

Redland Libraries

Redlands Coast *Timelines*

Redland Bay



Looking south west over part of Redland Bay c1986

HP3839

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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TROPICAL FRUITS: PAW-PAWS GROWING AT REDLAND BAY,
NEAR BRISBANE

Postcard of Tropical Fruit grown at Redland Bay c1955

HP4523

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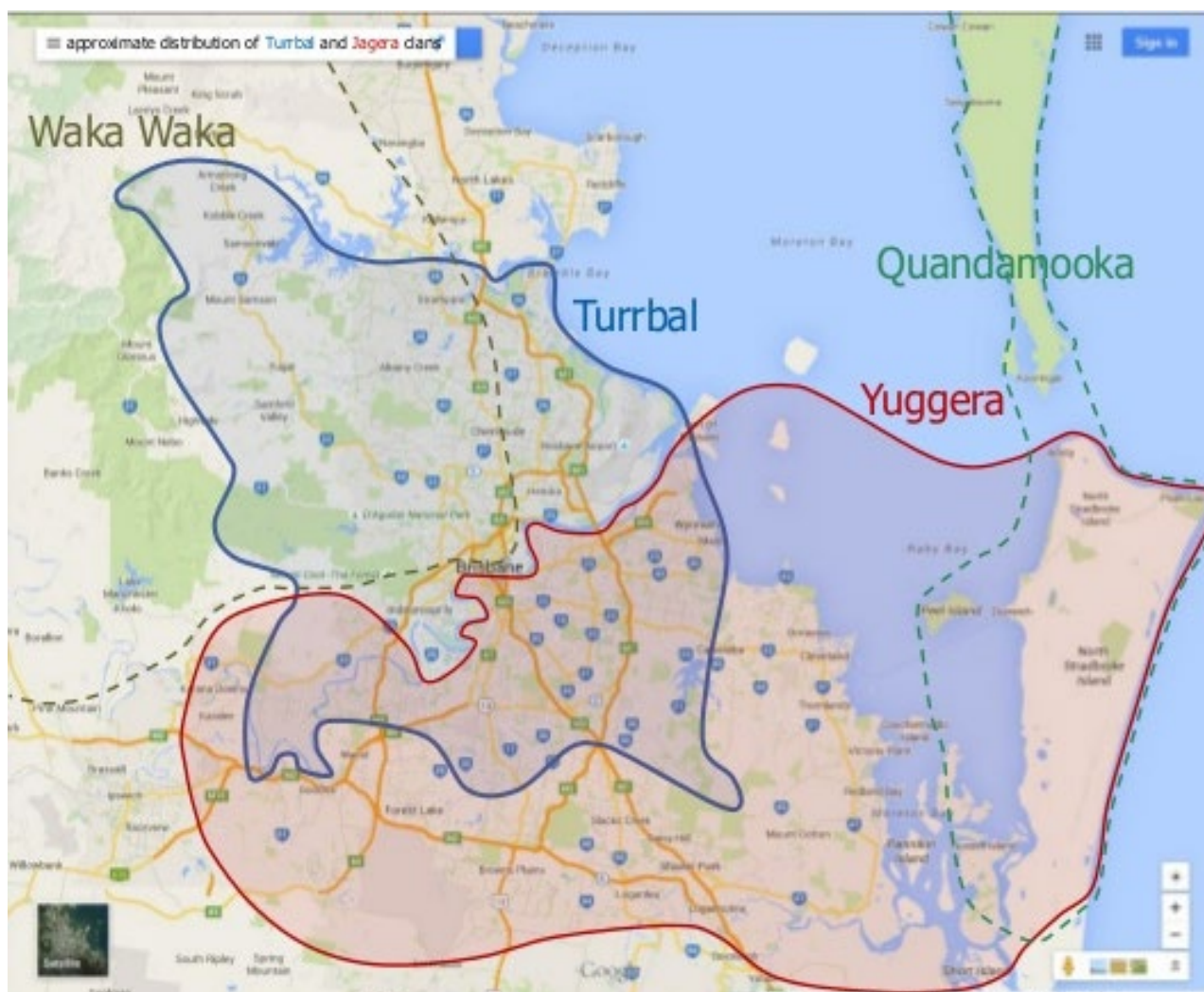
Quandamooka people have lived on and around this area for tens of thousands of years. Geological evidence dates occupation at a minimum of 21,000 years. Local people identify the Noonucal, Gorenpul and Nughi as the traditional owners of the Islands and adjoining areas.

Food supplies were plentiful. Fishing, hunting and gathering were part of the communal economy, with people collecting food according to their carrying capacity, and food shared according to families' needs. Dugong as well as fish such as mullet and tailor were caught with nets, sometimes aided by dolphins. Turtle and shellfish were also collected.

Oysters, mullet, crabs, cowrie, prawns, cockles, eugarie, mussels and turtle were common foods at different times of the year. Other foods hunted and collected at different times of the year included kangaroo, wallaby, goannas, flying foxes, birds, possum, and bandicoots, native fruits and berries, honey, and drinks made from flowers.

Bungwal/dingowa the rhizome of a fern, was pounded into flour, to make a type of damper or bread, and once a year a journey was made to the Bunya Mountains to gather bunya nuts, which could also be used the same way, or eaten roasted or fresh. Grind stones have been dated back more than 30,000 years, making Aboriginal people the world's first bakers.

Corroborees and other ceremonies were an integral part of community life, and huge regional celebrations were likely to have had ceremonial, spiritual, social, cultural and economic significance. Campsites and dwellings existed wherever there was fresh water nearby. When the European settlers arrived in the 1820s, the Aboriginal people in the area numbered more than 5,000. The new arrivals caused huge change to Quandamooka lifestyles and to the environment.



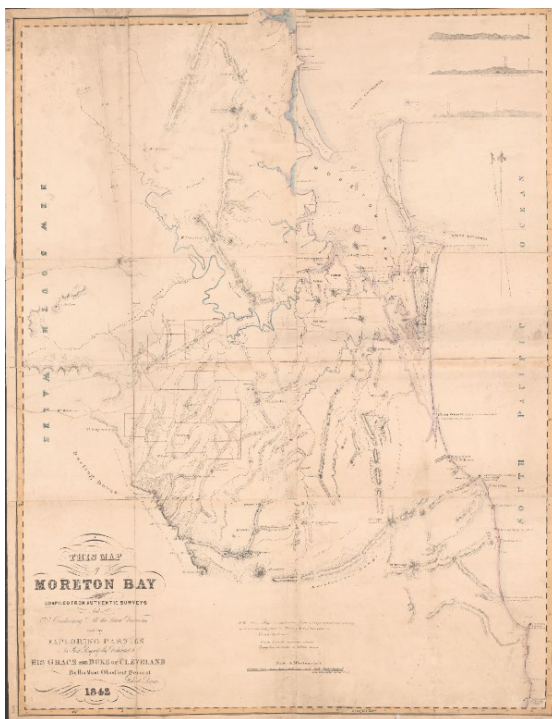
The Aboriginal name for the Redland Bay region is Talwalpin after the cottonwood tree which was widespread in the area. The origin of the name Redland Bay is not known however it is possibly a descriptive name for the rich red soil of the area.

1799

Captain Matthew Flinders entered Moreton Bay on 19 July landing at several places including Coochiemudlo Island. Travelling further south he noted what he thought was a wide, shallow river, this was in fact Redland Bay. Many years later Captain Patrick Logan explored southern Moreton Bay and in 1826 he investigated the river which was later named after him. He thought Redland Bay was an estuary of the Logan River.

1800 - 1889

Surveyor Robert Dixon was commissioned to undertake a survey of the region in 1840, during his survey he named Mount Cotton after Major Cotton, Macleay and Russell Islands, Victoria Point and Point Halloran.



Close up of what will become Redland Bay from the survey map of Moreton Bay

Map of Moreton Bay by surveyor Robert Dixon 1842

In 1855 Joseph Clark was running cattle on over 25 thousand acres which stretched from Ormiston through Mount Cotton to the Logan River and eastward to Moreton Bay. Clark did not renew his lease on the land in 1858 and it was handed over to TB Stevens who ran the fellmongery (tannery) on Hilliards Creek at Ormiston.

During the early 1860s immigration was encouraged and J C Heussler was appointed Emigration Agent in Europe for the colony of Queensland. The initial wave of emigration led to almost 7,000 German people coming to Queensland. Early settlement was in Bethania of the Logan region on land relinquished by cotton growers and in 1868 land in Gramzow (Carbrook) was opened up under the Crown Land Alienation Act with Mount Cotton and Gramzow being taken up by German settlers. Mount Cotton settlers included the Heinemann, Benfer and Holzapfel families.

Redland Bay was surveyed by surveyor Martin Lavelle and in 1865 the first 593 acres of land between Moogurrapum and Weinam Creeks was granted to European settlers Henry Scott and Frederick Foster Campbell. The land was granted for the purpose of cultivating cotton. However cotton did not prove to be a successful crop and the farmers turned to sugar.

In 1866 the township of Redland Bay, formerly part of Scott and Campbell's original land grant, was subdivided into one acre lots.

The 1868 Queensland Post Office Directories listed residents of various occupations in the area, these included farmers HP Airey, JP Drake, Chas Hervey, John Shipart, groom Richard Long and carpenter Pat Horisk.

From the early 1870s sugar was the main crop in many parts of the district, the area became known as the Redland Bay Sugar Plantation. William and Richard Newton were credited with starting the first sugar mill on the estate. Gilbert Burnett worked for the Newtons then later went to work for Louis Hope at his Ormiston sugar plantation before moving to Wellington Point.

The plantation attracted some of the earliest permanent residents to Redland Bay, such as the Moores, Darts and the Fielding's. When travelling photographer William Boag visited the plantation in 1871, he photographed the site noting the garden of considerable size with orange, lemon, tamarind and palm trees which flourished in the rich red soil.



View of the Redland Bay Sugar Plantation around 1871
Boag Negative 672

A Travelling Photographer in Colonial Queensland: The Work of William Boag (p.22). The State Library of Queensland.

