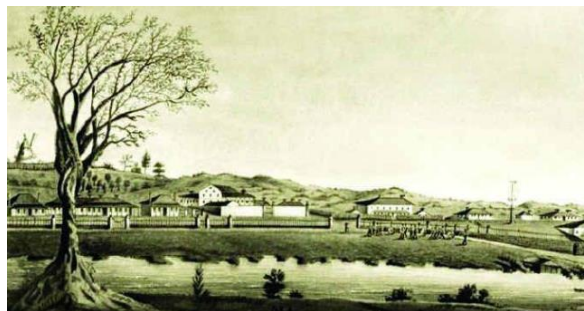
However, leaving aside the question of whether or not a former officer in the Royal Engineers with a reputation as a thorough professional would base his decision on something as petty as an encounter with mud, the timing is wrong for his visit to have had the influence it has been given. The debate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

Two years later Cleveland was recommended as the port alternative to Brisbane, with a road between Limestone (Ipswich) and Cleveland and a company ready to start exporting salt beef operations there, including slaughtering as well as promises of extensive plans of occupation. Andrew Petrie said land from Logan to Cleveland Point was suitable for small farms.

In 1845 John Dunmore Lang suggested the proposed Moreton Bay shipping port and commercial capital be established at Toorbul or Cleveland. This led to great rivalry between Cleveland interests and Brisbane.

Recently appointed sub collector of customs Augustine Duncan suggested a township should be opened at Cleveland Point and in November a meeting was called to discuss custom house issue and also the belief that Wickham had been sent out to determine the site of commercial town.

In October the Colonial Secretary reportedly made a speech in Sydney to the Legislative Council stating that the site of the customs house at Moreton Bay had not been determined, and seemingly coming out in favour of Cleveland Point over Brisbane on account of the bar across the Brisbane River compared with Cleveland Point's access to deep water and good shelter. This report prompted a memorial from Brisbane residents promoting the merits of Brisbane, partly because they had already invested considerable sums in Brisbane for land, buildings and other facilities because Brisbane had been established as the seat of government and the port of Moreton Bay.



On 20<sup>th</sup> June 1846 the first issue of the *Moreton Bay Courier* newspaper was published. Arthur Sidney Lyon was the proprietor; he had arrived in Moreton Bay from England via Melbourne a year earlier.

He is remembered as "the father of the Queensland Press". He became ill and lived in Cleveland until his death aged just 44 in 1861. He is buried in the original Cleveland Cemetery in Lisa Street.

Brisbane, 1830s

Image from Tweed Daily News



The September land sale in Brisbane in 1847 attracted very few bids, partly because of the threat of a new township at Cleveland or Humpy Bong. In June 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."*

In July 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 from there directly to England.

By late November 1847 Captain Owen Stanley was told to find best site for infrastructure. He recommended Brisbane, and said Cleveland was unsuitable.

Warner's 1848 map shows Brisbane Valley land and landowners, including Balfour and the Bigge brothers, Frederic and Francis. Many of the tracks had been used for countless years.

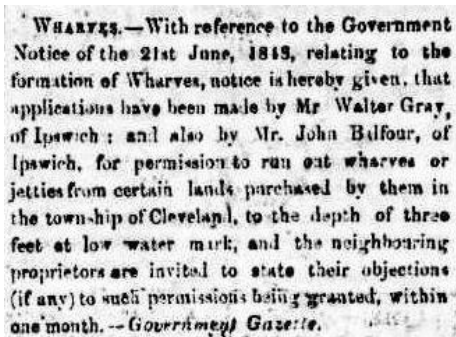


## 1850s

Surveyor James Warner completed the survey of Cleveland Point and on 13 December the township of Cleveland was proclaimed - the first township in what is now the Redlands. 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.

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 or speculators betting on the port being built at Cleveland instead of Brisbane. However, many buyers hedged their bets and bought land in both Cleveland and Brisbane. Land was reserved for Wesleyan church, a schoolhouse and minister's dwelling on the corner of Passage and Queen Streets in 1852, authorised by Survey Office in Sydney. This is now the site of Cleveland's Uniting Church.

Work began on building the Cleveland Point port. By April John Petrie had employed brick-makers at Cleveland Point to build a store for Frederick and Francis Bigge. George Thorn was engaged in similar work.



WHARVES.—With reference to the Government Notice of the 21st June, 1849, relating to the formation of Wharves, notice is hereby given, that applications have been made by Mr. Walter Gray, of Ipswich; and also by Mr. John Balfour, of Ipswich, for permission to run out wharves or jetties from certain lands purchased by them in the township of Cleveland, to the depth of three feet at low water mark; and the neighbouring proprietors are invited to state their objections (if any) to such permissions being granted, within one month. — *Government Gazette*.

Walter Gray and John Balfour both applied for permission to run wharves or jetties from their Cleveland allotments. Gray was running the *Swallow* as part of a river steamer business based in Ipswich and may have had intentions of expanding the service to include Cleveland.

*Moreton Bay Courier* 16 August 1852, p1

The roof was going on Bigge's store, and the Point's first jetty (a stone one, running out about 250 yards to low water mark on the Eastern side of the Point) was finished, and arrangements were being made for a Sydney-based mercantile house to load a ship at the Point with produce for England.

In 1898 *The Queenslander* p.167 printed an interview with John Sherrin, an early (1860) settler in Cleveland, who recalled the building and demise of the stone jetty:

*"When I arrived at Cleveland, that was almost forty years ago, things were booming. Some forty or fifty men were employed on the Jetty, which was then in the course of construction. The whole thing was done by day work, and, such being the case, you can readily imagine that the job was both a long and costly one."*

*The Jetty was on the weather side of the narrow strip of land known as the Point, and in consequence in times of boisterous weather it was quite impossible for vessels to berth there. But of itself Cleveland in those days was an extremely busy township. In those days the point was not the narrow strip of land it now is. The ground at the rear of where the Pier Hotel is at present extended some distance out. Since the mangrove trees have been cut down, however, the land has been gradually washed away".*

The debate between Brisbane and Cleveland about which would be the better port continued in the pages of the *Moreton Bay Courier* in 1853, with both sides pointing out the deficiencies of their opponents' preferred sites.



By the end of the year many of the port buildings on the tip of Cleveland Point were completed and were ready for business. However, both prospective wharves were experiencing difficulties, with John Petrie losing a yacht at Cleveland Point and another yacht being forced to seek shelter at Peel Island, while an overseas steamship got stuck on a mud bank trying to get into the Brisbane River. The first load of wool arrived at Cleveland Point, ready to be pressed in the new woolstore and loaded onto the *Courier*, which was lying offshore. Also lying offshore were the *Himalaya* and the *Shamrock*. The *Countess of Derby* was wrecked in the South Passage. The ship was employed at Cleveland Point, also to transport wool. In January 1854 the *Courier* was fully loaded and ready to sail, but on 16 January it caught fire and the cargo was destroyed. This was a major blow for Cleveland Point's chances of becoming a port.

By April, shipping agents Montefiore, Graham and Co announced they intended to pull out of Cleveland.

A wool shipment left Cleveland Point in June aboard the *Himalaya*. The ship had spent five months anchored off Cleveland. In August John Dunmore Lang and a party of people visited Cleveland to consider its suitability for cotton cultivation. In the course of the visit he described *Cleveland House* [later called the *Grand View Hotel*] as *Bigge's Folly*. He also said the rest of the port facilities were empty, and he labelled them *Bigge's Vacuum*. He suggested Cleveland Point should be renamed *the Squatter's Mistake*. In February 1855, correspondence between the port supporters and the colonial secretary suggests that they realised that Cleveland Point's chances of becoming the northern port were limited.

Francis Bigge advertised *Cleveland House* for lease, suitable for use as a boarding house or hotel, and by October work had ceased on a wooden jetty that was being constructed to replace the stone one partly destroyed in rough seas two years earlier. He returned to England for several years, returning c1859, now with a wife.

In September 1856 John Cassim took over *Bigge's Folly/Cleveland House* and opened it as a boarding house, specifically for invalids and families. The attractions were sports including kangaroo and turtle hunting, shooting, fishing and sea bathing. He ran the hotel until about 1862 when he moved to his own premises, the *Cleveland Hotel* (known locally as *Cassim's Hotel*).



Cassim's Cleveland Hotel, 1867 Annie and John Cassim, Boag's assistant and travelling darkroom.

Boag Image HP0468

In December the Cleveland Point investors again asked the government for help to establish a port at Cleveland. This was the last attempt to develop Cleveland as the main port, and was no more successful than before. The issue limped along for a few more years with wool shipments made from Cleveland Point until the early 1860s, but it appears the wool was shipped down the Brisbane River to Cleveland rather than arriving overland. Once the bar across the Brisbane River was dredged in 1862-63, the way was clear for Brisbane to remain the only Moreton Bay port.

A visitor recommended Cleveland as an ideal place for consumptives, given the mild climate, the fresh air, and the restorative powers of the oil of the dugong, which floated past the door of *Cleveland House* (*Grand View Hotel*)

Following the failure of the port bid, squatter and investor Francis Bigge converted his woolstore complex on Cleveland Point into a sawmill from about 1859. It was operated by shipbuilder Taylor Winship, who leased the buildings from Bigge and set up a shipbuilding yard next door soon after. A jetty was built in 1866 on the eastern side of the Point.



L-R: The 1865 lighthouse; Bigge's steam sawmill structure and chimney; his large storehouse and Winship's shipyard building (partly obscured by trees), built c1861; Winship's house (with chimneys); workers cottages. William Boag image c1867 JOL HP1286

One investor in Cleveland land in the early 1850s was William Taylor, a builder who had migrated to Australia in 1849. He built *Almora* on North Street (backing onto Shore Street East), and *Fernleigh* on Shore Street East. Both homes stayed in the Taylor family until the late 20<sup>th</sup> century.



Left: *Almora*

Right: *Fernleigh*

Google Street View  
2018





Newly married and returning after 5 years in England late in 1858, Bigge built a new home about halfway between his 'Folly' and Paxton Street. This house was later owned by Sir Joshua Peter Bell, William Finucane, and later again by Charles Edwin Bernays.



Bigge's home *Cleveland House* on the far right c1867 (1866 jetty in the background)

SLQ Image

## 1860s

The Queensland government began updating shipping facilities in Moreton Bay. In November G P Heath surveyed Cleveland Point for the purpose of extending the existing remains of the stone jetty into deep water or a small harbour.

Cleveland's first post office began operating on the tip of Cleveland Point in 1861; Taylor Winship was the first postmaster. This allotment later included the telegraph office and the Bank of Queensland. A telegraph line was installed to link the new quarantine station at Dunwich, Stradbroke Island, with Brisbane. Frederick Smith won a tender to provide a weekly horseback mail service between Brisbane and Cleveland for £45 (\$80) per annum.

Queensland's first Governor, Sir George Bowen, visited Cleveland for a short stay for the sake of his health. He most likely stayed at *Cleveland House* (later *Grand View*). In 1862 John Cassim, who had been running *Cleveland House*, moved to his own hotel which had just acquired a licence, located about 30 yards (26m) to the east. He called it the *Cleveland Hotel*, most likely to ensure that his patrons changed venue with him. However the similarity proved confusing and it was soon more commonly known as 'Cassim's' a name that endures to this day.

The hotel was built at some time between 1858, when John Cassim had bought the allotments, and 1862. This building is still standing. *Cleveland House* was soon renamed the *Brighton Family Boarding House*, then *Brighton Hotel* (and 46 years later after it was raised to become a 2-storey building, renamed the *Grand View*). Both the *Brighton Hotel* and Cassim's *Cleveland Hotel* became very popular over the next 50 years as holiday destinations for Brisbane and country residents.

Trouble with timber-getters overindulging at the 3 local hotels on their way to deliver timber to the Cleveland Point sawmill and some "troublesome Blacks" led to the recommendation that Cleveland be proclaimed a place for holding courts of petty sessions with the three resident magistrates, Louis Hope, Francis Bigge and C R Haley, in attendance. Around this time Francis Bigge was provided with government funds to build part of the Cleveland Road, including the section from Canoe Creek to Tingalpa Creek.

The district's first court room was set up, in a cottage that had been built by Francis Bigge for workers at his sawmill. Not just a court room, but a community hub, the building was a police lock-up, a magistrate's court room, a venue for public meetings; for multi-denominational church services on Wednesday afternoons and for Sunday school. It was also where school classes were held from the early 1860s. Mrs Bigge and Mrs Sherrin were very active in the community, ensuring that children's educational and religious needs were met.



Children outside the Paxton Street police lock-up, court house and community building, c1870.

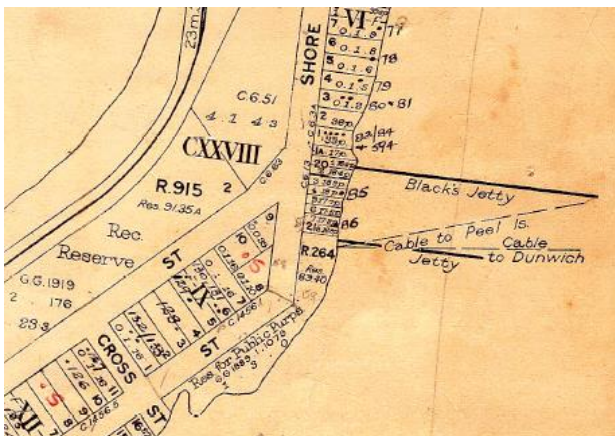
John Oxley image 20246 Coloured by David Dart in 2018.