Walrus, the first boat of the Floating Sugar Mill Company would travel to sugar plantations to collect the cane and crush it on board, having a flat-bottom allowed for the vessel to be beached close to the cane which had to be carted a short distance. The *Walrus* would visit the plantation at Redland Bay and those along the Logan River. The boat also became known as a floating distillery, making rum from the sugar cane.



Walrus, travelling sugar mill and rum distillery around 1872 HP4355

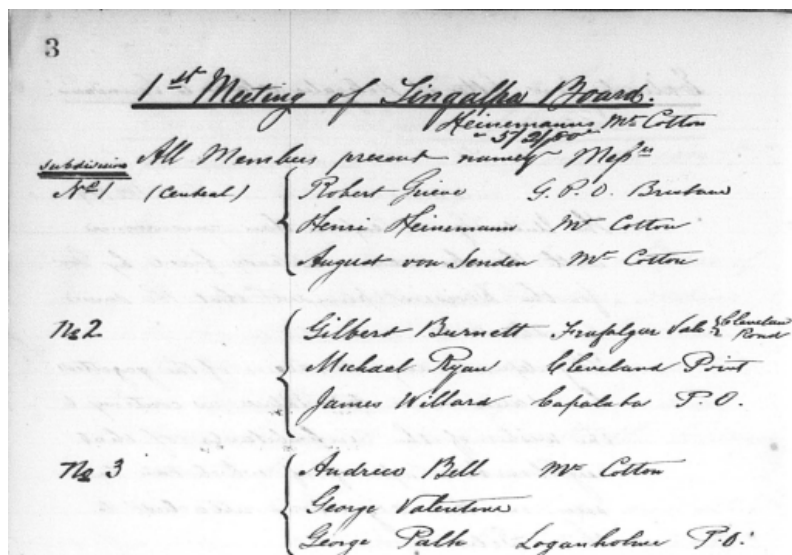
Bananas were grown experimentally from 1872 with Mr Friedrich Muller apparently the first to try. Proving to be a success, they became a staple crop during the 1880s and into the next century. Arnold Friedrich Muller arrived from Germany in 1865 at the age of 18. A blacksmith by trade, he worked in the railways and also on stations and farms before purchasing 16 acres at Redland Bay for about £5 (approx. \$9.19) per acre. Three years later he purchased another 16 acres with a further 35 acres sometime later. In May 1872 Muller married Ernestine Wilhelmina Radunz and settled in Redland Bay in that same year. They had nine children - Helena, Albert, Frederick, William (Wilhelm), Anna, Minnie, Martha, Ernest and George. After clearing the land by hand, they began to grow sugarcane before changing to citrus, apples, custard apples, pineapples and bananas.



Muller's farm 1900s
HP 1335 and 1336



For the first five years from 1880, the whole of Redlands was in the huge Tingalpa Division. The Tingalpa Division encompassed the area south of Brisbane to Albert River and west to the Brisbane River.



Then in 1885 Cleveland Divisional Board was formed. Victoria Point, Mount Cotton, Sheldon (called Upper Tingalpa then) and Capalaba as well as Logan south to the river, and some southern Brisbane suburbs all remained in Tingalpa Division. The Shire Office/Hall was at Mount Cotton and Redland Bay with its access to the bay was a key region for the Shire, as other areas only had river access in the early days, other than rough tracks.

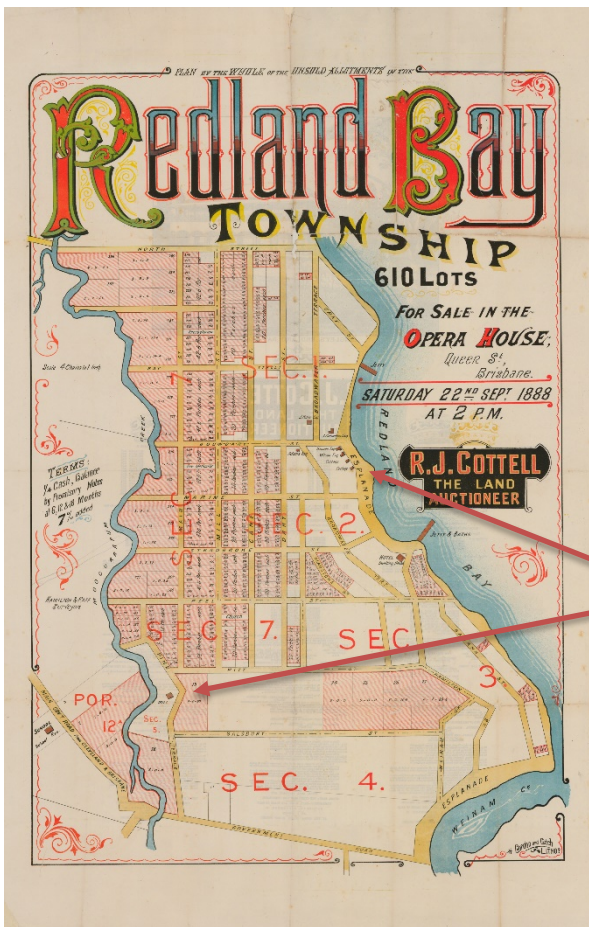
From the meeting minutes of the 1st meeting of Tingalpa Board members at Heinemann's Mt Cotton, 1880

By 1949 Cleveland Shire Council and some parts of Tingalpa Shire Council merged to form Redland Shire Council (RSC). The southern Moreton Bay islands were not part of this amalgamation.

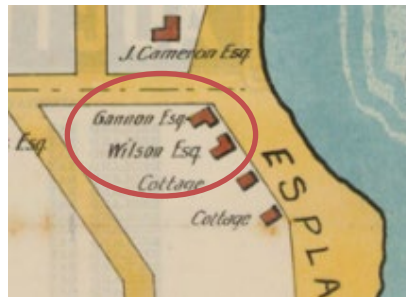
Redland Bay had decent roads north-west to Capalaba and Brisbane as well as south-west following the Logan River and west to the major produce markets. Cleveland-Redland Bay Road was not a priority until after amalgamation. The fact that the new shire was called “Redland” reflects the importance of the Redland Bay area to the economy of the shire at that time.

In 1881 the Redland Bay mill estate was transferred to William Dart, who was reported to have purchased the plantation for £8,000 (approx. \$14,594.92 in 2020). Dart was a coachbuilder and wheelwright who immigrated in 1856. He purchased land along the Brisbane River at St Lucia. After trialling vegetables, then cotton, he settled on sugar cane and constructed a mill there. After his purchase of the Redland Bay Plantation, Dart made some improvements to the existing mill which led to an increase in production of three tons of sugar per day. Dart used South Sea Islanders (Kanaka) labour extensively on the estate and in 1882 he had 9 white men and 20 Kanakas. In January 1884, William Dart was fined £20 (approx. \$36.75) for failing to provide proper medicine and care for an island girl injured with burns.

By mid 1884 Dart had sold the plantation to Lawrence Cusack and William Alexander Wilson who were members of the Redland Bay Land Investment Company Limited group. The Redland Bay Land Investment Company was formed by under the directorship of insurance manager Edgar Walker in 1884. In an advertisement in *The Brisbane Courier* Sat 23 Jan 1886, Dart has the complete sugar mill plant for sale.



William A Wilson, a grocer, purchased a number of lots in the township in 1885 and further south towards Point Talburpin, he eventually settled in Redland Bay.



William A Wilson’s home

Sugar mill

Redland Bay Township sales poster 1888

State Library of Queensland

James Moore worked for William Dart at his sugar plantation on the Brisbane River, James and Jane Moore immigrated to Australia in 1864. In 1881 they moved to Redland Bay where James was to oversee the sugar mill for Dart. The Moore's became farmers after the sale of the mill and in 1898 James was awarded first prize in the best kept and cultivated garden, orchard, orangery or vineyard at the Wellington Point show. The Moore family owned approximately 70 acres which is now known as Orchard beach and farmed the land until the 1920s.



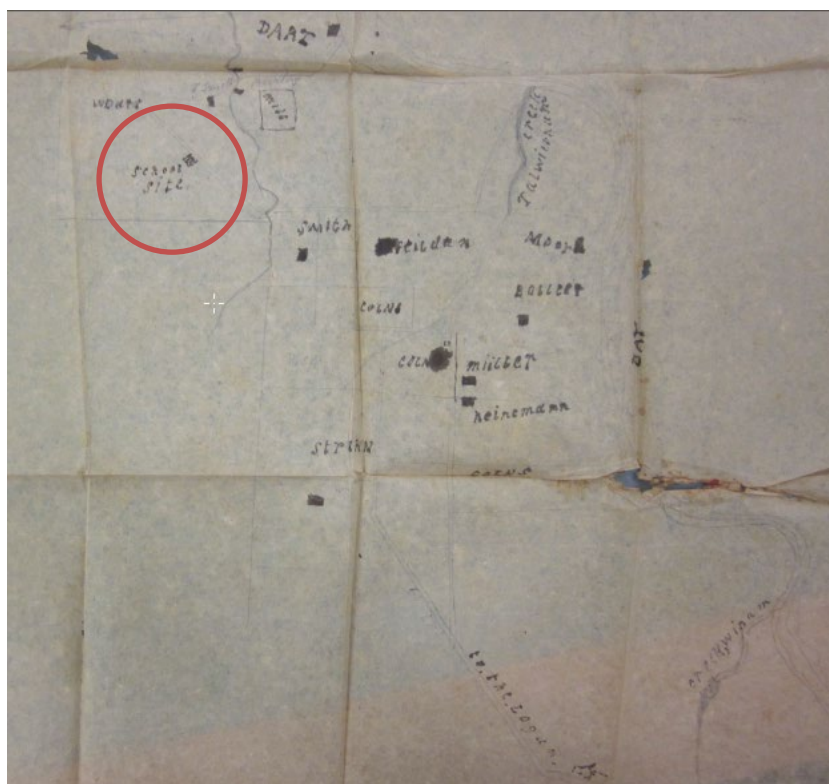
James and Jane Moore in front of their home *Bayview*, built around 1882

HP6136

The first Redland Bay School was established at Point Halloran in 1877, children came from Victoria Point, Redland Bay and Mount Cotton to attend with George Glenlyon the first Head Teacher. This was known as a Half Time Provisional school until May 1882 when the name was changed to the Victoria Point School and became a full time school with William Mursell the Head Teacher.