In the photograph, the two women on the right, at the back are believed to be Mrs Bigge and Mrs Sherrin, who were the foremost proponents of the school and Sunday school. Ten years later, in 1872 fundraising began for the first church, St Paul's Church of England.

In 1863 The Cleveland Saw Mill Co. sent its first load of sawn timber to Brisbane. A newspaper report said about 270 people lived in the Cleveland district at this time. In August sugar and cotton grower Robert Towns brought the first South Sea Islanders to Queensland as labourers.

They became known as Kanakas. *Kanaka* is an Hawaiian Polynesian word meaning 'man' or 'human being'. At the time Moreton Bay was suffering an acute labour shortage while demand increased for labour for the cotton and sugar industries in particular. Many worked at Louis Hope's Ormiston plantation, as well as on farms throughout the district, helping to establish them. Some lived in huts on the farms, others lived with Aboriginal people. Bigge had lobbied for the migration of Indian labourers in a scheme similar to one that operated in Mauritius.

Bright Bros and Co began a weekly steamer service between Brisbane and Cleveland in 1864, using the *Diamond*. Bigge and McLeod built residences to the north of Cassim's. McLeod managed Bigge's sugar mill, which was across the bay on the banks of Hilliard's Creek.



In June 1864 a submarine telegraph cable was laid to Cape Moreton via Peel Island and Dunwich. It was known as the Moreton Island Telegraph cable, and operated out of the 'test-house' behind the Brighton Hotel (Grand View).

It was the first submarine cable to be laid in Queensland, and the longest cable in Australia. Once completed it was connected to the main telegraph office in Brisbane via Lytton.

Taylor Winship built the *Walrus* at the Cleveland Point shipbuilding yard. This schooner became one of the district's first floating sugar mills, travelling between the Logan River, the southern Moreton Bay Islands and Cleveland. It wasn't long before a still was installed in the bow, and it also became a very popular floating rum distillery.





Postcard: *The Walrus*, travelling sugar refinery and rum distillery, 1872. Probably Logan River.

HP4355



In 1866 the Queensland Government finished the 1,000-ft (300m) jetty off the eastern side of Cleveland Point. Possibly one of the first ships to use the jetty was Orr and Honeyman's *Leonie*.

JOL Image

Cleveland Point's first government lighthouse was erected in 1865, replacing earlier light beacons on poles that had been erected by residents including Bigge.

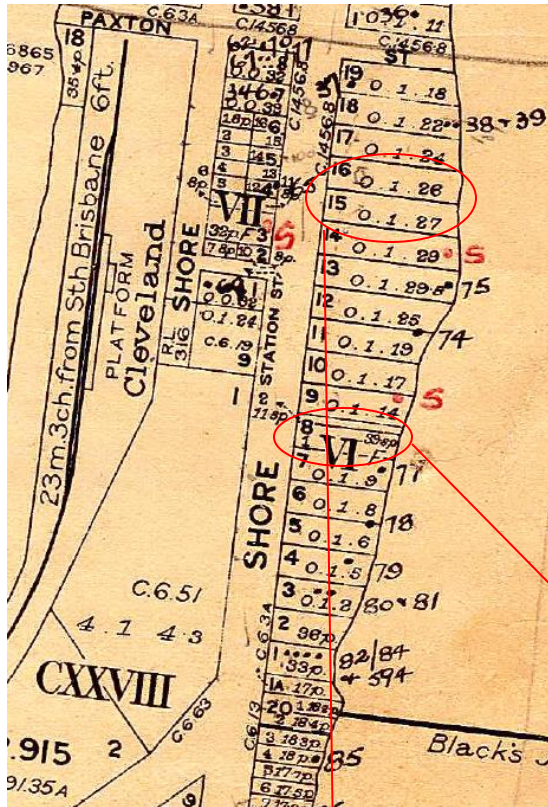
The first South Sea Island labourers arrived in the district in 1867, employed by Louis Hope on his Ormiston sugar plantation. Shipbuilder Taylor Winship built the *Lyttona* at the Cleveland Point shipbuilding yard. Winship used the *Lyttona* in the South Sea Islander labour trade until it was wrecked in the Solomon Islands in 1875.

In November Taylor Winship was declared insolvent. By 1869 the Cleveland Point sawmill stopped operating. By March Winship had paid off his creditors and was cleared of insolvency. He had retained the *Lyttona* and possibly spent the next couple of years plying the South Sea Islander labour trade.

Bigge left the district and in 1873 he returned to England where he lived in Devon until his death in 1915 aged 96. He and Elizabeth had no children, Elizabeth had died a year earlier in 1914 aged 80. Their Cleveland Point home was later purchased by [Sir] Joshua Peter Bell, then from him by William Finucane. In 1911 it was purchased by CE & EM Bernays.

It is interesting to note that the first doctor to reside in Cleveland was a leader in the field of public health. Kevin Izod O'Doherty built a house he called *Cleveland Lodge* on Cleveland Point at some time after 1866. The Brisbane Courier in 1872 stated that a doctor had settled in Cleveland, but he had actually left the district late in 1868, only returning for temporary visits. However he still owned the house until at least 1872.

O'Doherty's children William (12), Edward (10) Vincent (8) and Kevin (7) were listed in the Cleveland School register until the end of 1868, the year that the Government school opened. Their house was next to Francis Bigge's second home, built in 1858. Dr O'Doherty's medical practice was located in the city and he didn't practice locally. The permanent population in the entire Cleveland district (Cleveland, Thornlands south to Eprapah Creek, Ormiston, and Wellington Point west to Tingalpa Creek) in 1875 was only 250.



O'Doherty's first visit to Australia was as a convict in Van Dieman's land in 1849. He was an Irish political prisoner. He received a conditional pardon in 1854 and returned to Ireland. He graduated from the college of surgeons in 1857 and moved to Queensland in 1860 through his friendship with, James Quinn, the first Bishop of Brisbane. He was an active supporter of the Brisbane General Hospital and ran a private practice in Brisbane at various locations from 1865 until 1876.

He was a Member of Parliament from 1867 until 1871 when he proposed the repealing of the Polynesian Labourer's Act. It was during this time that the family lived in Cleveland.

He was honorary visiting surgeon to the Brisbane General Hospital from 1866 and honorary consulting surgeon to the Hospital for Sick Children in 1878. He was president of the Queensland Medical Society in 1882 and in 1881 had introduced the Pharmacy Board in 1881 giving chemists their own professional board.



**Left:** Dr O'Doherty's *Cleveland Lodge* built c1867. **Right:** Bigge's *Cleveland House* built 1858. Both homes had several outbuildings including servants' quarters, coach-houses, poultry pens and sheds plus the land in Section 6 between them.

Image 1880s. SLQ





In 1868 the district's first government school opened in North Street.

Redlands Captain Cook Bi-Centenary Celebrations 1770-1970. Artwork c1880s

## 1870s

Orr and Honeyman, who by then owned most of the land on the western side of the Point south almost to Paxton Street, started a steamer service using the *Amy* between Brisbane and the Logan and Albert Rivers, calling in at Cleveland "weather permitting".

By this time Mr Rae owned the Brighton Hotel and was sailing a daily cutter from Cleveland to Brisbane, while his wife ran the hotel. They lived next to the Hotel, and across the road Diliger and Walters' Butchery was open for business.



L-R: Brighton Hotel & store (later Grand View) Mr & Mrs Rae's home, saw mill worker Sandy Brennan's home (behind photographer William Boag's travelling darkroom), the 1868 first government school under construction (near large tree) and across the road, Diliger & Walters butchery. Photograph by William Boag, 1867.

JOL HP4509

The earliest European settlers in the Cleveland district buried their dead in a small cemetery near Hilliards Creek. Around 25 people are believed to have been interred there, among them Arthur Sidney Lyon, known as the Father of the Queensland press (since shown to be incorrect), William Sherrin (1862-64) and George Sherrin (1844-65), John Dawson, Andrew Whelan (blacksmith), William Rae (once an owner of the Brighton Hotel), Henry Bottomley (carpenter), J. Neale (fisherman), Robert Hamilton (of Ormiston, Snake Bite) and Bridget Cleary (a child who was poisoned eating berries while her family was on shore after migrating to Cleveland by sailing ship).



However, by 1873 a new cemetery was established to replace the first, because the swampy ground prevented the diggers from digging proper graves. Anecdotal – and probably apocryphal – tales state that on some occasions the coffins had to be held down with poles while the grave was filled in. The first cemetery is now covered by a children's playground at the end of Lisa Street, Cleveland, and the remains have been relocated to the second cemetery - the current Cleveland Cemetery - in a Pioneers' Section.

The Church of England congregation began fundraising for a church in 1872, with much of the fundraising done by farmers James Willard of Capalaba and Daniel Colburn of Victoria Point. Until then, church services were held at Willard's farm on Wednesday mornings, and at the Cleveland court room and police lock-up on Wednesday afternoons, having been held under trees before the court room was used.

The first service was held in the newly built St Paul's Church of England on 21 May 1874, and it was consecrated in 1876. It had been designed by architect James Furnival. Cleveland was one of the earliest parishes in the new colony of Queensland.



St Paul's Church of England and hall, 1924. Corner of Cross and North Streets. HP0449

The Smith Street showground was the Racecourse Reserve, however in wet weather the swampy ground was abandoned, and races were held from the Point to the *Brighton Hotel*.

Cleveland's nickname 'Sleepy Hollow' was already well-used by the 1870s, and continued to be used into the mid 1900s.

**OUR Cleveland correspondent writes :—A very little excitement, in our "Sleepy Hollow," goes a very long way, and on Friday we were plunged into a vortex of dissipation by our annual race meeting. Although, from some unexplained cause, the number of visitors and competing horses was not so great as last year, still, considering everything and the impromptu nature of the affair, a very respectable day's amusement was provided for the natives and numerous visitors who now crowd the hotels.**

*Queenslander* 23 January 1875, p10

The first Catholic Church was built by Patrick Horisk on a triangular block facing North Street, near Wharf Street in 1877.

The church moved to its present site on Passage Street in 1929, and the building was replaced in 1981.

Star of the Sea Church in Passage Street  
Redlands Centenary Souvenir 1850 - 1950



Paxton Street Police lock-up and court room, 1872

HP1920

By 1877, the government school, the Anglican and Catholic Churches, the school and the Passage Street Police lock-up and court room had all opened. The Paxton Street building once again became workers' accommodation. Later it became a boarding house and residence called *Ostend*.

However by 1960 it was almost derelict, until it was renovated and opened the following year as tea rooms, then *The Olde Courthouse Restaurant* was extended in 1978. The *Courthouse Restaurant* building is believed by some to be haunted by Mrs Bigge "who was hanged". Fortunately this is incorrect: the Bigges had left Australia by 1873, and Elizabeth Bigge lived until she was 80, dying in England in 1914.



Tenders were called for a court house in Cleveland and in December 1877, and the tender of W Richer was accepted for construction of a court room and police lock-up. The building was constructed soon afterwards on the recently gazetted site, on the eastern side of Passage Street between Shore and Middle Streets.

In 1877 a sea wall was built at the end of Cleveland Point on the western side. The following year a storm hit Cleveland (reports of a complete wind direction change suggest it was probably a cyclone). Damage was extensive all along the point and several buildings were completely blown away, including the Moreton Island telegraph cable Cape Moreton, Dunwich & Peel Island Test-House, which had been erected in 1864 behind the Brighton Hotel.

Taylor Winship moved into his new home *Constantia*, later known as *Bayview*, on the north side of Shore Street opposite the new court house and Police lock-up in 1879. He used bricks from the old woolstore/sawmill complex on the Point, which had recently been demolished, in the construction of the new house. Woolstore bricks were also used in the Troy house in Cross Street.



1879 *Constantia* near the war memorial corner North and Shore Streets, 1929

HP1044



1964 aerial showing the *Constantia* / *Bayview* site on the shore of Raby Bay.

QImagery



## 1880s

The Divisional Boards Act came into effect in 1880.

The Tingalpa Divisional Board was formed, covering most of the area east of Brisbane, south to the Logan River including what is now Redland City.

Interestingly, the land around Dunwich was named a *Reserve for Water Supply* in this 1886 map.

The Tingalpa Divisional Board met for the first time at Mr Henry Heinemann's house at Mount Cotton on 5<sup>th</sup> February 1880 and Robert Grieve was elected Chairman.



The Division was divided into three subdivisions:

**Subdivision 1** covered the current suburbs of Burbank, Rochedale, Sheldon, Redland Bay, Carbrook and Mount Cotton. Councillors for this division were Robert Grieve of the Rochedale area, and Henri Heinemann and August Von Senden of Mount Cotton.

**Subdivision 2** covered the current areas of Capalaba, Thorneside, Birkdale, Wellington Point, Alexandra Hills, Ormiston, **Cleveland**, Thornlands, Victoria Point and northern Redland Bay. Gilbert Burnett of Wellington Point, Michael Ryan of Cleveland and James Willard of Capalaba represented this area.

**Subdivision 3** covered Loganholme, Daisy Hill, Slacks Creek, Rochedale, Woodridge and Kingston and was represented by Andrew Bell of Mount Cotton, George Valentine from Upper Tingalpa and George Palk of Slacks Creek.



Postcard: Pier Hotel, 1930

Redlands Museum: HP0486

Cleveland's third hotel, the Pier Hotel, was established on Cleveland Point. The first publican was Gustavus Reidt. It incorporated Taylor Winship's old house (left) and a brick building that had most likely been built around 30 years earlier in the 1850s by either John Balfour or Francis Bigge, possibly as a customs house in anticipation of a port being established.

A year after its formation, the Tingalpa Divisional Board received a petition from residents of Subdivision 2 (which included Cleveland) that it should be a separate division or shire, and the motion was passed.

However it would be 1885 before the separate Division of Cleveland was formed from northern and eastern parts of the old Tingalpa Division 2, west to Tarradarrapin Creek and south to Eprapah Creek.

In 1880, Cleveland's population was now 321, having almost doubled in 10 years. Interestingly, we had three hotels, catering for locals and visitors. Cleveland was a popular holiday or 'seaside' destination, and in addition many of the homes along the Point were boarding houses used for short or longer term accommodation.

That year the Cleveland School of Arts Hall was designed by renowned architect Richard Gailey Snr and built by Cleveland builder William Taylor on the old showground reserve between the Grand View Hotel and Raby Bay, now known as Linear Park heritage precinct.

The School of Arts opened the following year, and 10 years later in 1891 a subscription library service began operating. Gailey (d.1924) and his wife (d.1890) are both buried in the Cleveland Cemetery.

Builder Taylor had lived at Almora on North Street from 1852 until about 1880 when his son rebuilt the house there, and Taylor built and lived at Fernleigh in Shore Street East. Fernleigh remained in the family for 87 years, until it was sold in 1966. Almora remained in the family for 121 years until 1973.



Photographed from the roof of the newly raised 2-storey *Grand View Hotel*, 1912.

SLQ Image HP1092

**L-R centre:** Cleveland train station; the School of Arts Hall in the showground; the old shop at 128 Shore Street North (it was on the corner of Station Road); Francis Bigge's/[Sir] Joshua Peter Bell's/William Finucane's home behind the Norfolk Pine trees (later Bernay's home).

**L-R foreground** – 2 Moreton bay Fig trees planted in 1888; Cassim's *Cleveland Hotel*.

In 1884 Queensland Premier, Sir Samuel Griffith, visited Cleveland to attend a banquet in his honour.

This was most likely held at *Como*, the Cleveland West (now Ormiston) home of Queensland Parliamentary Librarian Denis O'Donovan, who frequently hosted dignitaries and occasionally royalty at his home.

Denis O'Donovan was Queensland Parliamentary Librarian from 1874 to 1902. The collection of books, serials and maps that he acquired and catalogued in that period is now known as the *O'Donovan Collection*, housed in the *O'Donovan Room* at the Queensland Parliamentary Library.

It also includes items from when the Library first began in 1860. Through his substantial connections with the intellectual world of Europe, O'Donovan greatly improved the resources of the then infant colony's parliamentary library.



This occurred in 1883 with the production of a printed analytical and classified catalogue which was far in advance of similar work in Australia and even Europe at the time.

He was honoured for his work by numerous European learned institutions, receiving a *la croix du chevalier de la legion d'honneur*. This work also led to him being appointed a Companion of the Order of St Michael and St George (C.M.G) in 1894.

*Australian Dictionary of Biography, 1974*

A post and telegraph office was built near the corner of Shore and Passage Streets by 1884. It was next to the new Passage Street court house and police lock-up.



1884 Cleveland Post Office on the corner of Passage and Shore Streets – now Shore Street East - facing Shore Street, c1920s. HP4515

The area from Tingalpa Creek, Capalaba, around the coast to Eprapah Creek, Victoria Point, and north of Boundary Road, came under the control of the newly formed Cleveland Divisional Board, having broken away from the Tingalpa Divisional Board in 1885.

On 17 July 1885 the first meeting of the Cleveland Divisional Board was held at the home of William Ross; *Raby House* which was at what is now 222 Shore Street North, Cleveland.

Present at the meeting were: Gilbert Burnett, William Ross, John Fogarty, Patrick Horisk, William Birgan Jnr, James Cross with James Honeyman and Alfred Winship the board's auditors.

Gilbert Burnett of Wellington Point was elected Chairman, having had experience as Chairman of the Tingalpa Board 1881-1882.





L-R Photographed in 1878: The Lighthouse; the woolstore/sawmill/boat-building complex (demolished later that year); William Ross's 1882 – 1907 Raby House; Winship's former house now Pier Hotel (with coconut palms); brick building built by Bigge or Balfour; boarding houses and workers cottages; the 1866 jetty. BCC Image

*Cleveland Divisional Board*  
*First Meeting Held at Mr Ross's Cleveland*  
*Friday 17th July 1885*  
*Minutes – All Members present.*


Cleveland Divisional Board: First meeting held at Mr Ross's Cleveland Friday 17<sup>th</sup> July 188. Minutes – all members present.

Department of Public Works and Mines,  
 Brisbane, 16th July, 1885.

#### CLEVELAND DIVISIONAL BOARD.

IT is hereby notified that the Returning Officer appointed under the provisions of "The Divisional Boards Act of 1870," and "The Divisional Boards Act Amendment Act of 1882," to conduct the election of Members and Auditors of the first Board in connection with the Cleveland Division, has certified the election of the following gentlemen as Members and Auditors thereof:—

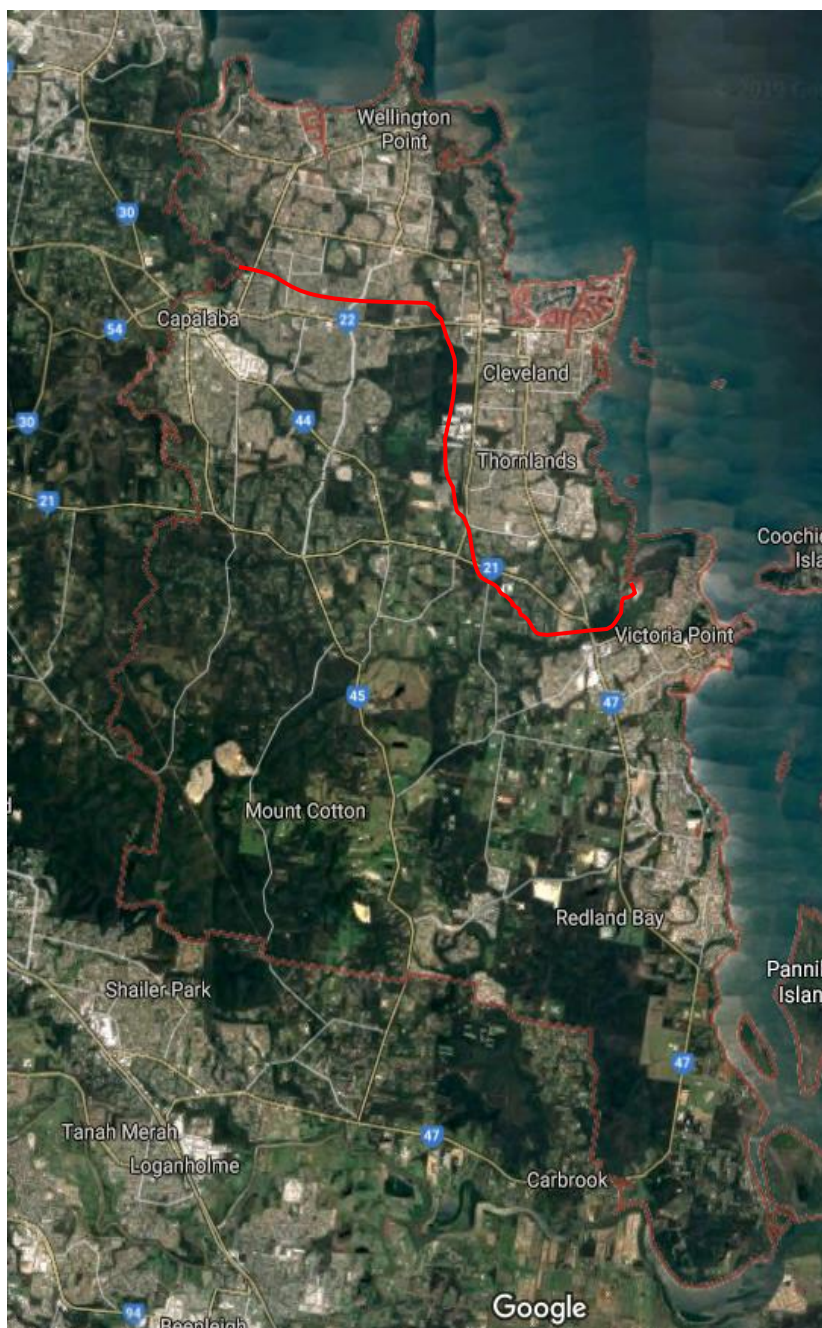
#### CLEVELAND.

GILBERT BURNETT,  
 WILLIAM ROSS,   
 JOHN FOGARTY,  
 PATRICK HONISK,  
 WILLIAM BIGGAN, Junior, and  
 JAMES CROSS.

#### Auditors.

JAMES HONEYMAN and  
 ALFRED T. WINSHIP.

WM. MILES.



The Cleveland Divisional Board (Cleveland Shire Council from 1902) covered the area east of a line following Tingalpa Creek from the North, down to Eprapah 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 Thorneside, Birkdale, 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.



William Ross was elected Chairman in January 1886 and the Shire Offices were duly built on the site they still occupy. The land occupied by the Board offices had been a meeting place for Aboriginal people for countless years before this.

Early European settlers had noted that it was an Aboriginal camping and meeting place, with up to 500 people gathering at times for corroborees, to trade, sing and dance. By the time the offices were built, the area was surrounded by farmland, which had already greatly impacted on the traditional way of life.

In 1887 The Queensland Government built a new wooden jetty on Cleveland Point, this time on the western (Raby Bay) side.



In his 1965 memoir, Chairman William Ross's son John Ross writes *"Something very few people know is that on the extreme end of the Point and on the right hand side, there was a perfectly sound jetty [the 1866 jetty] built on wooden piles, with heavily planked deckings and at the end was a shelter shed for the storage of goods delivered by boat for storekeepers. This decking being strong, allowed horse drawn vehicles to make use of this to collect the goods.*

*Many years after this structure got in a very bad way for repair and this, together with the problem of being unable to upload cargo at times on account of boisterous weather, decided the council to build a jetty on the Raby Bay side of the Point [the 1887 jetty].*

*This was done by a man by the name of McCabe. Piles were made of railways rails riveted together on which wooden decking was placed and rails for a trolley to bring goods from the point of delivery to the carting vehicles. This new jetty was not strong enough to take horse drawn vehicles".*



*Cleveland from the Pier.  
23 miles by rail from South Brisbane, on Southern Shores of Moreton Bay.*

Postcard: The 1887 jetty, c1910

JOL HP0888

Erosion was still a problem along the Cleveland Point foreshore following the eruption of Krakatoa in 1883, and the 6ft (2 metre) tsunami that had inundated the coast. According to accounts at the time it had *"bored through the bay like a chalk mountain, washing men off boats, fruit off jetties and sweeping over much of Coochiemudlo Island"*.

In 1888 the Board added 2 chains (40 metres) of seawall to the retaining wall at the end of the Point.





The Cleveland Divisional Board accepted William Finucane's 1888 offer of shade trees, to be planted along the main street to Cleveland Point.

Overseen by Board member and Brisbane Botanic Gardens head gardener James Pink, Moreton Bay Figs were planted along North Street and Shore Streets, with many being planted by school children on Arbor Days over subsequent years.

An 1888 Moreton Bay Fig opposite  
Grand View Hotel, 2013

William Ross had been a strong lobbyist for the railway line to Cleveland which opened on 1 November 1889. Trains travelled to and from Woolloongabba, and the Cleveland Line led to the development of urban areas along its length, as it became possible for commuters to live some distance from Brisbane.

The railway line also meant the district's farmers were more easily able to transport their produce to the Brisbane markets, boats having been the best option up until then. Other railway users included day trippers and others visiting the area for its fresh sea air.



The Cleveland Line railway

QImagery 1955

The Cleveland Line railway originally only went to Cleveland Central, then on to Cleveland Point in 1897.

## 1890s

In 1891 the Cleveland Divisional Board set aside 40 acres of land bordered by Long, Smith, and Bloomfield Streets, and almost north to Russell Street as a Racecourse Reserve. The land was quite swampy with Ross Creek (named after the Chairman) trickling through it, and there were frequent complaints of livestock, including pigs, being allowed to roam on it.

During the 1893 flood, the 1888 seawall proved to be effective when the region again saw abnormally high tides combined with storms. The breakwaters on Cleveland Point overflowed to six feet above normal height and covered an area of about one and a quarter miles over the Point cutting it off completely. The high tide reached within 3-4 inches (10cm) of the floor at Cleveland Divisional Board Chairman William Ross's *Raby House*, but unlike the earlier inundation it didn't result in further erosion there. People on the higher ground further south had a boat ready in case help was required by those living on the end of the Point.

In 1894, when James Pink was Chairman, the Cleveland Divisional Board introduced by-laws regarding tree plantings. The authorities and residents believed avenues and clumps of trees added significantly to the attractiveness of the area, especially for visitors. Many of the Cleveland Point street trees were again donated by William Finucane, who at the time lived just north of Cassim's. He also planted trees in and around his home, some of which still thrive and are heritage listed, including the large Norfolk Pine trees that still help local boaties navigate their way back to Cleveland from all over Moreton Bay.