A school was run briefly from Mr Dart's house in Redland Bay in 1881. There were 11 pupils enrolled.

Messrs Dart, Miller (or Müller), Stark and Moore formed a committee and on the 30 September 1881 wrote to the Board of Education to apply for a half-time school at Redland Bay in connection with the Victoria Point School. At that time there was fifteen scholars who would attend. On the 12 October 1881, William Dart wrote again to the Department to inform them of "an unoccupied house which we consider suitable for the instruction of the children" along with a hand-drawn plan showing the proposed site of a brick church and residences of the families within a ¾ of a mile.



Hand-drawn map of proposed school site and neighbouring families whose children would attend the school.

Some 2 years later a reply came from The Undersecretary, J. J. Caine stating he “could not recommend the establishment of a State School at present due to the number of children, the distance they’d have to travel to get there and the average attendance of approximately 26 children”. He did go on to recommend that any building go ahead and a provisional school be established on the proposed site so that in time there would be sufficient students to attend for the State School to be established.



1884 map of proposed Redland Bay State School site with local families and the number of children who would attend the school in red as noted by J.J. Caine.

In 1882 the Redland Bay School opened but with Victoria Point school becoming full time in the same year, it closed.

Fatal Accident at Redland Bay.

On Monday evening last Mr. William Stark, a resident of Redland Bay, was feeding his horses, when one of them kicked him in the groin rather severely. He was at once attended to, and a doctor sent for from Brisbane, but the poor fellow lived only till Wednesday morning, when death put an end to his sufferings. The deceased was a well-known resident in the district, and took an active part in all matters relating to its welfare. The body was conveyed to Cleveland, where the funeral took place, and nearly all the residents paid their last tribute of respect to the deceased. His loss will be severely felt.

William Stark, an active and well-known resident who was on the school committee of Redland Bay, died in 1885 at the age 62, after being kicked by a horse.

William Stark, his wife, Agnes and children Jane, Elizabeth and James journeyed for 92 days from England to Brisbane on board the clipper *Cairngorm* in 1863. James went on to become a steward Brother in the Loyal Orange Lodge: Star of the East No.118 in 1924.

Trove, Telegraph, Saturday 18 July, 1885, page 4

A mail service to Redland Bay from Cleveland commenced in 1874, operating by horse twice a week. William Lingley held the first mail contract with passenger licence, this coach met the Brisbane coach in Capalaba. The status of post office was elevated in 1890.

Lingley gained a stage carriage license as well as a slaughtering license in 1889.

Cleveland Police Court.
 JANUARY 15, 1889.
 The quarterly licensing meeting was adjourned from the 2nd instant. The following members of the board were present: Mr. W. H. Day, P.M., chairman, Messrs. W. Finucane and G. Burnett, J.J.P. The licensed victualler's license for the Pier Hotel was transferred from J. Welch to C. E. Butterworth. The licensed victualler's license for the Capalaba Hotel was transferred from Louisa K. Hollyman to Joseph Baxter. A stage carriage license was granted to William Lingley, Redland. Slaughtering licenses were granted to T. Walter and W. K. Cross, Cleveland, to W. Lingley and Herbert and Henry Day, Redland Bay, and to D. Colburn, Victoria Point. An application for stage carriage license by B. Markwell was postponed until the 19th instant.

Trove, *The Telegraph*,
 Friday 18 January, 1889, p2

James Daniel Collins came to Redland Bay from Bunya in 1881 and his father, Daniel James Collins, came in 1884. They bought land on either side of the road which is now called Collins Street and started growing sugar. With the decline of the sugar industry in the area, they turned their hand to fruit growing.

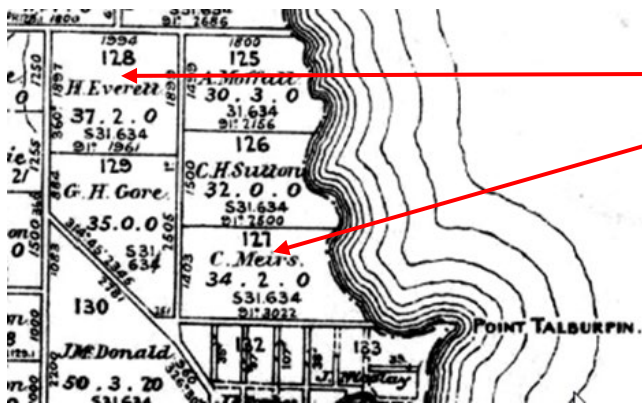


COLLINS—MOORE.—On the 23rd March, at the Primitive Methodist Church, Redland, by the Rev. Joseph Buckle, James Daniel (of Orange Grove Farm), eldest son of Mr. Daniel James Collins, of Redland, to Mary Jane, eldest daughter of Mr. James Moore, of Bay View House, Redland.

The Queenslander (Brisbane, Qld. :1866-1939) Sat 27 Mar 1886

In March 1886 James Daniel married Mary Jane Moore at the Primitive Methodist Church. James Daniel Collins's home was known as *Orange Grove Farm*.

James Daniel Collins and Mary Jane (nee Moore) with their baby in front of their home. 1889 State Library of Queensland

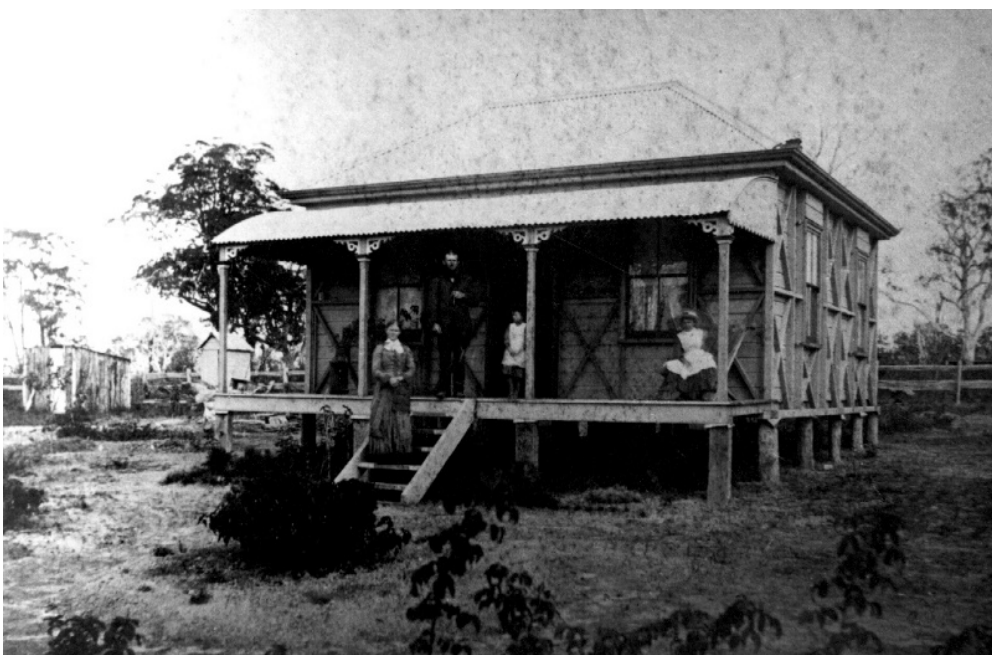


Daniel James had portion 128

James Daniel had portion 127

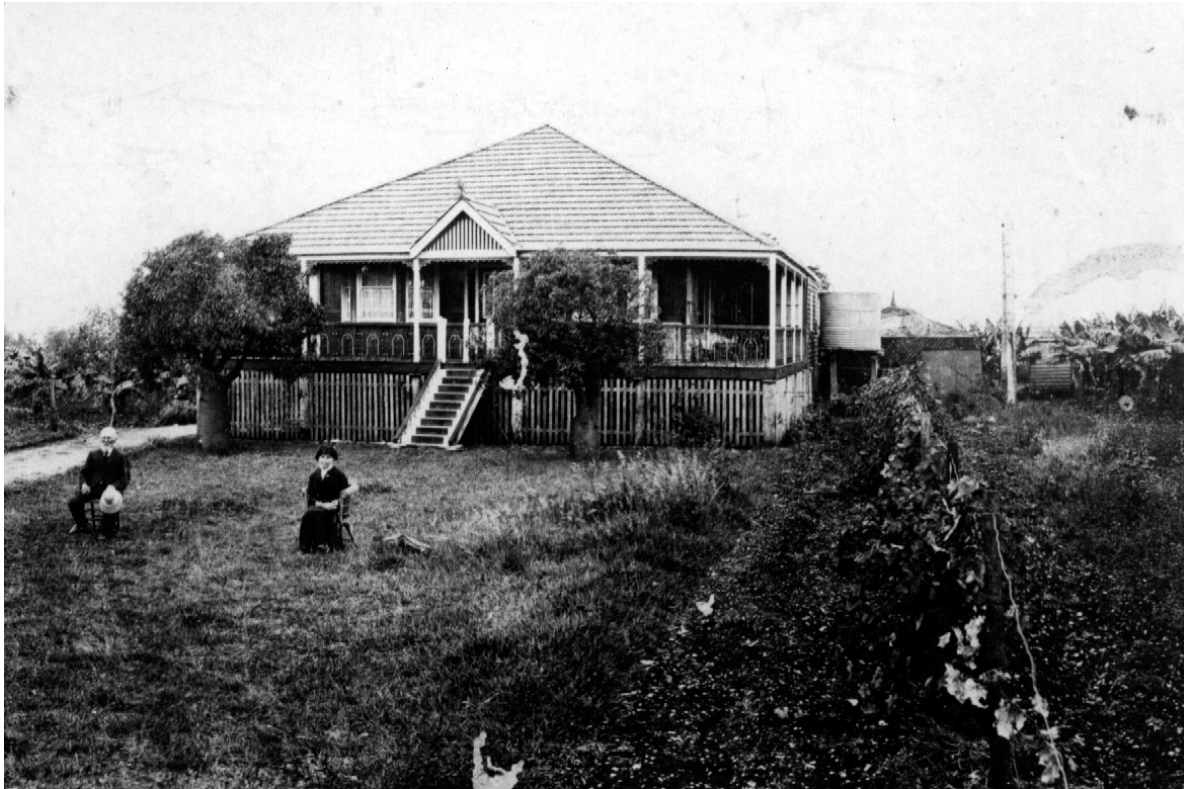


Daniel James Collins
The Collins Chronicle



HP0392
Collins' home c1890

William Fielding arrived in Australia from England in 1874 where he began working for William Dart at his sugar plantation on the Brisbane River. Fielding married Miss Eliza Logan in 1881 and moved to Redland Bay where he started the Primitive Methodist Sunday School in 1881, the first store known as the *Pioneer Store*, on the corner of Queen Street and Gordon Road in 1884, and in 1904 established the Baptist Sunday School.