Around this time Ebenezer Thorne (brother of William Thorne of Thorneside) was Cleveland Chairman in 1897 following the death of William Ross, and lived in a house that he had built on his Lot 5 Section 18 facing Middle Street in about 1894 (Section 18 lots were double-facing, between Middle and Shore Streets). It was similar to an earlier home *Carina* that he had built in Brisbane c1891.

The Middle Street house was later owned by another Chairman, F C Woosley from 1919, then purchased by Dr Howard in 1926. Dr Howard stopped practicing in the district 4 years later and continued living there for 4 more years. During this time the house became informally known as the *Doctor's House*, a name that still persists.



200 Middle Street Cleveland, 2013. Built c1889. HP7149  
Also known as *the Doctor's House*



*Carina* 1 Gertrude Street, Highgate Hill, 2018. Built c1891.

While living in the house, he built a shop on his sister's neighbouring Lot 6 Section 18, facing Shore Street in what was then Cleveland's CBD, opposite Cleveland Central railway station. Both the house and the shop built by Thorne are still in use today, as are homes built by him in New Plymouth (New Zealand) and in Brisbane.

The shop built by Ebenezer Thorne in Shore Street was leased from 1929 by butcher Jocusmen who operated his business there before buying and relocating the shop to 193 Middle Street, where he also built a home. He added a new façade to the shop and continued to operate the butchery until 1949.



By then he owned all of the land on the south-west corner of Channel and Middle Streets, all of which he subdivided and sold, retaining only the family home at 191 Middle Street. Butcher Perske purchased the shop and continued the business. The shop has since been through many identity changes.



Jocumsen's Butchery, Shore Street opposite Cleveland Central Railway Station c1930  
HP0793



Relocated to 193 Middle Street, 2013  
HP6464  
(Next to Jocumsen's house at 191 Middle Street)

The district's first Masonic lodge, *Lodge St Clair*, was established in August 1895, meeting in the Oddfellows Hall at 64 Passage St, Cleveland.

In 1897 a record of over 20 miles per hour over rough roads was set in 1897 in the glamour event of bicycle racing, in the Brisbane to Cleveland road race.

That year the Cleveland Divisional Board resurrected the key issue that had led to the formation of the Cleveland town forty years earlier: that of shipping and port facilities in Moreton Bay, writing to the Treasurer requesting that: *"Before any large expenditure is resolved on in connection with deepening the Brisbane River as an alternative to obtain estimates as to the comparative cost and expediency from a national point of view of deepening Raby Bay and erecting wharves for the reception of oversea shipping trade of the port of Brisbane."* Unfortunately the Marine Department advised the Colonial Treasurer that in view of current and planned port development on the Brisbane River, *"the suggestion of constructing a deep-water port at Cleveland appears hardly worth serious consideration."*

In 1897 the railway line was extended to Cleveland Point, terminating near Paxton Street. The new station on Cleveland Point was named Cleveland and the original station renamed West Cleveland (and later renamed Cleveland Central). The extension of the railway line was promoted for providing visitors with a promenade to the Reserve and its attractions, the jetty, kiosk, bathing and lighthouse, while the original terminus was a busy goods yard as well as passenger station.



The busy West Cleveland (Cleveland Central) railway goods yard. The railway station building and train tracks can be seen at centre left, with the old Shore Street commercial precinct and other buildings located to the right. The war memorial and the new (1934) Police Station is at the top of the hill. Photographed late 1930s  
HP0398



## 1900s

In 1901 the *Pacific Islander Labourers Act (Cth)* was introduced, meaning that farmers no longer had access to this cheap source of labour, considered by some to have been slave labour. Between 1863 and 1904, around 64,000 people had been indentured long-term, some having been kidnapped.

Divisional Boards were re-named Shire Councils in 1902, with elections continuing to be held annually.

In 1905 in Cleveland, most people still lived in the area around the new court house and police lock-up in Passage Street and out to Cleveland Point. Farmers and fruitgrowers were around the town. Passage Street was developing and there were about four families each in Channel and Middle Street. There were isolated houses in Princess and Queen Streets and about eight in Bloomfield Street. There was a small urban and farming community at Ormiston and around Delancey Street.

The Post and Telegraph Department offered to extend the telephone service to Cleveland provided the Cleveland Divisional Board paid a warranty to cover the cost of the line in the event of it not being profitable. The offer was accepted at a meeting of ratepayers in July. However, nothing appears to have come of it as in January 1906 the Cleveland Shire Council was again asked if it wanted the service extended to Cleveland. Again, it said yes, provided it did not have to guarantee the service.

In 1906 special fruit excursion trains to Wellington Point, Birkdale, Ormiston and Cleveland were run on Saturday afternoons during the strawberry season and excursionists were encouraged to visit the fruit gardens and vineyards. Cheap excursions of one sort or another continued to draw crowds to the district throughout the early decades of the century.

In 1908 an Easter military camp took place at Ormiston, and the naval camp was based at Cleveland Point.



Naval camp at Cleveland Point, 1908

BCC Image BCC-CRB-64

The Cleveland Methodist Church was opened in 1909, a Sunday school hall was added in January 1921 and a parsonage in July 1927.

## 1910s

The Brighton Hotel was renamed as the Grand View Hotel in 1910.

The building had been raised to become a two-storey building, possibly prompting the 1910 name change.

*Grand View Hotel c1930 HP5298*



According to the Government Statistician, the population of the whole Cleveland Shire was 957 persons at 3 April, 1911. Of these 490 were male and 467 female. More than half lived in the town of Cleveland.

A local newspaper, *The Red Land Mercury*, was started in 1911 by F C Woosley. Woosley was a grandson of early settlers John and Elizabeth Sherrin, and he became Cleveland Shire Chairman during WWI.

In 1912 The Cleveland Shire Council and the Department of Harbours and Rivers planned to dredge a boat channel south-west of Cassim Island.

The Railway Department introduced rail motors or McKeen cars on the line between Manly and Cleveland, considerably improving the service and the following year a new small station was erected at Raby Bay behind what is now the Sands Hotel, for passenger traffic only.

With WWI starting, Cleveland Shire Council resolved to form a Patriotic Fund and Red Cross Fund in the district, and to request the Cleveland and Wellington Point Agriculture, Horticulture and Industrial (A. H. & I.) Societies to make their halls available to committee members.

Cleveland Shire Council granted S Brimblecombe of Redland Bay a licence "for his motor car to ply for hire" making this possibly the first local motor car taxi service. Bylaws had recently been introduced by the Council. Much of his business would have been transporting passengers to and from the train in Cleveland.

In 1915 the Cleveland State School moved from North Street to its present site on the corner of Queen and Wynyrd Streets.

Cleveland's first street lights were erected. The first was on the corner of Passage and Shore Streets, which at the time was the heart of the CBD. The lights were acetylene gas which had to be lit each evening.

In 1915 Council began charging boats for using the 1887 Cleveland Point jetty. The main companies charged were Burke and Sons, and the North Brothers, who raced a motor boat in Cleveland Regattas.



Boats along the 1887 jetty, Raby Bay c1940s

HP0672

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.

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 or Beenleigh.

A year later in early 1919 the 'Spanish Flu' influenza pandemic hit, and the Department of Public Health instructed the council to open up inoculation depots. The Council then approached the committees of the Cleveland School of Arts and Wellington Point A. H. & I. Association again, this time to ask if their halls could be used as hospitals during the course of the pandemic. Councillor Gibson (Chairman) called a special meeting of council to report that the Cleveland Hall was not suitable for hospital purposes and the Home Secretary responded that the onus was on the Council to provide hospital accommodation.

The Chairman then secured the home of Mrs Cairns in Wharf Street, between Middle and Shore Streets at a rental of 30/- (\$3.00) a week and she agreed to stay and act as cook. She had already been operating a boarding house on the site at that time.

Trained Nurse Miss Mann consented to run the hospital. The government had agreed to pay a third of the running costs. By August there had been no further cases of influenza and three months after it opened, the hospital was closed. The Health Department warned that influenza was still a notifiable disease under the Health Act of 1900-1917.



## 1920s

The Galloway family built the *Cleveland Pier Kiosk* at the end of the 1887 jetty on the western side of Cleveland Point. Visitors were charged tuppence (2c) to go out onto the jetty to fish or swim.



The kiosk on the western side of the Point operated until the Galloways pulled it down in 1937, when they built another one on the eastern side of the Point, on the old site of the *Pier Hotel* which had burned down the previous year. This second kiosk was later purchased by Markwell who extended it and operated it as *Markwell's Fisherman's Wharf Restaurant*.

The 1887 jetty can just be seen at the right-hand side, on the western, Raby Bay side of Cleveland Point

HP0447

The 1937 site is now occupied by the *Lighthouse Restaurant*, and the original 'fish and chips' shop is still operating there.

A small private hospital was established in 1921, north of Cassim's Hotel by the Ridler family, possibly at a site previously owned by Dr Dolman. The Ridler family owned many Lots on Shore Street and North Street.

The first chemist shop in Cleveland was also established at this time.

The Redlands' first Masonic lodge, *Lodge St Clair*, built its own dedicated temple on a site in Shore Street East in 1921. The Lodge had been established in August 1895. It had met in the Oddfellows Hall at 64 Passage Street, Cleveland, until 1916 when the meeting place changed to the Church of England Hall.



*Black's Hotel*, formerly Cassim's Cleveland Hotel, 1920s To this day the building is known simply as 'Cassim's'

HP1047

Black's jetty was built around 1922 by William Black, the licensee of the old *Cleveland Hotel* (Cassim's). The jetty ran east from below the hotel. Black probably built the jetty for his hotel guests, however it quickly became the main landing place for boats travelling to and from Stradbroke Island and especially the Dunwich Benevolent Asylum.



The shore side of Cassim's: Jetties and Cassim Island, 1940s

HP1091

When the hotel ceased trading in 1929, the Department of Health and Home Affairs entered into a formal arrangement with the building's owner to lease the land leading to the jetty. It remained the main landing place for travellers to and from Peel Island (Teerk Roo Ra) and Stradbroke Island (Minjerribah) until the Paxton Street jetty was built nearly 30 years later.



Many trees were planted in the district in 1924 as part of the Brisbane centenary celebrations.

Plantings included Poincianas opposite the Cleveland police station, Moreton Bay figs at the Cleveland Point oval and palm trees along Passage Street.

GJ Walters' bakery was behind the large Fig tree on the left.

Looking south along Passage Street, from Middle Street, 1920s.

HP0329

By the mid-1920s Cleveland had two more private hospitals: *Bayview* operated in Taylor Winship's second home *Constantia* opposite the War Memorial on Shore Street, and G J Walter had built *St Anne's Hospital* behind his Passage Street bakery, in Queen Street opposite the current Star of the Sea Catholic Church and school.

In 1937 the *Bayview* Hospital moved to Whepstead Manor in Wellington Point, also called *Bayview*.

The Cleveland *Bayview* building (by then converted to flats) was later bulldozed for the Raby Bay canal estate in the mid-1980s and *St Anne's* continued operating until it burnt down in 1981.



*Bayview* Hospital

HP6590



*St Anne's* Hospital

HP1094

G J Walter's home *Kia Ora* and bakery in Passage Street



*St Anne's* Hospital in Queen Street, opposite Star of the Sea Catholic Church (now the school site)

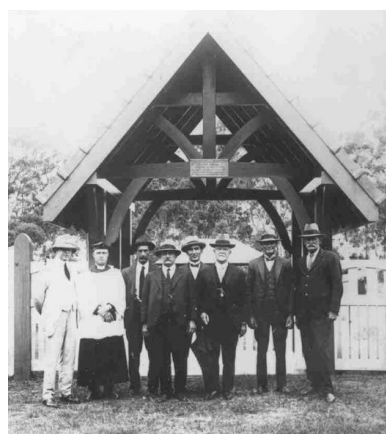
QImagery, 1964

In 1926 the Cleveland Cinema, also known as the Revue Picture Theatre was built on the western side of what became the Rocks Cafe.

The lych gate built by George Randall at the Cleveland Cemetery was completed in 1927 and a dedication ceremony and taking over by Council was held.

George Randall was the Queensland Emigration agent from 1881, and for 21 years he encouraged English farmers to migrate to Queensland. He lived at Somersby Grange from 1896, with his wife and 2 sons; artist Richard Randall and Cleveland Shire Chairman George Randall Jnr. He outlived his wife and sons, and erected the lych gate in their memory.

HP0924







Cleveland Cinema/Revue Theatre, Middle Street (next to Rock's Café), 1940s

HP1226



The Cleveland RSSAILA (RSL) Redlands Memorial Hall was built on the north-west corner of Passage and Shore Streets, and was opened by Queensland Premier S M Bruce in 1928.

HP0501

The Star of the Sea Catholic Church moved from North Street to Passage Street in 1929. The Church offered the North Street land to the Cleveland Shire Council to purchase for a park for £450.

The end of an era: after a storm blew the roof off Cassim's hotel in 1929 it ceased trading, ending more than 60 years as one of the district's favourite hotels. The licence was transferred to the new *Raby Bay Hotel* (now known as the *Sands Hotel*) on the north-east corner of Bloomfield and Middle Streets, where it remains.

## 1930s

In 1931 Electricity came to Cleveland, and in the decades that followed, several buildings were destroyed by fire including the Pier Hotel and William Ross's *Raby House*.

After *Raby House* burned down, Leona Kyling used the name for her home on the western side of Wynyard Street, between Middle and Shore Streets.