William and Eliza Fielding sit in front of their home *Crediton*, on the corner of Queen Street and Government Road c1913. The home was destroyed by fire in 1936. HP0494

William and Eliza Fielding lived in a house called *Crediton* with their 4 children, Lucinda Amelia, William Thomas, Jane Eliza and Lavinia Adelaide. In 1905 William Thomas (Willie) drowned following an 'upsetting of a dinghy'. An article from *The Telegraph* on Monday 8 January 1906 reports of a shark been caught by Dr. Ham while on board the government steamer *Miner* which was moored at Dunwich. The shark was shot by Captain Craig, hauled aboard and cut open. Inside the shark were human remains which were identified by Mr Fielding as being those of his son. Willie was buried at the Serpentine Creek Cemetery.



Monument dedicated to Willie Fielding



In 1884 a saw mill was installed on the Redland Bay Plantation estate which today would be near German Church Road.

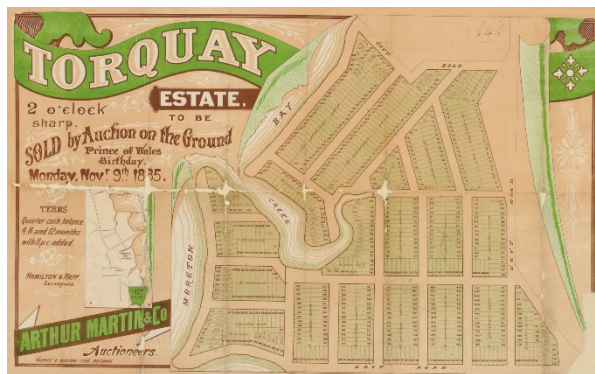
Redland Bay Sawmill
Date unknown
HP0706

On 9 November 1885, auctioneer Arthur Martin & Co offered 780 suburban lots (mostly 16 perches) in the Torquay Estate, an area bounded by Torquay Road to the north, Moreton Bay to the east, Oakland Avenue to the south and Serpentine Creek Road to the west. As well as promising a future railway connection, the advertising also speculated "If coal is discovered, of which there is every reasonable probability, Redland is bound to become the Newcastle of Queensland, and one of the most important places in Australia".

Messrs. ARTHUR MARTIN and Co. report a successful sale on the ground of the Torquay Estate, Redland Bay. There was a very good attendance, and bidding fairly spirited. The Bay frontages went off quickly at very satisfactory prices. The sale resulted in the disposal of 240 allotments for the sum of £1834 10s.

The Brisbane Courier Wed 11 Nov 1885

Torquay Estate Sales Map, Redland Bay.
1885 State Library of Queensland



Coal was found on W.A Wilson's property, he had almost 60 acres in the southern part of Redland Bay as well his residence in the township. Obviously the seam was not of a notable size to continue operations.



Brisbane. June 29.
The boring operations which have been carried on at Mr. W. A. Wilson's property, Redland Bay, have resulted in the discovery at a depth of 108 feet of a seam of coal 5 feet 6 inches wide with only three small bands supervening. The coal is said to be of a pure character and similar to the West Ipswich. Clay shale of great purity and suitable for pottery works, averaging a depth of 35 feet, was passed through.

Maryborough Chronicle,
Wide Bay and Burnett
Advertiser Wed 30 June 1886

Point Talburpin, known by locals for many years as Torquay Point, was laid out as an urban township by private interests in the late 1880s.

The Redland Bay sugar plantation was sold to Wilson and Cusack who subdivided into smaller housing lots and offered for sale in November 1888. Advertisements for the land sale promised an extension of the railway from Cleveland to Redland Bay. After much advocating by residents through Coorparoo, Capalaba, Cleveland and Redland Bay, the government decided to open up the land for agriculture and chose a coast route for the railway which opened in 1889.



Proposed railway extension (red). Queensland Railways Department, Chief Engineer's Branch, 1889.
QSA 805632
(Google map, overlaid over 1889 map)

The Redland Bay Hotel was built on the site of Richard Newton's house around 1885 and believed to have been built in stages. The hotel was built by merchant Lawrence Cusack, who was also one of the directors of the Redland Bay Land Investment. William Lingley was the first licensee in July 1886 and opened September 1st. His hospitality was legendary, with the hotel compared to the finest anywhere in Queensland. He eventually bought the hotel in 1894. He held the lease for 10 years when it transferred to his wife Alice in 1896. The property was advertised for sale in October 1896.



1917 Trove

THE quarterly Licensing Court, adjourned from the 7th instant, was held at the police office, Cleveland, on Wednesday, before Messrs. Pinnock (chairman), W. Finucane, J. Petrie, and W. Ross. Licenses were granted to William Lingley for the Redland Bay Hotel, and to John Clifton Wilson for the Wellington Point Family Hotel.

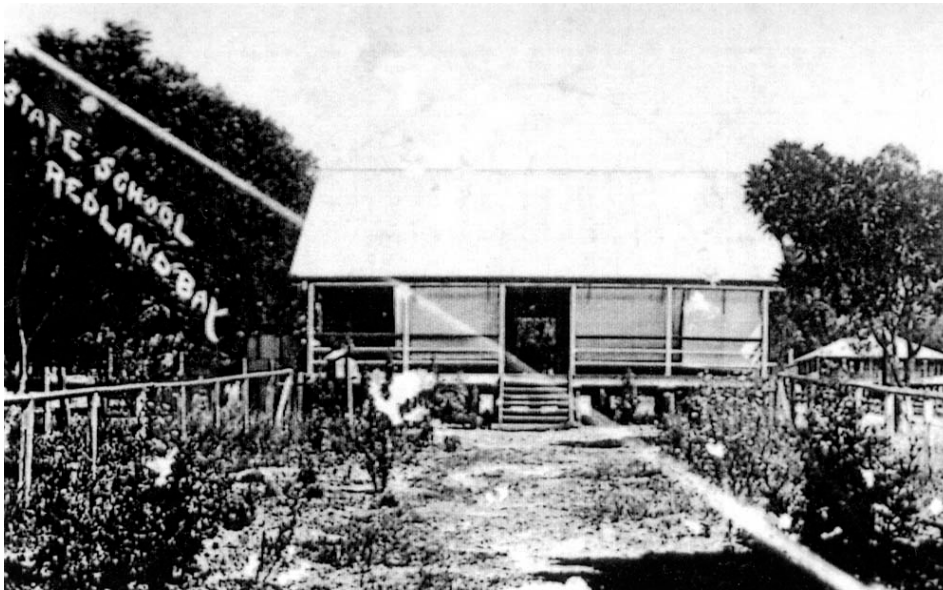
Trove, The Queenslander, Saturday 24 July, 1886, p125

Having its own jetty allowed many holiday makers board a steamer from Brisbane and make their way to the bay. In December 1896 an application for the transfer of the Redland Bay Hotel licence from Lingley to David Slawson was granted.



HP7042
Redland Bay Hotel jetty early 1900s

Towards the end of 1885 the Redland Bay State School and teacher's house were built and classes began in January 1886. William Joseph Nuttall was the Head Teacher when the school reopened.



Redland Bay State School 1900s

HP07554

On 22 September 1888, auctioneer R.J. Cottell offered 610 lots (mostly suburban blocks ranging from 20 to 42 perches) expanding the Redland Bay estate westward to the Moogurrapum Creek and southward to Pitt Street (with some larger farm blocks beyond those boundaries). The auction took place at the Brisbane Opera House in Queen Street.

On 18 March 1889, auctioneer A. Martin & Co offered 109 lots, including some still unsold in the original Redland Bay Estate as well as some additional lots in the vicinity of Broadwater Terrace.

By 1889 there was a thriving community in Redland Bay with 30 farming families, these included the Collins, Bloomer, Smith, Doig, Slawson, Day, Outridge, Gordon, Schmidt and Strachan.

William (Henry snr) Day moved to Redland Bay around 1885, he partnered with three others to purchase Garden Island and cultivate bananas. After the sale of the island, he opened a general store in Redland Bay around 1889 from which he was in charge of a post office and mail.

Alexander and Jemima Kidd arrived in Moreton Bay aboard the *Kincardinshire* in 1883 with their six children. Alex appears to have worked for Friedrich Muller and in 1884 applied for 160 acres on the western side of Beenleigh Redland Bay Road opposite Scenic Road. He was employed by the Tingalpa Divisional Board in 1888 and purchased the property in 1890.



Alexander and Jemima Kidd
Kidd Family of Redland Bay
Jennifer McCullagh
Date unknown



Group in front of the Redland Bay School of Arts c.1910

HP0403

The School of Arts building was built on the corner of Queens Street and School of Arts Road on land donated by Messrs Doig and Harlan. Designed by architect Victor Carandini and built by W.Patterson, the School of Arts was officially opened on the 12th July 1889. The hall was used for local community functions and housed a library of over 500 books. It was demolished in the mid-1990s.

The St George's Church of England, designed by architect John Buckeridge was also built around 1889. In 1913 it was moved to Wellington Point and re-named St James' Church of England.