Almost the entire district turned out for the visit of Prince Henry, Duke of Gloucester in 1934. A civic reception was held at the RSSAILA Redlands Memorial Hall on the north-west corner of Passage and Shore Streets, which had been opened 6 years earlier by Premier S M Bruce.

HP0502



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 the farm included custard apples and passionfruit.

By the 1930s the district's many jetties were causing major maintenance headaches. The main 1887 jetty on the Raby Bay side of Cleveland Point was badly deteriorated and was inconvenient for boats and passengers wanting a more direct route to the Islands, and Black's jetty behind the *Cleveland Hotel* (Cassim's) was in poor condition.

A petition was prepared in 1935 asking that relief workers be employed to build a new jetty at Paxton Street. Relief workers were employed around the district, especially on the foreshores and reserves. Retaining walls, reclamation work and tree plantings were carried out. The relief workers also repaired roads and jetties.

The Relief Workers scheme was similar to more recent Work for the Dole programs, keeping people in work during the Depression, and helping them to maintain their dignity during tough times. The district was relatively protected from the worst of the Depression years, as many residents were self-sufficient and/or supplying essential produce.



Cleveland Police Station, 1940

HP0831

A New Cleveland Police Station was built in 1934, replacing the old 1878 Police Station and lock-up.

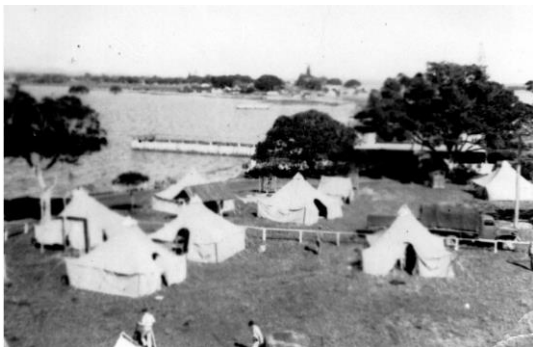
Bricks from the c1852 Pier Hotel building were used in a retaining wall built on the opposite side of Cleveland Point, near the current site of the 1865 Cleveland lighthouse.

One of Cleveland's two private hospitals, *Bayview*, relocated to *Whepstead Manor* in Wellington Point in 1937. The hospital continued operating there as *Bayview* until about 1965, when it was converted into a nursing home.

## 1940s

The annual Cleveland Show, held in the old showgrounds between the Grand View Hotel and Raby Bay, took patriotism as its theme, and red, white and blue were the main colours used. The 1941 Show was noted for its display of some of the largest gerberas ever seen in Cleveland, with flowers at least four inches (20cm) across. The ring attractions included a display of trestle bridge building by 17 boy scouts and a display by the Cleveland Sub-Division of the Women's National Emergency legion of emergency stretcher work and bandaging "*which attracted favourable comment from the spectators*".

In 1942 Two Wirraway planes from the Archerfield aerodrome were engaged in exercises, and collided in mid-air above Moreton Bay. One came down near the Cleveland cemetery and the other on Ziegenfusz Park. Four airmen were killed.



For six months from the beginning of 1944 the Ship and Gun Crew Command No. 1 occupied the Cleveland Point Reserve as a firing range, installing a concrete gun platform for a 20 mm Oerlikon Gun. The firing area was contained within the angle formed by the eastern end of St Helena Island, Cleveland Point lighthouse and the northwest tip of Amity Point and extended seaward for a distance of about eight miles.

The US military camped on Cleveland Point, 1944. HP0416

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, Tingalpa and Cleveland. However, food and clothing rationing continued for a considerable time.

The foundation stone was laid for the district's first ambulance service in 1945, on land donated by a local farmer/businessman on the south-west corner of Bloomfield and Queen Streets.

The building was officially opened on 13 April 1946. Mr Gordon Stuart was the first ambulance officer.

HP6719





## Cleveland Cash and Carry

(Proprietor: J. Despot)

Middle Street, Cleveland

Phone: Cleveland 164 We Pick Up and Deliver

AGENTS FOR

BERGER'S PAINTS NEPTUNE OIL Co.

QUEENSLAND INSURANCE Co.

HOT POINT ELECTRIC JUGS, TOASTERS, IRONS

RADIATORS, HOUSEHOLD NECESSITIES

HARDIES FIBROLITE

AND CHEAPEST FOR GROCERIES

Quality

Service

Civility

AT

## Raby Bay Butchery

(Under New Management)

Reg. O'BRIEN, Proprietor

ONLY QUALITY MEAT SUPPLIED

First Grade Beef

Best Western Mutton

Dairy Fed Pork and Veal

AND

This Season's Lamb

Daily Delivery to

Surrounding Districts

PHONE: CLEVELAND 160

FOR SERVICE

Our Motto:

"THE BEST FOR LESS"

Watch This Advertisement for Week-End Specials

Advertisements from the Redland Times, 6 December 1941

The first games were played on the new greens at the Cleveland Bowling Club on 1 January 1948. The Bowling Club had first opened in the early 1930s.

**FOR SALE—BY PUBLIC AUCTION,**  
**Thursday, December 31st, 1931,**  
 at 3 p.m.  
**HOUSE (FOR REMOVAL)**  
 on Site of Proposed Bowling Green, Middle Street, at present  
 occupied by Mr. Hall.  
**SALE TAKES PLACE AT 3 p.m.**  
**E. C. DEAN, Auctioneer.**

Redland Times 30 December 1931

In 1949 Redland Shire came into being when parts of Tingalpa Shire and the whole of Cleveland Shire merged. The first meeting of the Redland Shire Council was on 17 July, 1949. This local government merger was one of several in south-east Queensland at the time. The suggestion had been around for a long time; in 1907 the Cleveland Shire Council considered the advisability of amalgamating the two shires.

The first chairman of the new Redland Shire Council was JHN (Norm) Price, who was 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.

The new Redland Shire Council continued to operate in the Cleveland Shire Council offices at the corner of Bloomfield and Middle Streets Cleveland.

## 1950s

The Minister for Public Instruction, Mr H Devries, told a Redlands delegation in 1951 that the Shire did not have enough students to justify a secondary school. Secondary school enrolments at that time were estimated at nine students. A delegation later visited a Queensland Council of Schools meeting in Brisbane to lobby for a rural secondary school in Cleveland.

Black's jetty behind the *Cleveland Hotel* (Cassim's) collapsed, spilling several passengers (mostly nursing staff) into the water while they were waiting to catch the boat to the Peel Island Lazaret. The newly completed Paxton Street jetty took over from Black's jetty as the main landing place for boats travelling to the Islands. By this stage, the Dunwich Benevolent Asylum had moved to Sandgate, and the Paxton Street jetty was used by the Health Department to take passengers and goods to Peel Island Lazaret.



HP0968

Cleveland fishermen produced nearly 4% of Queensland's total fish production. Most of the catch was handled by the Cleveland Fish Market in Paxton Street opposite the old courthouse. The Paxton Street jetty was being built there. Fishermen then used the Paxton Street jetty to offload their catch for the Cleveland fish market.



HP1107

The Poinciana Café, Cleveland (formerly the Bayview Café) in Shore Street North near Paxton Street fish market partly burned down in 1952 due to a kitchen fire.

The Raby Bay shopping centre (now Cleveland CBD) was formally approved, and Council received a £2000 loan for widening Bloomfield Street. The Ross Creek Bridge on Bloomfield Street opened to traffic on 22 December, pleasing the Raby Bay traders who had spent the better part of two years lobbying for better access to the southern end of the Raby Bay business area.

In July 1952 the Redlands Show was held for the first time at the new Cleveland Showgrounds in Long Street for the very first time.



New Long and Smith Streets showground: poultry hall and Edgar Harley Pavilion (former School of Arts building), 1952

HP0472

Previously the AH & I Shows had been held on the flat ground north of the Grand View Hotel, now the Linear Park heritage precinct. The School of Arts Hall, which by then was called the Edgar Harley Pavilion (after the Secretary of the AH&I and Councillor, Edgar Horace Harley) had been relocated to the Smith Street Showgrounds along with the Poultry hall.

A Presbyterian Church was built on the south side of Middle Street, east of Wynyard Street. 20 years later in the 1970s it was moved to the Dodds family's former farm land, at the south-east corner of Bloomfield and Ocean Streets, to be used as a church hall for a new brick church building. In 2014 the land around the church was subdivided and the church and hall were de-consecrated. The newer brick church is now a private home, and the original timber church is still in position behind the Dodds farmhouse, both now renovated as a dual-living home in Bloomfield Street.



Presbyterian Church 123 Middle Street Cleveland, c1950s. (House on the far right was on the corner of Wynyard Street).

HP0418

The 'CBD' area around the Bloomfield and Middle Street intersection was designated by Council as a 'first class building section' in 1953, with all new buildings to be of brick construction. The local paper had an article that alluded to the many buildings that had been destroyed by fires: *"It is clear that within a few years this area will, or ought to if it is properly controlled, present a better appearance to the eye than it does now besides being far less a source of danger from fire."*

Council later amended the regulations to allow brick frontages and fibro rears as many business owners could not afford to meet the new requirements. Australian Fruitgrowers and Shirley's Fertiliser shop both opened soon after.

A committee was formed in 1953 to build a new jetty at Oyster Point and the Cleveland Sailing Club began operating on Cleveland Point.

In July 1954 a public meeting was held to discuss unequal representation by Council in the Shire's two divisions. People attending the meeting claimed their elected representatives all lived around the Cleveland area, and that as a result roads in Wellington Point, Birkdale and Thorneside were neglected in favour of those around Cleveland.

They called for the formation of a third division to take in Birkdale, Capalaba and Wellington Point as far as Hilliards Creek. They were advised to lobby Council and State Government on the matter, which they did successfully. The new divisions (Capalaba/Birkdale/Wellington Point; Cleveland/Victoria Point/adjacent areas; and Redland Bay/Mount Cotton) were proclaimed on 13 January 1955.



At the Redlands' first naturalisation ceremony on 1 October Chairman JHN Price granted citizenship to Miss Antje Boeterhoek and Senor Salvatore d'Amico at the RSL's Redlands Memorial Hall in Passage Street, Cleveland. They were entertained by Ossie Mazzie and his Piano Accordion Band "*and some Dutch records.*" Previously the Federal Government had held naturalisation ceremonies but it handed them over to local councils as it was very keen to see less formal, friendlier ceremonies to welcome the new citizens.

John Wilson and Associates provided an estimate of £22,000 (\$40,000) for building a new pool at Oyster Point to replace the jetty and swimming enclosure. According to Councillor Crane, the estimate was ridiculous and the local people were prepared to do the job for £12,000 (\$17,500).

The Swimming Pool Committee was revived but Oyster Point was no longer the favoured site. A site next to the Cleveland Bowls Club was preferred, with water to be pumped into the pool from Ross Creek.

However, this was found to be unsuitable and the Committee turned their eyes further along Cleveland Point to a site just in front of the Grand View Hotel.

Oyster Point bathers HP1118



Plans were in place to build a high school next to Cleveland State School. However this required drainage works around Ross Creek, and around the same time an application for a dog racing track at the Redlands Showground was opposed because the land had been earmarked for a new high school.

The Education Department bought 10 acres near the Redlands Showground from Mr Groenendijk in 1959. The land was to become the site of the Shire's new high school. However, 100 pupils were needed before the school could become a reality.

In the meantime The Minister for Education Mr Devries approved the new secondary 'high-top' at Cleveland State School, which was to comprise a two-classroom extension with one room for domestic science and the other for woodwork and sheet metalwork, and it opened the following year with 9 students.

Mr Dickson of North Stradbroke Island raised the question of a boat harbour for Cleveland. Council decided to approach the State and Federal Governments, including the Harbours and Marine Department regarding dredging Fison Channel near Cassim Island for Toondah Harbour.

In 1958 the Shire's tennis players called for a combined sports arena at the Redlands Showground.

The Redlands Chamber of Commerce was formed to look after the interests of the Raby Bay traders. The Chamber was particularly concerned with the new bus services and their ability to serve locals and visitors alike. Mr Norm Dean was elected president, Dr Bottomley from the Redlands Clinic was elected vice president, newsagent T Luther was elected secretary, and National Bank Manager Mr Freeman became treasurer.

One of the Chamber's first requests to Redland Shire Council was for a fire brigade, and toilets at Raby Bay. And the local newspaper predicted television would reach the Redlands in the next year.



Shire Hall.

Shire office.

1955

Leona Kyling's shop was opposite the hall in Middle Street. QImagery

## 1960s

The rail service between Lota and Cleveland closed in November 1961. The station is at the top of the 1955 aerial photograph above). Some people favoured the closure because it was believed that it would allow the buses to flourish. Others didn't favour it; the Birkdale/Wellington Point Progress Association described it as *"one of the greatest blows to progress this district has suffered."* By the time the rail service closed, the stations were looking pretty dilapidated.

Council bought extra land at Raby Bay for a planned civic centre. The local paper had reported: *"perhaps in the not too far distant future the Shire Council building will be brought up to date to conform to the council's own recently passed bylaws making this 'a first class building area'. In its present appearance it is no great inducement to others to build for posterity."*

The Shire Office had been in use since the formation of council in 1885. A second wing had been added for meetings and social events (the new Memorial Hall opened in 1928 and then became the venue of choice for social events). In the mid 1950s, shortly after amalgamation, a new reception area and façade was added, possibly using timber from the old Tingalpa Shire Hall. The Redland Shire Hall became an ES&A (ANZ) bank from 1959 at the north-western corner of the council's land. *Redland Star* 1968



Cleveland Central Railway Station northern side of Shore Street (opposite RSL) 1961

HP1099

The Redlands Kindergarten opened in February, opposite the Cleveland State School.