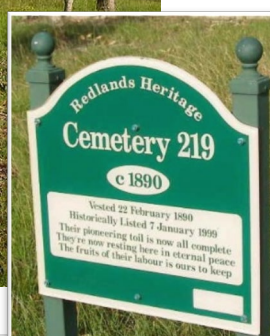
1890s

In April 1890 the Tingalpa Divisional Board instructed that five acres of portion 84a was reserved the purpose of a cemetery. At that time it was known as the Redland Bay Cemetery, today it is known as the Serpentine Creek Road Cemetery. The site was chosen due to its location being between Redland Bay and Gramzow (Carbrook) and was run by a board of trustees consisting of locals including Frederick Muller, James Collins, Edward Heinemann, James Moore and Daniel Collins.



wikimedia

By the early 1900s the cemetery was considered to be too inconveniently distant and desolate for many in the Redland Bay community. In 1995 the cemetery was identified in the Redland Heritage Study as a place of significance and registered with Queensland State Heritage in 1999.



Cemetery and Interment Services
Redland City Council

In 1891 residents of Redland Bay, Victoria Point, Carbrook and southern Mount Cotton districts amalgamated the Redland Agricultural Society and the Forward Movement (both of which had been formed earlier in the year) to create the Redland Agricultural and Horticultural Society. The areas first agricultural show was planned for late in 1891.



Tractor show at Redland Bay (M Tucker, Passing the Time)

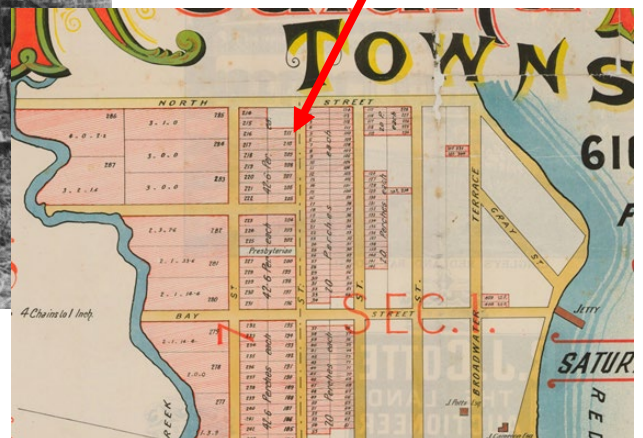
Early settlers' cottage belonging to the Bradley family located on Mill Street c.1892



HP4505

John Oxley Library

Section 7, Allotment 211



Flying foxes had a sudden increase in population the late 1890s, seen as a threat and vermin, farmers petitioned the Tingalpa Divisional Board to eradicate them. Much of the sugar crops had been replaced by fruit by the beginning of the 1900s.



Redland Bay flying fox shooting party in the 1900s

HP0394

In an article from the *Telegraph* Tue 12 Oct 1897, there is mention of the Government negotiating for the lease of property from Mr L. G. Corrie for the purpose of an experimental farm at Redland Bay. It goes on to say “*the property has a fine orchard*” and the intention of the department is to “*experiment largely here with manures*”. A three year lease on Corrie’s property ‘Woogarrapum’, was taken by the Government.

1900s

In the early 1900s a stone hut was built by a person locally known as ‘John the Austrian’ or ‘John the Russian’. John arrived in the Redlands in the early 20th century, he travelled around pushing a wheelbarrow with his supplies and worked as a fruit picker in the orchards around Redland Bay. John worked for Mr and Mrs Fielding and when he became ill and unable to care for himself, they had him admitted to the Dunwich Benevolent Asylum where he was cared for until his death. It is thought John is buried in the Dunwich Cemetery.

The remains of his hut is located in what is now the Bayview Conservation Park.



‘John the Austrians’ hut in 2018



HP0492 Redland Trail Riders in front of ‘John the Austrians’ hut, 1986

The Baptist Church and Sunday school started by William Fielding in 1904.

Negotiations were underway between PMG, Tingalpa and Cleveland Shires to install a telephone line for a telegraph office to Redland Bay in 1907. In October 1908 the office opened.

Esau Bloomer came to Redland Bay from England in 1889 at the age of 22, in 1894 he married Maria Heinemann. In the early 1900s he opened a blacksmith and coach building shop on Weinam Street, where he continued to work in the business for the next 50 years. In the early 1900s Bloomer also operated as an undertaker in the area. He died in his home in 1944 at the age of 76. Esau and Maria had six children – Beatrice, Thomas, Doris, Herbert, Archibald and Mabel. In October 1934 Herbert was involved in a fatal accident when his car overturned after the wheel collapsed and hit loose soil causing it to leave the road.



HP5262 Bloomer's shop with wagons belonging to C Dickfos and JH Kidd



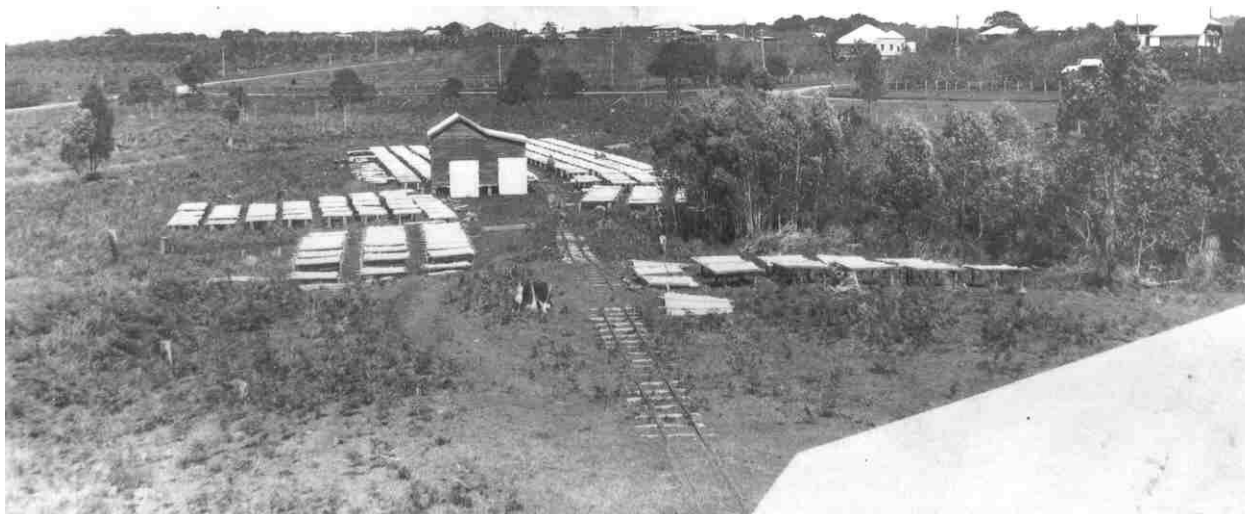
HP5261 Esau Bloomer date unknown

In the early 1900s Wilhelm Schmidt would use his horse drawn cab to transfer passengers from the Cleveland railway station to the Redland Bay Hotel.



HP0427 Wilhelm Schmidt's horse drawn cab c1910

The Weinam Creek Reserve, a 10-acre water and camping reserve was gazetted in 1908. At that time the reserve was thickly covered with lantana and other noxious weeds. In 1921 the Redland Co-Op Co. Ltd leased part of the reserve on the condition of not affecting the water rights to the public. The Co-Op began operating an arrowroot mill from 1921.



HP1323 Arrowroot mill, 1927

The first consignment of arrowroot bulbs reached Redland Bay farmers in October 1920, with the over 50 tons ordered, the farmers were busy cultivating and planting. A public meeting was held in the School of Arts hall on January 17 1921 to decide upon the site for the proposed arrowroot mill. 27 growers were present and it was reported that over 60 acres of arrowroot was growing and it was time for a mill. The location for the mill was at Weinam Creek with building underway in April 1921. By June the building was complete with crushing to begin in September. In an article from *The Brisbane Courier Fri 16 September 1921* 'it is estimated that over 800 tons will be crushed this year'.

Planted in spring and harvested in winter the following year, the drying process took about five days with crushing to follow. Crushing lasted three to four months. Arrowroot was dried and ground to produce a flour which was used as a setting agent for foodstuffs and a filler in medicinal tablets.

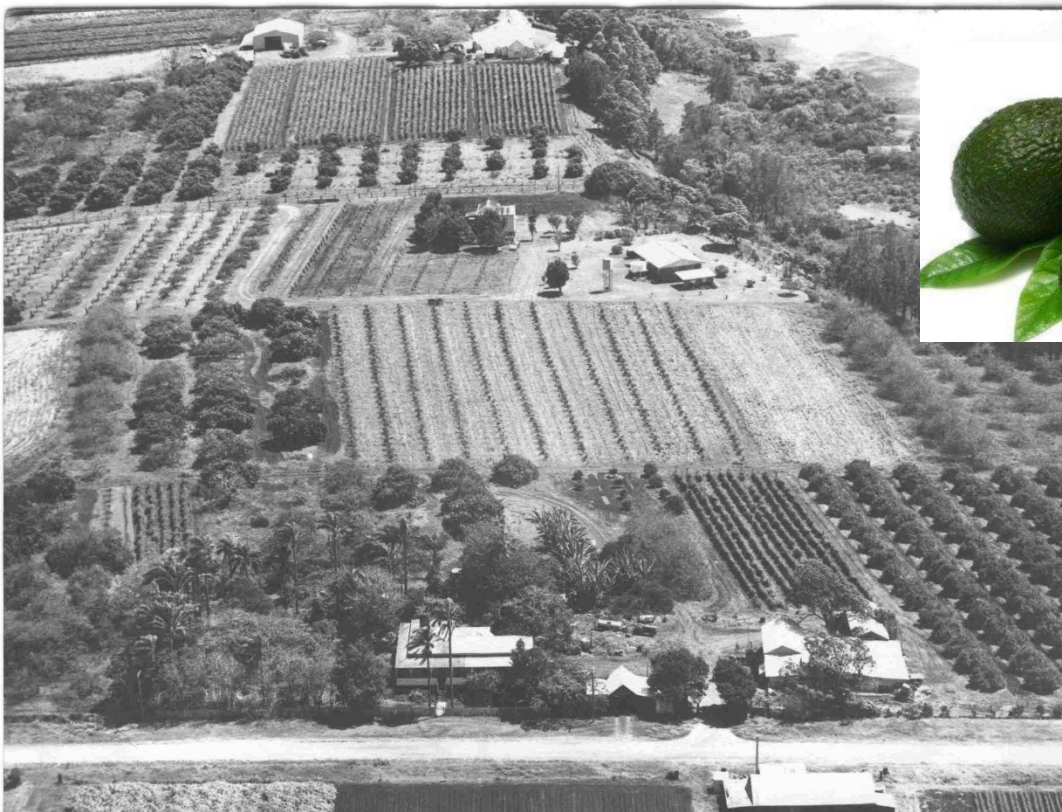
The Arrowroot Marketing Board was formed in 1925/26 in response to price fluctuations. At that time there was a bumper crop of 1500 tons by 25 millers. Even though arrowroot was earmarked as an essential industry during WW11, a price slump at the end of the war spelt the end for growers. The mill operated until the late 1930s.