Council commissioned plans for its new Council building in Raby Bay to replace the old 1885 Shire Office and Hall.

The Redlands Voluntary Bush Fire Brigade was formed on 11 December 1961. Shire Clerk Ernie Ellis was chosen as warden, L Dowling became the first officer and L Bertram second officer.



On 17 April 1961 the Cleveland Post Office moved from the corner of Shore and Passage Streets to Middle Street, Raby Bay near what is now Kyling Corner. It was opened by Mr C E Barnes, M P for McPherson (dark suit). The first post master in this building was Mr Bray.

An unofficial Cleveland East post office opened on Middle Street near the Revue Theatre and Rocks Cafe. The old post office near the war memorial officially ceased operating on 17 April.

Rural Press image

The newly named *Norm Price Park* opened on 15 July 1961 at the 1952 Cleveland Showgrounds.



Cleveland and Redland Shire Chairman JHN 'Norm' Price with Pearl Rendall at the new entrance gates to the Cleveland Showground on Long Street. The grounds were now named *Norm Price Park*, c1961. The Edgar Harley Pavilion (former School of Arts building) is in the background.

HP7288



The Commonwealth Bank opened its doors on the south-east corner Bloomfield Street, Raby Bay (Cleveland), on 11 September 1961, and Ivan (John) Despot's new shop opened on the corner of Bloomfield and Middle Streets on 9 October. Mr Despot had originally leased a building and operated a Cash & Carry next to the *Sands* Hotel from about 1929, two years after moving to the district, and having worked as a Wellington Point fisherman at first. This first Cash and Carry shop is currently the TAB building. In 1937 he bought his own store across the road (with 'Tristram's' sign, below).



Despot's Cash and Carry store. A fruit store, and far right, the butchery operated by Donaldson's. Both owned by Bengston, 1950s.

HP5181

The neighbouring Bengston-owned stores had been built and owned for many years by the Engelmann brothers Jack (John) and Jim (James) who had operated a butchery there since 1911. By the 1920s they had added a general store on the eastern side.



The Engelmann's also operated a large slaughteryard and associated works on the banks of Hilliard's Creek, covering what is now the Ormiston College land between Dundas and Sturgeon Streets.

Engelmann family outside their butchery, 1916

HP0287

Engelmann's cash store and extended butchery, 1920s.

HP0469





When Despot moved the Cash And Carry grocery store to bigger premises in Bloomfield Street c1950, the smaller shop in Middle Street became Despot's drapery and haberdashery store.

Despot's Cleveland Cash & Carry, 111-113 Bloomfield Street (next to Post Office), c1950s

HP5180

Oscar Bengston had owned Lot 18 on the south-east corner of Bloomfield and Middle Streets from 1936 – 1956, and leased the buildings out. Engelmann's former butcher shop was operated for a time by Reg O'Brien who took the lease over in 1941. At some time after that – certainly by the 1950s and until 1959 - the Donaldsons were running the butchery business there.

Bengston died in 1956 and in 1959 the Commonwealth Bank purchased Lot 4, and butchers James and Allan Donaldson purchased the neighbouring Lot 3, both lots facing Bloomfield Street. John Despot purchased Lots 1 and 2, facing Middle Street.



Despot's new drapery, Cleveland Cash and Carry, and haberdashery store. Redlands Meat Hall far right, early 1960s. The Commonwealth Bank is the next building on the right. Bob Teys Pharmacy was later built in the space between the two buildings.

HP5182

In 1960 the Redlands Meat Hall opened for business and 60 years later still operates from the same location, famous for its much-loved 'big cow' (who is really a bull). At first he was a regular brown and white bull, who loved to dress up now and then. Sitting on his back was a highlight for local children. At a ripe old age he became a red bull, with hearts painted all over him and he is now known as 'Strawberry'.

In 1961 the Commonwealth Savings Bank of Australia opened for business, and later that year John Despot's new brick store opened, and it 'wrapped' around the corner of Bloomfield and Middle Streets.

In 1968 Despot split his title deed three ways, to include his sons Selwyn and Ray. 14 years later in 1982 they sold this new property to the Westpac Banking Corporation.

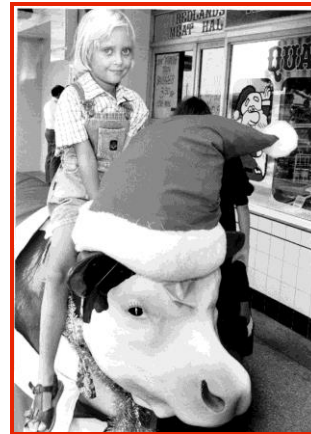
The Despot family's red brick home in the south-eastern corner of the Woolies carpark was demolished in 2020 as part of a car park expansion and resurfacing project.

Rural Press images

Children still like to sit on his back and he still likes to dress up.



And it's not just children - even the butcher likes to go for a ride with his sausages now and then.



In 1962, students of Cleveland Secondary School 'high top' moved into the new high school on the corner of Smith and Russell Streets. The school was officially opened on 27 April 1963 by the Queensland Treasurer Thomas Hiley. It was the first year the school offered senior classes. Until then, classes had been offered up to the equivalent of year 10. One thing leads to another: concerns were raised about the poor state of the roads around the new high school. Plans had been made to seal the roads by the time the school was officially opened. Two years later student numbers had quadrupled, with a total of 442 students enrolled in Cleveland High School.

The bay end of Russell Street, Cleveland, was put forward in 1963 as a site for future boat facilities to support the sand mining trucks on North Stradbroke Island. Following protests from local residents, Council turned its attention to Toondah Harbour at the end of Middle Street. Three years later the State Government agreed to the development of Toondah Harbour and allotted \$20,000 towards the costs of dredging the channel.

In 1965 a proposed new court house prompted a debate, with half of Redland Shire Council wanting it built in Raby Bay (now known as Cleveland) and the other half favouring Passage Street near the police station. The local paper wrote: *"The matter of the future siting of the court house is indeed a serious one, since once built it will be for us for another 100 years – and who knows in that time what advances will be made in this fast growing area."*

The court house was indeed built on the south-east corner of Passage and Middle Streets, near the Police station, but was only in use for 35 years, far short of the expected 100 years. After briefly housing the RSL Veterans Community Centre, the building now houses the RSL's Library and Museum.



Cleveland's red brick court house on Passage Street was officially opened on 19 February 1969, and work began that year on shops in Doig Street, Cleveland.



Redlands RSL Veterans Community Centre, in the 1960s court house building, 2009

Google Street View

In 1968 the State Government called tenders for the reclamation of 500 acres of Raby Bay foreshore for residential, business, tourist and other commercial purposes. Three tenders were submitted and after a ballot Civic Projects Pty Ltd was declared successful in 1969. Civic Projects' principal Mr Stephens had been one of the main supporters of the project since the early 1960s.

Tenders were also called for the new Council chambers to be built on the site of the old Shire office and hall at the south-west corner of Middle and Bloomfield Streets. The new chambers were to include a free public library service, replacing the subscription service which operated had operated since 1891 at the School of Arts hall on Cleveland Point, and later at the RSL Memorial Hall in Passage Street.



From the *Redlands Star*, 1969



New Redland Shire Council building, Middle Street side, 1969 HP6732

The new Council administration building was officially opened by Qld Premier Joh Bjelke-Petersen on 9 May 1969. The old Shire buildings found two new homes: the oldest, original 1885/6 Shire Office became the Victoria Point Guide and Brownie Hut and was officially opened on 28 June, and the Shire Hall went to the Wellington Point Girl Guides and was officially opened in October. In October Council voted that the Poinciana tree be the official emblem of the Shire, and many were planted around that time.

The Leslie Harrison Dam was completed in 1968, and the following year Council applied to the State Fire Services to have an Urban Fire Brigade in the Shire. This was possible now, as the water supply reached many parts of the Shire.

The Redlands Lawn Tennis Association played on its new courts at the north-east corner of Long and Smith Streets for the first time in June. Soon afterwards, the 50 year-old Redlands United Soccer Club played the first matches at its new grounds next to the Smith Street Showgrounds.



Bottom centre: the new Redlands Lawn Tennis Association courts corner Long and Smith Streets, c1970 HP4489

The Department of Harbours and Marine recommended the Oyster Point jetty and shark-proof swimming enclosure be demolished. Council vowed to keep the popular swimming and fishing spot open. Department of Harbours and Marine advised Council that the Oyster Point jetty was dangerous and that Council should accept full responsibility for its failure to observe the Department's advice that the jetty should be closed. Council wanted to keep the jetty open until Toondah Harbour was developed.

The Main Roads Department advised Council that 14 of the fig trees on Shore Street North would have to be removed because of grub and fungus infestations. The trees had been planted by Mr W E Finucane before the turn of the century. The proposal was met with public uproar and petitions to the Main Roads Department.

Council's Health Committee recommended camping be banned on Cleveland Point and Oyster Point.

## 1970s

Many subdivisions were approved, including former farming lands around Princess, Passage, Bloomfield and Queen Streets, Cleveland, the Bank of NSW (later Westpac) opened in the Iluka Shopping Village in Cleveland.

A 64-perch cleared block in Cleveland with water and power cost \$4,750, a chamferboard house on one acre in Cleveland cost \$12,300 and a three-bedroom high-set house on 36 perches with bay views in Cleveland cost \$17,000.

Approval was given for a new fire station on the north-west corner of Russell and Wellington Streets, Cleveland. Previously the brigade operated out of the old Redland Shire Council depot (now the RPAC site).



The Redlands Museum project was initiated by Cleveland Rotary. Senator Dame Annabelle Rankin officially opened the Redlands Museum in April 1970.



Shire Chairman Dick Wood announced Council was committed to seeing the Raby Bay canal scheme eventuate. The Raby Bay Preservation Committee opposed the scheme.

Work began on the St James Lutheran Church and kindergarten in Waterloo Street, Cleveland and it opened in May 1971, and Mr Gough Whitlam officially opened the Cleveland State School War Memorial Swimming Pool on 16 October.

Major drainage work was done on Ross Creek Cleveland in 1972, following concerns about flooding in areas that were being rapidly populated. The increasing number of septic tanks and poor drainage also led to a huge cane toad population increase. Each morning local roads were littered with toads that had been hit by cars, and 'toad hunts' were a popular pastime for many children.

Residents were also concerned about drag races being held at night on the Raby Bay flats - people were racing cars and horses.

Mander's Garage in Bloomfield Street ceased trading after 33 ½ years. It was one of the first businesses to open in what was then the new shopping area of Raby Bay. The garage was replaced by the Cleveland Plaza arcade.

Discussions were held in 1973 about the possibility of an electric railway line between Brisbane and Cleveland.



The Redlands United Soccer Club opened its new clubhouse near Cleveland showground.

The new brick Star of the Sea Catholic Church building in Passage Street was completed, and a new brick Baptist Church opened on Bloomfield Street 2 years later in 1975. The old timber Baptist Church building in Doig Street became a community hall, and where people could drop in, rest and have a cup of tea.

Camping was banned anywhere on the mainland, ending a century-old tradition. Campers were encouraged to use the camping areas on Minjerribah (Stradbroke Island) instead.

One of Cleveland State School's original buildings was badly damaged by fire in 1974.



Fire crew and others fight a fire at Cleveland State School, 1974

HP1096

Work began in 1974 on the Redlands' first sewerage scheme. Until this time, residents used mainly septic systems. The first houses connected to the scheme were to be in Ormiston, early in 1976.



High tide on Cleveland Point, 1974. 1951 Paxton Street jetty on eastern side

HP7556

The State government discussed plans for a major residential/commercial development on Cassim Island in Toondah Harbour. It was to be linked to the mainland with a causeway.



The *Rollercade* roller skating rink opened on Shore Street, Cleveland, opposite Gordon Street.

Rural Press image

In 1975 Council's depot moved from the western end of Middle Street to a new site on the corner of Wellington and South Streets Cleveland. Until then it had been at the western end of Middle Street on what is now Norfolk Park and the RPAC site.



Cleveland early 1975. 1. Rail corridor; 2. Shore Street; 3. Post Office; 4. Sands Hotel; 5. Cut Price store; 6. Despot's store; 7. Cleveland State School; 8. Ambulance Station; 9. Council building; 10. Council depot.

HP4490



The old wooden Cleveland lighthouse was moved in March 1976 and was replaced by a new concrete beacon.



Old and new, 1976

HP0369



Cleveland Point beacon, 1989 HP4679

Cleveland Bowls Club's extensions were completed, 30 years after the club was first formed.

CSIRO's marine research laboratory at the Toondah Harbour end of Middle Street was officially opened in September 1977 by Federal Science Minister Senator J Webster.

New Queensland Fruitgrowers Co-operative Society premises opened in Bloomfield Street, Cleveland (western side between Queen and Russell Streets) in July 1977.



Brownie group walking past QFS store during a Strawberry Festival Parade, late 1970s

HP5229



Cleveland Meals on Wheels opened on 4 February.



Queensland's Local Government Minister Russ Hinze officially opened the Cleveland Aquatic Centre in March 1977. It was the Shire's first publicly owned swimming pool.