Frank and Jane White with their eight children 1920s
Courtesy Roger White

On the 10 March 1909, Jane Fielding, second daughter of William and Eliza Fielding, married Francis White. William Fielding (Jane's father) purchased property on School of Arts Road in 1911, this land was once owned by Joseph Belcher, and he was a successful cotton grower in Ipswich and banana grower in Redland Bay.

In 1913 Francis and Jane established the Mount Carmel Orchard and in 1916 the land was transferred from Fielding to White. White was one of the first farmers to commercially grow fuerte avocados in the area along with pineapples, custard apples, bananas and citrus trees. Following the death of Francis in 1951 the property transferred to Jane and their two sons.



Fuerte Avocados, stock image

HP2044 Mount Carmel Orchard, 1960s

Councillor PP Outridge offered to donate 22 acres of land, which was in closer proximity to the Redland Bay township, to the Tingalpa Divisional Board in 1907. The Council accepted the offer and Outridges' conditions, being four or five acres dedicated as a cemetery with the remainder as a reserve for public purposes. Originally known as North Redland Bay Cemetery, today's Redland Bay Cemetery is located on Gordon Road.



Google Maps 2020

In 1910 the Tingalpa Shire Council were asked by the Redland Bay Progress association to raise the bounty on flying foxes to 3d per head, the decision was made to increase the bounty to 2d (2cents).

The Redland Bay Co-operative Sawmill was established in 1913 with Messrs P.P. Outridge, W.H. Melrose, J.H. Kidd, C. Dickfos, H. Moore and J.D. Collins as the founding directors. Initially set up to provide local farmers with case timber for their produce, the mill also supplied housing timber. The mill was sold to the Buchanan's and then to William Muller where his son Les continued to operate it until the 1930s.

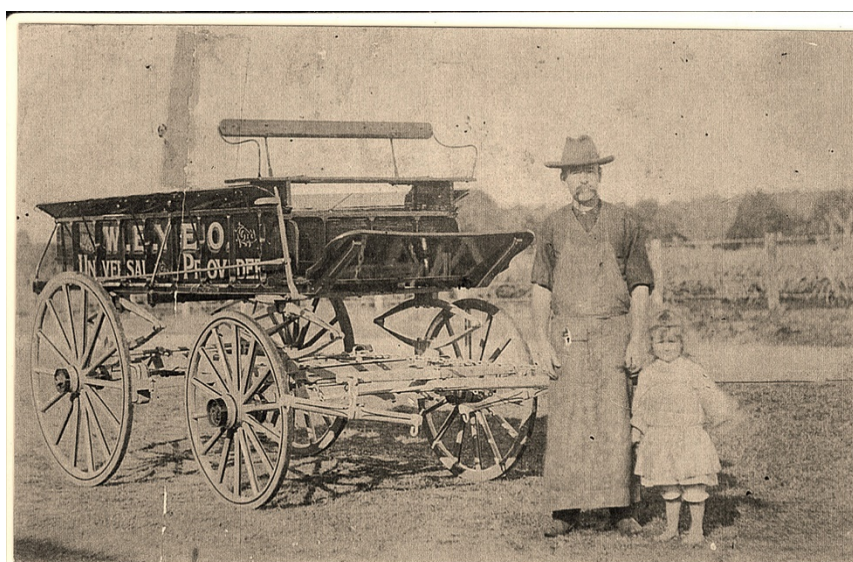


Church services were held at the sawmill when the Muller's owned it in the 1900s HP0454

In December of 1913, William E. Yeo purchased land on which is now Government Road and in March 1914 borrowed money to build a general store. William would deliver groceries to homes in Redland Bay, Victoria Point, Mount Cotton and Carbrook using his wagon. As well as the general store, the William and his wife Louisa (nee Heinemann) ran a telephone exchange and post office and a banking service. The Yeo's ran the store successfully and in August 1922 sold to John W. Edmunds, he continued with the store however in May 1923 the title changed to James Strachan and John McKay. McKay and Strachan parted ways in 1926 with Strachan running the store until 1946 when Ronald S. Lovell took over.



HP7100 William E Yeo and Louisa Heinemann on their wedding day, 18 February 1896



HP7099 Newly decorated delivery cart of W.E Yeo, Universal Provider c1914

Following WW1 lobbying began again to expand the railway to Redland Bay and Mount Cotton. The Redland Bay Railway League was formed with proposals aimed at opening more land for fruit growing, timbergetting and dairying with ease of access to markets both locally and interstate via the railway network. A Royal Commission was held in 1920 to ascertain the viability of the extension. Farmers and business people who lived along the proposed route gave evidence. President of the Redland Bay Railway League, Mr Alexander McGregor Henderson stated there were about 400 people living in Redland Bay at that time and the region generated 2,600 tons of produce which were freighted to Brisbane by boat. The jetty being subject to tidal influences and the fruit boats only calling in twice a week caused some of the fruit being over-ripe by the time they reached the markets.

Farmers who were members of the South Brisbane Fruitgrower's Association, which also ran a cannery in South Brisbane, told of how produce could be sent there easily and how fertiliser could be brought in more cheaply. Timbergetters and the Co-operative sawmill also stated how viable the railway would be in moving their timber supplies. The Redland Bay School Committee also suggested the railway would enable high school aged children to attend Wynnum High School. Then there was the matter of a tourism perspective, in 1919 the Christmas holiday period proved extremely popular that people had to be turned away from the hotel as there was not enough accommodation. If the railway came from Cleveland access to Coochiemudlo Island would be improved and more accommodation would be built in Redland Bay to cater for the crowds.

Despite the enthusiasm of the witness to the Royal Commission, the proposed railway was never built.



'Roo' fruit boat transported produce to Brisbane markets from the Southern Bay Islands c1935

HP00617

In 1919 a golf club was established on Mr. W.H. Melrose's property on German Church Road with Mr. A. McGregor Henderson introducing Mr. A.A. James (M.L.A) who drove the first ball at the official opening ceremony on the 9 September. The club ran on that site until 1934 with a new location being acquired on the waterfront on North Street in 1932. A nine hole course was laid by club members at the new site over the following two years, then in 1980 the 18 hole course was completed. The clubhouse was erected and opened on 19 June 1937.



The Redland Bay Golf Club House, 1934

In 1979 plans for a new club house began with funds being raised from member debentures and a bank loan. The new building was constructed in its current location on North Street (2020) and completed by 1981.

Redland Museum



Redland Bay Club house, 1993 HP9339

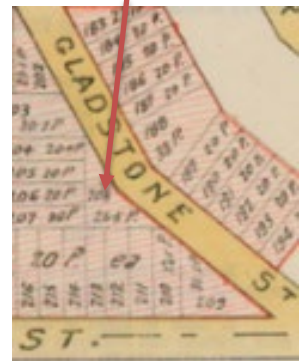


Redland Bay Golf Course, 1973
Qimagery

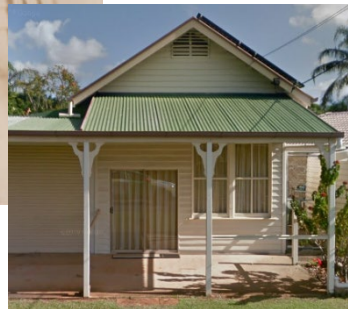
In 1922 August Christoffel started his butchery business in a shop on Gladstone Street, he also purchased property in Peel Street which also had a shop beside the home. This shop is believed to have been a drapery. Tingalpa rates in 1926 show Christoffel as the owner of property 1⁷ which has part of Serpentine Creek running through it, may have been used as his slaughter yard.



Butchery on Gladstone Street



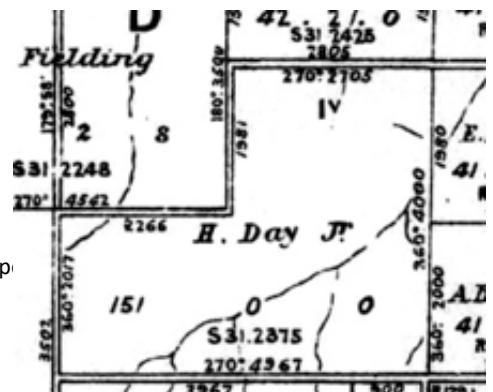
Augie Christoffel's butcher shop 1920s
Redland Museum



Old butcher shop on Gladstone Street in 2020
Google Street view



Shop on Peel Street, believed to be a drapery c2020
Google Street view



1926 Tingalpa Rates

Owner	Portion	Area
<i>Christoffel Aug Redland 194</i>	<i>2/6</i>	<i>2/6 On 112 380 212 210</i>

In the 1920s irrigation became increasingly common in the district further encouraging farmers to cultivate small crops. Cabbages, tomatoes and beans were among the crops in demand with farmers still retaining their standing crops of bananas, pineapples and custard apples.

'Irrigation would have started to come in Redland Bay in the 1920s. Some of the farmers started to build dams, and they had water diviners that found water, and we used to pump out of bore water holes and pump it into a dam and up to the farm. Irrigation gave us opportunities to grow other crops. We eventually got rid of the citrus trees to have more vegetables growing'. Howard Muller, Redland Bay

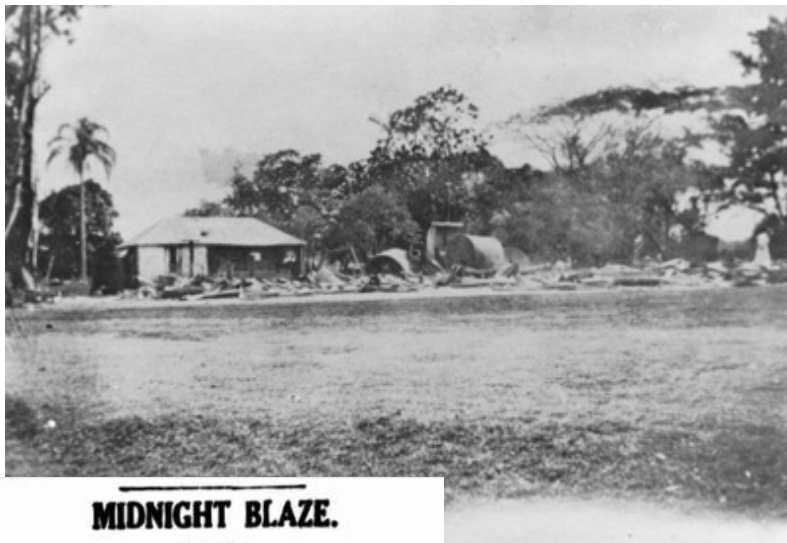
A sub-branch of the Returned Sailors and Soldiers Imperial League of Australia (R.S.S.I.L.A.) was formed in 1919 at Redland Bay. With help from the sub-branch, local returned soldiers raised funds through drives and appeals to contribute to the construction of the Redland Bay Roll of Honour (Cenotaph) on which fallen soldiers were memorialized. The cenotaph was built in 1923 with the official unveiling held on July 1. General Spencer Browne performed the unveiling and said the memorial served as a testimony to those who served and a “tribute from devoted and grateful hearts.”

The Roll of Honour monument is believed to have been constructed by Andrew Petrie and was originally on the corner in Weinam Street before being moved to the southern end of Neville Stafford Park in 2005. With the district being part of the Tingalpa Shire until 1949, the full Roll of Honour for soldiers from Redland Bay and surrounding areas can be found on the Tingalpa Shire Roll of Honour board in the Mount Cotton Community Hall.



HP6005 Redland Bay Cenotaph (Roll of Honour) 2014

In 1926 the Redland Bay hotel burnt down under suspicious circumstances at midnight on 13 April. The local police Sergeant Charles McCarthy, stated at the inquest that he considered that the fire was not accidental, although there was not enough evidence to convict anyone. At the time of the fire, the hotel was the property of Priscilla and Alice Slawson. Mrs Lydia Law was the licensee with the contents belonging to her. Tenders for the construction of a new hotel were called for in December 1926. The design was by J T Baldwin and the successful builder was J Lane, it was built on the same site as today’s hotel (2020).



Burnt remains of the Redland Bay Hotel.
c.1926
Redland Museum

MIDNIGHT BLAZE.
REDLAND BAY HOTEL DESTROYED.
BRISBANE, 14-4-26.—Redland Bay Hotel, a wooden structure of 26 rooms, was destroyed by fire at midnight last night. The insurance on the building amounted to only £1500, representing a heavy loss to the licensee, Mrs. Law.

The Evening News (Rockhampton, Qld.)
Thu 15 Apr 1926



Redland Bay Hotel postcard 1960s
HP3877

On the 2nd March 1932 electricity was connected in Redland Bay much to the appreciation of the residents.

'The coming of electricity was a big thing for the farmers. Before that all our irrigation was done with the internal combustion engines and while they did a good job they could get a bit cranky at times, they were a pretty crude sort of engine.' George Day, Redland Bay

The 1930s was also the time of the Depression, with many of the farmers in the Redlands believing themselves not as bad off as they could at least grow their own food. The district saw many new families move to the area to try their hand at farming in the hope of becoming self-sufficient, however they lacked experience on the land. Roadside fruit and vegetable stalls were set up to meet demand from weekend trippers visiting the Redlands.

In the 1930s the Redland Bay scout hall was moved to Erapah and the land was sold to P. P. Outridge.

Henry Giles established his plumbing and engineering business around 1938 and continued in the area for some time as a joint venture with his sons. Their workshop was on Gordon Road, across from the Redland Bay Cemetery, where farmers would bring their equipment for fixing.

In the 1940s during World War 11 some of the Australian Women's Land Army girls were stationed at Outridges property, *Boronia* at Redland Bay and at WA Wilson's property further south towards Point Talburpin. With many farmers serving in the armed services, the Land Army girls would work at the farms. The main crops in the 40s included citrus fruits, custard apples, pineapples, bananas, tomatoes, beans beetroot and carrots. Standing crops were more viable in earlier times because irrigation had not been fully developed.

During the late 1940s Panama disease wiped out most of the banana crops and in June 1951 a cyclonic hail storm wiped out the remainder of the bananas, blew custard trees over and destroyed the small crops. By the 1960s tomato, cabbage, potato and cucumber were the new staple crops.

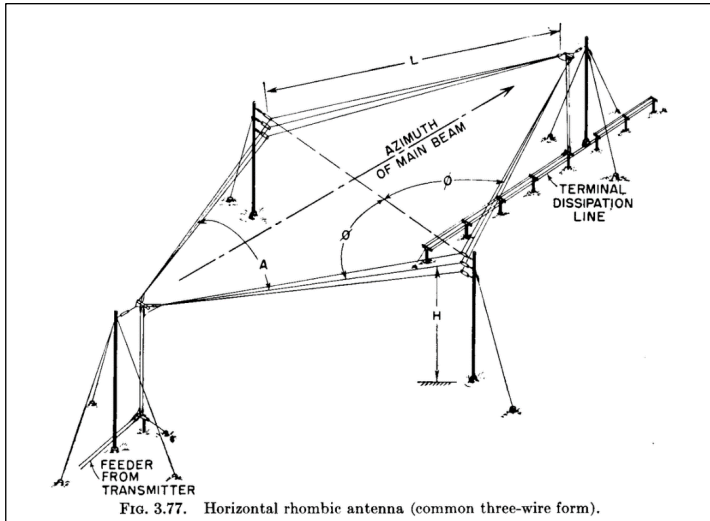


HP00812, HP00811 & HP00813

Land Army Girls on Redland Bay farms c1944



The US Army Signal Corps established a Radio Transmitter site at the Redland Bay Golf Course in 1943 with soldiers working at the transmitter staying at the hotel. Five large Rhombic aerial arrays were erected across the golf course. A Rhombic is a huge antenna that covers acres in a diamond shape. Each of the four poles can be 20-30 metres high depending on the frequency and angle required for the radio signal. Another Radio Receiving site was established at Capalaba on Cotton's farm. A 1 kW Federal transmitter was set up in a tent at the golf course with about 10 personnel on shift at all times. The circuit was established and traffic started to flow to the War Department. Between 80,000 - 100,000 groups a day were handled with some messages via courier.



This rhombic aerial was at Amberley, Qld



WW11 Rhombic radio aerials overlaid on present golf course. 2019

It is unsure when the US Army handed back the Golf Course to the club however competition recommenced on 23 March 1947.

An experimental farm was indicated to be established in the Redland Bay district “as soon as suitable land is obtainable” as promised by the Agricultural Minister, Hon. Harold Henry Collins, at the end of 1946. The 17 hectare (42 acres) property on the corners of Government Road, Meissner, Weinam and Salisbury Streets was acquired.

From 1947 the Department of Agriculture and Stock carried out research work on Ramie, an Indian fibre crop, and extensive testing on all available leguminous manure crops (crops specifically grown for soil improvement).

In 1959, the University of Queensland’s Agricultural Department acquired the farm for cropping research. The Redland Bay experimental farm was administered by the School of Land and Food Sciences where teaching and invaluable research was undertaken by various departments of the University.



Redland Bay Farm, 2001 The University of Queensland, archived webpage snapshot, Trove

The University of Queensland proposed to sell the farm in 2002 due to an increase in urban encroachment making it difficult to conduct some types of experiments as well as the farm being used less and less for undergraduate teaching.



Redland Bay Experimental farm main buildings

Meissner Street and Government Road

Qimagery aerial 1973

In 1948 the Redland Bay Caravan Park opened offering camping, caravan and cabin accommodation. Located on what is now Broadwater Terrace and Gray Street, the caravan park was a popular destination with holiday makers coming from near and far. With views, a tea garden and kiosk, the park and adjacent parklands were a favourite with locals and touring groups who’d make their way to the Redlands for fresh fruit and vegetables. The caravan park also became a more permanent home for some families with fees of £1 (approx. \$1.83) per week which allowed them to use 240volt power, laundries, rotary clotheslines, playgrounds and all other facilities.



The kiosk at the caravan park 1940s

HP4095

**REDLAND BAY TEA GARDEN
AND KIOSK**
Morning and Afternoon Teas
CAMPING ★ CARAVAN ★ PICNIC PARK
3½ ACRES HIGH GRASSY GROUND OPPOSITE
SEAPLANE BASE
Beautiful View of Bay and Islands
ALL MODERN CONVENIENCES
Shelter shed and tables for picnic parties
W. ARMSTRONG, Propr.

The Redlands Weekly, Friday 10 July, 1953 p.9



Cabin at the caravan park 1950s

HP4100

At Redland Bay there is an area with tables and seats opposite a caravan park situated near the golf links. Access to the grounds is gained by turning left off the main bitumen road before the Redland Bay Hotel and travelling a good gravel road for approximately 440 yards.

Courier-Mail, Thursday 25 November 1954, p12
Fruit and Farming in 79-mile Bayside run, Picnic spot

The Redland Bay Hotel was also offering holiday accommodation in the late 1940s with first-class cuisine, hot and cold water to all rooms, boats for fishing arranged and a golf course nearby.

REDLAND BAY
PERFECT holidays and week-ends at Redland Bay Hotel. First-class table, beautiful surroundings, overlooking bay, modern facilities. Ph. 231. R. G. Lowndes, Prop.