QImagery, 1986

Council announced plans to turn part of Bloomfield Street into a pedestrian mall, and also announced plans to build a community centre in Norfolk Park on the site of the old Council workshop, at the western end of Middle Street. The community centre was to have facilities for senior citizens, a public library, exhibition space and a welfare area.

Cleveland's first motel and restaurant, the Bay Air, opened in November in Middle Street, east of the Passage Street corner. A month later the Cleveland Plaza shopping complex opened in Bloomfield Street.

In June 1979 the State Government approved the Raby Bay canal development in principle. This approval was announced amid much fanfare by the Queensland Lands Minister, Mr Hewitt, at Yeppoon, and took many in the Shire by surprise.

## 1980s

A new ambulance station was constructed on the site of the old QATB station: the S-W corner of Bloomfield and Queen Streets Cleveland at a cost of \$410,000 in 1980. The official opening was performed by Sir Johannes Bjelke- Petersen, Premier of Queensland.



Ambulance Station, south-west corner of Queen and Bloomfield Streets, 1980

RP0039

More than 400 people opposing the Raby Bay canal development attended a meeting at the RSL Memorial Hall in Cleveland and voted to raise a petition to sack Council.

Land sales started in the Cleveland Central Estate in Russell Street opposite Cleveland High School in March. "Spec" houses cost \$37,350 to \$45,500 and blocks cost \$10,000-\$13,600.

Dean Lodge, a pensioner unit block, opened on Passage St, Cleveland, in November. It was named after the Dean family who had lived on the site.

The Revue Theatre/Cinema in Middle Street, Cleveland, was demolished in May 1981 after the owners became concerned about safety. The Revue, a picture theatre built in about 1927, had been one of the area's most popular entertainment venues for many years.

The Cleveland Fish Board depot on Paxton Street, Cleveland Point, closed in July. *St Anne's* Hospital in Passage Street, Cleveland, burnt down in July. It had been built in about 1925 by G J Walter.

Cleveland's first school master's house was moved from North Street (halfway between St Paul's Church and the Grand View Hotel) to make way for a townhouse complex. It is now part of the Linear Park historic precinct, known as the Old Schoolhouse Gallery.



The School Masters' house, North Street, Cleveland, c1960s. (Inset: 1973 aerial)

HP0874

Redland Shire Council opposed a Harbours and Marine Department decision to demolish part of the Paxton Street jetty on the grounds of safety. Council said it should be retained because it was a tourist attraction.

Later in the year, Chairman Cr Wood said saving the jetty could be the catalyst for a major residential/marina development on Cassim Island which would "*leave Manly Harbour for dead*".

Cleveland Traders, a group of Cleveland business owners, announced Woolworths was likely to be the main tenant of a shopping centre between Bloomfield, Middle and Wynyrd Streets, Cleveland.

Redland Shire Council announced the Raby Bay development would go ahead and in June the following year the State Government gave Civic Projects (Raby Bay) Pty Ltd formal approval for the construction of canals for Stage 1 of the Raby Bay canal development. The decision sparked renewed protests from groups opposed to the scheme.



HP1349

The Redlands Cultural & Entertainment Centre (now RPAC) in Norfolk Park, Cleveland, was opened on 5 June 1982 by former Chairman EGW 'Dick' Wood and 1982 Chairman Mervyn 'Merv' Genrich.

Senator Flo Bjelke-Petersen officiated at the opening of the new Kyling Corner complex in Cleveland. A life-sized statue of Leona Kyling was unveiled at the opening (centre of photo).



Statue of Leona Kyling at new shops on Kyling corner, Middle and Waterloo Streets, July 1986

HP2721



Blocks in the Colony Cove estate in Cleveland went on the market priced between \$24,000 and \$27,000. The estate was bounded by Princess, Long, Fitzroy and Passage Streets.



Princess Street left to right across bottom; Long Street centre right; Fitzroy Street bottom right to centre top; Beach Street in the distance top centre to right; and beyond that, South Street left to right across top, c1970

HP1292

*Cleveland Waters* a 32 luxury unit block – the shire’s first ‘high-rise’ complex - on the corner of Wharf and Middle Streets, Cleveland, was built. Units sold for \$120,000 for a two bedroom unit on a lower floor to \$270,000 for a penthouse apartment and construction work began on the Raby Bay canal development.



Google Street View 2009

Despot's Store on the south-east corner of Middle and Bloomfield Streets closed its doors on 31 December 1982 more than 50 years after John Despot started his first business in Cleveland. The shop was sold to the developers of the proposed shopping centre featuring Woolworth's as the major tenant. Westpac Bank moved into the renovated site the following year. In 1983 the corner was officially named Despot's Corner.

In 1983 a new sports field in Fitzroy Street, Cleveland between Long and Beach Streets was named Henry Ziegenfusz Park in honour of the long-term local resident and former Cleveland Shire councillor and chairman.

Cleveland businesses objected to the final plans for the Woolworths complex in Cleveland. The plans showed the new centre was not linked by walkways and arcades to existing businesses in Bloomfield Street. The businesses said they had been told they would be linked.

In 1984, 14 companies expressed interest in submitting proposals for a major development including marina facilities at Toondah Harbour. Expressions of interest were called by the State Government.

The Cleveland Shopping Centre on the southern side of Middle Street between Bloomfield and Wynyard Streets opened in August and the Raby Bay Canal Development Stage 1 was officially opened on 23 November 1984. The first land went on sale in December. The 158 blocks in Stage 1 were expected to fetch between \$53,000 and \$96,000 each, and buyers were offered \$1,000 worth of landscaping as an incentive to build sooner rather than leave the land undeveloped.

1 April 1985 a blue nursing service was set up in the Redlands. The centre originally operated from the Uniting Church Hall on Passage Street, Cleveland, before moving 2 years later to Alexandra Hills.

In 1986 Tony Markwell sold his *Fishermans Wharf* restaurant on Cleveland Point and the new owners renamed it the *Lighthouse*. Local restaurateurs protested about a proposal to build a two-storey restaurant function centre on Cleveland Point.

Work began on more extensions to Council's administration building in Cleveland. Council approved plans for a fisherman's wharf style development, including a harbour and marine facilities at Raby Bay.

The newly automated Redland Shire Library opened on the ground floor in the renovated Council administration building. At that time it was still the only mainland library, supported by a mobile library service. In July the following year the Library was formally opened dedicated to the later former Shire Chairman EGW Wood. Demand for library services grew rapidly and planning soon began for a second branch at Capalaba, but it would be 10 years before it opened in 1996.



Checkin counter in the 1986 Redland Shire Library, 1991

Library image

The Donald Simpson Over-50s Leisure Centre opened in 1986.

Shire Chairman Merv Genrich said a proposal to develop a major canal estate at Toondah Harbour to rival Raby Bay could make Cleveland a deep sea fishing port.

The electrified railway line opened, with the new Cleveland Station north of Shore Street between Waterloo and Bloomfield Streets at its terminus. Since the line's closure in 1961 Council had wisely left the railway corridor mostly untouched, so the old route was re-used.

Shore Street became connected from Delancey Street through to the end of Cleveland Point for the first time, but retained the old 'disconnected' names; Shore Street West, Shore Street, Shore Street East and Shore Street North.

Rural Press opened its new premises on the north-west corner of Delancey Street and Finucane Road, and a redesigned plan for the Raby Bay canal development was signed off by Council in September. The plan included the Port of Cleveland, to be completed by 1988, and parks and bike paths.

On 24 October 1986 the last stage of the Lota-Cleveland rail link – from Wellington Point to Cleveland – was opened.

Redlands Hospital was built in Weippin Street Cleveland in July 1987. This original building is now the Yugaipa mental health unit.



Rural Press image, 1987

In 1988 Council was accused of a “development at any cost” attitude at a public meeting held to discuss a proposed canal development at Toondah Harbour. A community action group called STIR (Secure Toondah's Invaluable Resources) was formed to fight the proposal and the State Opposition called for a Moreton Bay management plan to prevent piecemeal, environmentally damaging development on the Bay's foreshores.

The following year Council had plans to establish a historic village in Ross Park containing all the historic buildings of the Shire. The first building installed was the old schoolmaster's house. Local residents began lobbying to save Cassim's Hotel from demolition. It was suggested it might be moved to the historic village.



Sneyds Pharmacy turned 50 and Cleveland's Sunday markets began in 1989.



Postcard: Sunday markets Bloomfield Street, c2000

HP6089

## 1990s

Community and Redlands Chamber of Commerce representatives called for increased policing to combat rising harassment of the public and shopkeepers at Cleveland shopping centre by abusive and often intoxicated youths.

Redland Chamber of Commerce also called on State and Local governments to upgrade ferry terminals at Toondah Harbour and Dunwich to cope with the increasing demand by tourists and residents of North Stradbroke Island.

Redland Shire Council, after initially refusing the building application, approved a development comprising Sizzlers, Kentucky Fried Chicken and a service station in Shore Street, and a Shell service station at the corner of Princess and Bloomfield Streets, Cleveland.



Ampol; Kentucky Fried Chicken and Sizzlers, 1991. Rural Press image.

HP7618

Council also offered the Police Department a piece of land at the western end of Middle Street, Cleveland, to build the new District Police Headquarters. Work began on a bikeway from Ormiston House to Cleveland Point.





Russell Smith Holden dealership north-east corner of Doig and Queen Streets, c1975. Behind it, the Baptist Church/hall.

HP7156

A new shopping centre on the north-east corner of Queen and Doig Streets, Cleveland, was approved. The application for a colonial style Cleveland Village Square development was originally refused by Council because car parking was at the front rather than the rear of the shops. The site had previously housed the Russell Smith Holden dealership for many years.

A proposal suggested by the Cleveland Chamber of Commerce to alleviate the chronic shortage of parking spaces in Cleveland central business district was refused by Redland Shire Council on the grounds that no one in Cleveland would use a multi-level car park.

The newly restored School Master's House in William Ross Park, Cleveland was officially opened as a gallery for local artists and craftspeople. Built in 1872, the School Master's house was originally situated next to the 1868 Cleveland School in North Street near the Grand View Hotel.

Land erosion in Raby Bay required urgent work as subsidence and a large crack appeared in Bowsprit Parade and surrounding homes.

Root rot and old age were blamed for the demise of century-old Moreton Bay fig trees opposite the Grand View Hotel, Cleveland. Redland Shire Council and the South-East Queensland Electricity Board (SEQEB) agreed to stop cutting branches off the remaining historic fig trees in Shore Street, Cleveland, and spend \$66,000 on underground power-lines.

In 1991 the remainder of the popular Paxton Street jetty was demolished. The deep water end section back to the shelter and steps had been removed a few years earlier.



Last days of the 1951 Paxton Street jetty, 1991

HP8521

A sub-branch of the Rats of Tobruk Association was formed at Redland RSL by veteran Vic Miller of Cleveland.

The Sands Hotel in Cleveland was the first hotel to have poker machines installed in the Redlands, in 1992.



One of the Shire's oldest bakehouses, that of GJ Walter on Passage Street, Cleveland, was demolished and the fire-bricks from the ovens were dumped at the Birkdale landfill. About 150 bricks were retrieved and donated to the Redlands Museum, initially to use in the construction of a blacksmith's forge.

The oven at G J Walter's Bakery in Passage Street, c1940s

Cleveland State School celebrated its 125<sup>th</sup> anniversary with a fete. A novel fund-raiser involved people purchasing a small flag which they could place anywhere on the school oval. Towards the end of the afternoon a parachutist landed on the oval and picked up the nearest flag, thereby deciding the winner of a weekend at Tangalooma Resort on Moreton Island.

Redland Shire Council's Killara Place day respite centre in Cleveland opened. The popular Bayside Markets extended into Middle Street. Bloomfield Street was closed to traffic on Sundays while the markets were in progress.

The Redlands Tourism office opened on Shore Street next to the Raby Bay Harbour and railway station. Work started on the \$2.4 million upgrade of the CBD streetscape in Cleveland, which included the planting of many mature Poinciana trees along Bloomfield and Middle Streets. The streetscape was officially opened in October 1993.





A mature Poinciana tree on its way through Capalaba, later planted outside E C Dean & Sons north-east corner of Queen and Bloomfield Streets, 1993. HP8716



The *Bottom of the Harbour* attracted many people before the water was let in, 22 May 1994. HP0805

The Raby Bay harbour was excavated, and before the water was let in, we enjoyed a *Bottom of the Harbour* community event. (At the time, Australia was embroiled in a tax avoidance scandal based in Sydney, dubbed 'Bottom of the Harbour' because Sydney's financial district is adjacent to Sydney Harbour).

In 1995 the last Raby Bay canal was flooded. The Boulevard Cove canal completed 12 kilometres of deep-water canals in the estate, and work started on the first stages of the marina berths in Raby Bay Harbour. The berths were offered on a 28-year lease at \$34,000 for a 12 metre mooring and up to \$68,000 for 21 metre berths.

In 1996 Raby Bay residents, Redland Shire Council and developer Civic Projects held numerous discussions during the year over a proposed fund to cover damage to canal walls. Council resumed two vacant blocks of land next to the old lighthouse at Cleveland Point to extend the Point's recreation reserve.

Cleveland Harbourside Shopping Centre opened in July 1997. The main tenant was Coles.



Due to lack of playground facilities in the area it was decided to put play equipment in the reserve in Lisa Street, Cleveland, on the site of Cleveland's first cemetery.

Headstones were move to a Pioneer Section at the Cleveland Cemetery.

Council demolished the Clark Street Randall lych gate entrance to the cemetery in 1998. Plans are underway at Redland Museum in 2020 to re-construct the lych gate.

Pioneer cemetery 2019

HP5776

The Cleveland Library opened in its new building in March 1997 on the north-west corner of Middle and Bloomfield Streets, on a site earlier occupied by the Golden Fleece, then Caltex service station.

A new \$970,000 ambulance station In Wellington Street Cleveland was officially opened by State Emergency Services Minister Merri Rose in 1998, replacing the 1980 building

RP0040



Cleveland town won the Gold Medal in the Queensland-wide Tidy Towns for 1998.

In 1999 the Redland Hospital extensions opened in January, and later the Hospital received a major boost when plans were announced by the Sisters of Mercy to establish a private Mater Hospital adjacent to the Hospital which would share both human and technological resources. The Mater Private Hospital opened the following year. By then the original 1987 hospital had become the Yugaipa Mental Health unit.



Cleveland police station and court house opened at the western end of Middle Street, near the Black Swamp.

The Old School House Gallery (former Cleveland school master's house) and the former Raby Bay railway station building were moved from William Ross Park to Rotary (Linear) Park on Shore Street North.



Raby Bay Station from the back of the Sands Hotel, 1940s HP0823

Schoolhouse Gallery and Raby Bay Station, Linear Park, 2019



Google Street View

Redland Shire Council and the RSL announced plans to buy Cleveland's former police station and court house and turn them into a war memorial precinct and museum.

Anzac Park on the north-west corner Passage and North Streets was renovated.

## 2000s

Developer Lingo Lin bought the Raby Bay Harbour Village site from Imperial Land Pty Ltd.

Work began on the Harbourside complex soon after, opening in 2002. This version was expected to cost \$26 million. The first sod was turned on the site on 15 November 2000.

A renovated Cassim's building opened in January 2001 as a café/art gallery/bookshop complex.



Cassim's building, housing The Certifier, 2013

HP6498

The Redlands Heritage Garden next to the Department of Primary Industries (DPI) site on the south-west corner of Delancey Street and Finucane Road was opened. It was funded by \$100,000 from a Centenary of Federation grant.



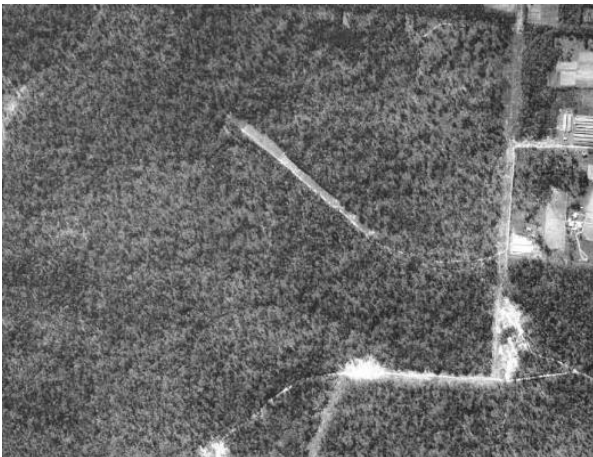


Heritage garden Delancey Street, 2008

HP0704

The Redland Art Gallery opened in Cleveland in February 2003, in Council's administration building on the corner of Middle and Bloomfield Streets.

A large section of a World War II rifle range at Weippin Street, Cleveland, was bulldozed as the industrial area and hospital grounds expanded.



Rifle Range remnants, 1967

QImagery



Rifle Range before hospital and industrial growth, 1998

Redemap

In 2004 the Cleveland Markets changed hands, with the Australian Craft Market Group Pty Ltd getting a three-year lease. Redland Community Centre reopened its Cleveland Branch at 165 Bloomfield Street.

Fire started by an overhead projector caused a lot of damage at Cleveland State School in July 2005.

The Redland Shire Council released a draft landscaping master plan for Cleveland Point, and a draft master plan for the Cleveland Showground. Work began on Cleveland's first 7-storey building, View Point, on Shore Street, opposite the Cleveland Railway Station.

Loudoun Aquatic was awarded a 15-year contract to run the Cleveland Aquatic Centre. Former contractor David Urquhart had run the centre for 22 years, training swimmers such as Ashley Callus.

Redland Shire Council applied to dredge Raby Bay Harbour and the eastern boat channel for the first time in 21 years but was knocked back by the Environmental Protection Agency. Boats were getting bogged.

Cleveland Meals on Wheels turned 50 in 2006.

In September 2008, Redland City Council accepted a proposal to house the old Cleveland Point Lighthouse Lens at the Redland Museum. Prior to this move, it had been on display in a public viewing tower on top of the Council Administration Building, since the old wooden lighthouse was de-activated.

In 2009, the 1975 concrete beacon at the end of Cleveland Point was removed to make way for a movie set. The site was used during filming of *The Chronicles of Narnia: Voyage of the Dawn Treader*. The set featured a large wooden ship, which was constructed at the very tip of the Point and remained there for several months.



1865 Cleveland lighthouse and 1975 beacon.

Rural Press image

The beacon was never returned to its place on the Point, as by then Global Positioning Satellite (GPS) navigation had made it redundant.



Since being moved the 1865 wooden lighthouse has been regularly repaired and repainted, including a major restoration project in 2000-2001.

In February 2009 Redland City Council became aware of severe deterioration of timber elements of the lighthouse and sought specialist advice which identified the need for a variety of works some of which were deemed to be emergency works (this emergency was completed July 2009). The conservation works were completed 13 September 2010.

After the earlier major restoration project, birds (possibly Galahs or Corellas) had caused some significant damage, so while the Point was out of action during the filming of the *Voyage of the Dawn Treader*, the lighthouse was repaired.



Rural Press image, 2000  
HP4626



Movie set for *The Chronicles of Narnia: the voyage of the Dawn Treader*, in 2009.  
The 1865 wooden lighthouse can be seen on the left, shrouded in green shade-cloth during repairs.

RCC Image

Star of the Sea Catholic primary school opened in 2009 on site of Star of the Sea Church, Passage Street, Cleveland.



## 2010s



In 2010 a former paramedic student set fire to the new 1998 Ambulance station in Wellington Street Cleveland, gutting the building and destroying three ambulances. The service operated from Redlands Hospital for the next 4 years until the station could be rebuilt, this time with increased security.

Photo: Martyn Barrett, Courier Mail

The CSIRO marine labs in Middle Street finally closed in 2011 and the staff moved to new premises in the former Boggo Road gaol, Bribie Island and elsewhere. The lab had been in Cleveland since 1977. It reopened later as the All Trades Apprenticeship College.

In 2013 a train slid as it approached Cleveland Station, failing to stop at the barrier. It hit the building at the terminus and destroyed an amenities wing. As a result the building was renovated, with added safety measures.

Sealink purchased Stradbroke Ferries. A major development at Toondah Harbour was announced in 2014 and controversy quickly arose about the environmental impact of the proposal. Debate over the proposal continued for several years.

In 2015 a pirate ship, *the Dying Gull* came into Raby Bay Harbour. Luckily, our brave local police were there to apprehend these pirates of the Caribbean.



*The Dying Gull* in Raby Bay Harbour, 2015

HP6517



American actor Johnny Depp was in town to film scenes for the 5<sup>th</sup> movie in the *Pirates of the Caribbean* franchise: *Dead men tell no tales*.

He was in full *Captain Jack Sparrow* character and costume and went on a walkabout around Raby Bay, which thrilled many locals.

HP7232

In 2016 Council approved a proposal by Chefs Inc. to operate an ‘Eat Street’ style food market in the carpark behind Cleveland Library, giving them a 5-year lease. The opening was delayed until early 2018 but the enterprise closed after just 3 months, when the operators went into liquidation.

Yet another pirate ship berthed in Raby Bay Harbour in 2017. This time it was *Notorious*, a sea-going pirate museum and Caravel replica that stayed for 3 days, during which time it was open to the public.



Caravel replica, *Notorious* in Raby Bay Harbour, 2017

HP7140



In 2019 the population of Cleveland (as defined by council divisions) was 15,703.

On 31 December 2019 a cluster of pneumonia cases in Wuhan China was soon identified as a novel (new) coronavirus, named Covid19.

## 2020

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.

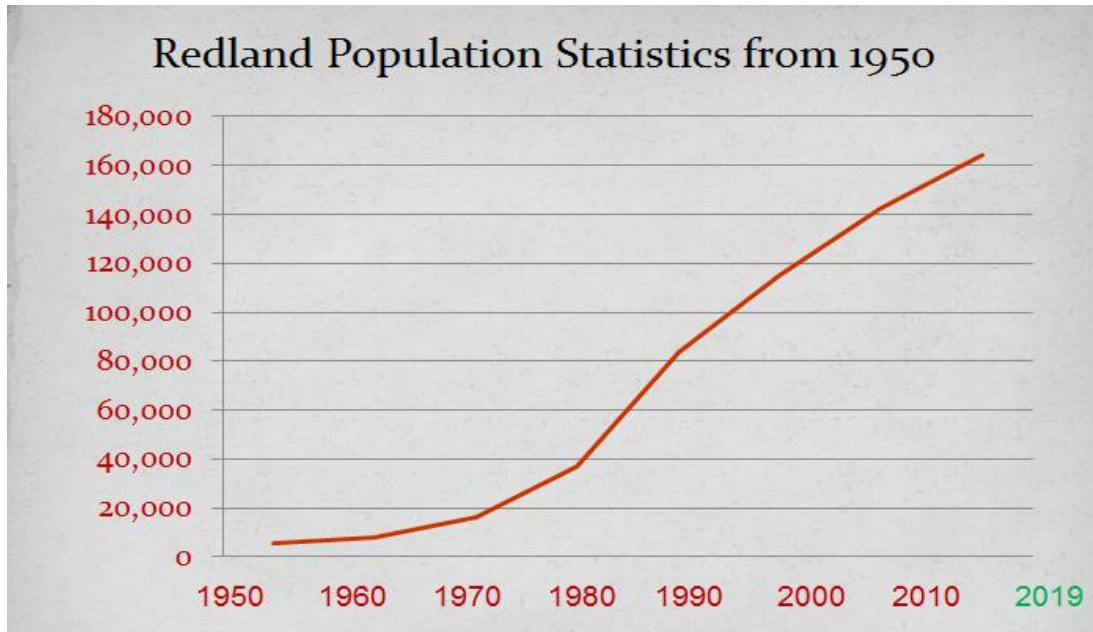
On July 13 2020 a Redlands man was the first person to be injected with a trial vaccine for the Covid19 virus.

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', before closing to the whole of NSW. Locally we could just 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.



## Why did the area boom in the last decades of the 20<sup>th</sup> century?

Up until 1970, growth in the Redlands had been slow and steady, and then it boomed. There had been no new schools opened since 1916, until Cleveland High School opened 44 years later in 1962. The next primary school, Alexandra Hills, didn't open until 1975. That was the start of rapid population growth, during which time 26 new schools have opened, giving us a total of 37 schools by 2020.



### So what had happened to trigger this rapid growth?

- We had a permanent water supply for the first time, 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 higher-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 Commonwealth Games (**1982**) and Expo 88 (**1988**) brought many visitors to the area along the new fast routes that had been built for them. They liked what they saw and many stayed or came back later to live in the Redlands.
- The trains returned (**1986**) which added another option for city commuters.
- As farmland was developed, the infrastructure that had existed to ensure produce reached markets in prime condition 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.

Known fondly for more than 100 years as 'sleepy hollow', this growth acceleration from the late 1960s can be clearly seen in the following aerial images.

## 1955 aerial



Low tide

In 1955 Cleveland was still a farming area. Raby Bay was beginning to become subdivided, and the farms in that area were now just small-holdings.

The showground had only recently been relocated (1952) from the area north of the *Grand View Hotel* and the Edgar Harley Pavilion can be seen near the Long Street entrance.

Cleveland Point still had the disintegrating 1877 jetty and the (1951) Paxton Street jetty, newly extended to deeper water.

## 1970 aerial



### Low tide

By 1970, more houses were starting to appear around Raby Bay, which was gradually becoming “Cleveland”, as well as east from Island Street, south to Princess Street. There was little development between Cleveland and Redland Bay.

The new red brick Redland Shire Council building had opened the previous year.

The High School had been open for 8 years and was still the only high school in the Redlands.

The railway corridor can still be seen out to Cleveland Point – the line had closed in 1961.

Ross Creek still largely followed its natural course



## 1994 aerial



High tide

By 1994 the trains had returned (1986) , but only as far as Bloomfield Street.

The last Raby Bay canal was being developed. Houses and units had mostly replaced farms.

Structures had been erected at Toondah Harbour , including a 3-level radio broadcast building from Expo 88.

The tidal section of Ross Creek now had a weir at Island Street, restricting the tidal inundation upstream.



## 2006 aerial



Low tide

In 2006 the Raby Bay Harbour marina can be seen, and all of the canals are finished and lined with homes.

Ross Creek follows a line to the east of the showground, behind Ross Court and the Donald Simpson Centre, and along the southern boundary of the Cleveland State School.

Most houses are still on '32-perch' blocks, no farms other than Cleveland High School's ploughed agriculture section, and paddock.



## 2020 aerial



High tide/low tide composite

Higher density housing, many more buildings at the High School and Primary School.

Cleveland High School's agriculture section now no longer ploughed, but still a paddock for their sheep, ponies and chickens.



## Sources:

- John Ross: *Cleveland as I knew it 80 years ago*, 1965
- 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
- Redlands Museum
- 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:**

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