The Courier-Mail Tue 16 Nov 1948

Coloured postcard titled "Redland Bay Hotel Queensland" 1940s

HP4093



New industries opened in the mid-1940s as the area began to grow including Asher's car service and Ada Baker's dress making service. Ronald Lovell took over James Strachan's store creating Lovell's Hardware and Grocery Store which incorporated the ES & A bank agency, a new blacksmith in Fred Rose while Bloomers continued, Neil Jocusmen worked as a butcher, and Arthur Schmidt and Dick Hazel ran carrying businesses. Farming, however was still the main source of income.



The Redlands News
March 2 1951, p7



HP00024 Ron Lovell's Redland Bay service store and E.S.& A. Bank c1949

From the late 1940s farming practices changed with the introduction of mechanical application of herbicides and pesticides. Crop dusting was carried out by ex-fighter pilots with a landing strip established on the old golf course in Melrose's paddock, but this was very expensive and farmers eventually attached boom sprays to their tractors to spray the crops. Aeroflow Dusts and Sprays Pty Ltd set up business in 1949.



HP01058 Crop duster in flight possibly around James Street, Redland Bay c1950



HP0406 A Collins, P Collins and Albert Cundy spraying mandarin trees late 1930s

The merger of Cleveland Shire and the northern part of Tingalpa Shire was in 1949, encompassing Redland Bay and Mount Cotton to form the Redland Shire Council. The new Shire's population was around 5,500, although this figure did not include the indigenous population as they had not yet been included in any census. The southern Moreton Bay Islands were not part of the shire until 1973.

There were 88 pupils enrolled at the Redland Bay State School in 1950.



Redland Bay State School Juniors 1952

HP4106

Kindilan Girl Guide camp site and training centre opened in 1950 with the building being completed by July 1952. Queensland Governor, Sir John Lavarack opened the 219 acre camping reserve which has the Aboriginal meaning “joyful place”. Two thousand people attended the opening of the centre which cost £4000 to build. Funding for the building was largely donated by Mr. Roy Hancock with *The Courier-Mail* fundraising the balance through Find-the-Ball fund. Over time it was open for school camps and school holiday activities.



Memorial plaque on flagpole at *Kindilan*, unveiled by Lady Lavarack, 1952

State Library of Queensland

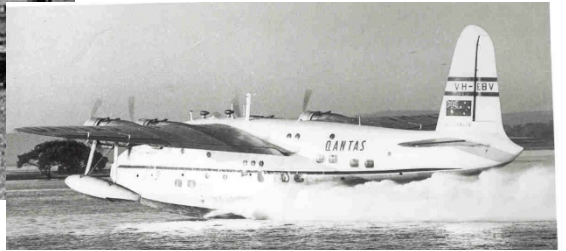
The Redland Bay Hotel was refurbished in 1952 in anticipation of trade from the flying boat base.



Postcard titled "Jetty at flying boat base Redland Bay Queensland" 1950s HP4098



Ansett FBS Short Sandringham VH-BRF Islander 1971 HP0962



Qantas Short Sandringham VH-EBV Pacific Warrior taking off from Redland Bay for Noumea and Suva 1953 HP0958

Then in 1953 the flying boat base was established in Redland Bay and was officially opened by the Shire Chairman, Norm Price and the Queensland Civil Aviation Director A W Doubleday on the 6 June.

Qantas owned Sunderland and later Sandringham craft initially serviced routes to New Guinea, Fiji and the south Pacific Islands. The jetty was upgraded and plans were approved for three connected alighting channels at Snipe Island, Pannikin Island and Victoria Point. A fourth channel running east towards Pats Point at the northern end of Macleay Island was designated for use only when needed. With no arrangements to secure land for the new base, the Redland Shire Council offered six allotment on Banana Street for 12 months.

A small office was run from the Redland Bay Hotel from 1953-1955. A terminal was never built however with the jetty strengthened, a passenger shelter was built. Passengers did use the hotel on occasions, resulting in some delayed departures while passengers were extricated from the bar. By early 1955, Redland Bay was only used by Ansett Airlines transporting passengers to Hayman Island from Sydney. With the steady increase of land-based flights, the flying boat service declined and by early 1970 the Lord Howe route was the only civil flying boat service remaining. The last flight was in October 1971 by an Ansett short Sandringham.

The facilities built for the flying boat base was used by the naval cadet training group HMTS Norfolk when operations ceased.

From 1940 to 1976 the Ruster family lived on the Esplanade where they worked as commercial fishermen and crabbers. They also ran a garage and slipway which was located on Weinam Creek, today the slipway is known as Pelican Slipways. In 1942 Arwed Ruster planted a Banyan or Moreton Bay Fig tree on the reserve across from their home and together with the Moore family constructed and maintained the swimming enclosure on the foreshore.



Boat sheds in Weinam Creek c1950s

HP6384



Signage for Ruster's Reserve with swimming enclosure behind c2014 HP5905

Banyan (Moreton Bay Fig) tree planted in 1942
Image taken 2014 HP5910

A public meeting was held in July 1954, to discuss the formation of a third division, people attending claimed their elected representatives all lived around the Cleveland area, and that resulted in roads to other areas were neglected. The new divisions Capalaba/Birkdale/Wellington Point; Cleveland/Victoria Point/adjacent areas; and Redland Bay/Mount Cotton) were proclaimed on 13 January 1955.

In a report from the council for 1968/69, dwelling approvals showed most residential development was taking place in the northern part of the shire. The Sorrento Estate in Redland Bay was started in 1969 which was also the year water was connected to some parts of the district. Four poultry farms were approved in Redland Bay for 1969 and new jetty plans went before council.

The *Laureldean Nursing Home* was officially opened on January 12 1970. The project took thirteen months to complete with private rooms outfitted with specially designed patient chairs and beds.



Google Maps 2020



The front entrance to the new Laureldean Rest Home of Redland Bay.

The Redland Times, Wednesday, January 14 1970 front page

A Murray Grey Cattle stud was established on Ted Badcock's property on Serpentine Creek Road in 1970, he was already established as a poultry farmer in the 1950s and was involved in raising broiler chickens. In 1971 he had five Murray Greys as well as Herefords and Aberdeen Angus.



Redland Bay remained a quiet seaside agricultural region until the inevitable push for urban housing blocks when in 1971 many new subdivisions were approved, including the flower estate on School of Arts Road and the former orchards of the Moore and Kidd families now known as the Orchard Beach Estate.

Signage for Orchard Beach Estate, 2014
HP5908

There were 208 enrolments for the Redland Bay State School in 1976.

Discussions between Council and the State Government began regarding a boat harbour at Weinam Creek in 1977. Funding for the Weinam Creek marina was allocated in March 1978, providing new ferry terminals for the southern bay islands, as well as permanent moorings for 40 vessels. The Premier, Joh Bjelke-Petersen officially opened the marina in 1980 but the Bay Islanders were angry with the lack of facilities, particularly the lack of toilets and shelters. Residents also had to lobby the council to have the bus stop moved from the old jetty to the new facilities.

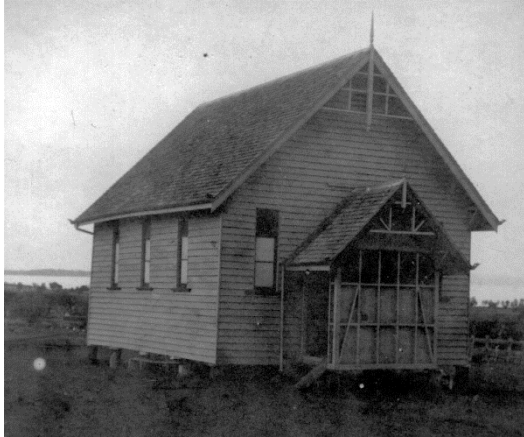


Aerial of Weinam Creek ferry terminal c1980

HP7176

In 1980 State Member, John Goleby said “a carefully planned public transport system was the Shire’s most urgent need” and again the idea of a rail link from Cleveland to the southern end of the Shire was canvassed. Councillor Peter Hunter called for the proposed rail link to travel via Capalaba and Alexandra Hills as these areas were the fastest growing in the Shire. He also wanted to see the link extended to Redland Bay.

The Redland Bay Uniting Church celebrated its centenary in April 1980.



Old Methodist Church, 1885 HP0542



Redland Bay Uniting Church with the new church building beside 2014 HP4569

The Redlands ceased being one of the State’s major avocado growing regions in 1981, when farms in North Queensland came on line increasing avocado production by almost 50%.

Population showed an increase between the 1976 and 1981 census in the Shire with Redland Bay at 3125 people.

The Redland Bay shopping centre opened in January 1982.

Funding for a community hall begun in 1985 and was officially opened by State Member for Redlands, Paul Clauson in 1988.



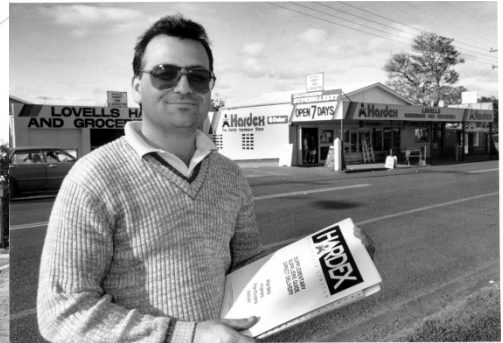
Redland Bay Community Hall c2004 HP4568

The Redland Bay Motor Inn on Broadwater Terrace opened in September 1985.

In 1990 Redland Bay local, Leslie Newton was awarded the Order of Australia medal for services to veterinary science and the community. Mr Newton was responsible for administering the Diseases in Stock Act and the eradication of pleuro-pneumonia through a massive vaccination campaign of Queensland livestock. The last recorded incidence of this disease was 1967.

A sewerage plant was approved by Redland Shire Council in 1990, the system allowed the sewerage to be broken down and processed then sprayed on rural land.

Lovell's Hardware and Grocery Store on Government Road was destroyed by fire in November 1990, Fred Chenouda was the lessee at the time. The store was not rebuilt.



Lovell's Hardware and Groceries after the fire and Fred Chenouda in front of the business. 1990 HP8332 & HP8334

A group of Redland Bay residents protested over an application to build a 110-lot cluster housing development in a wildlife-inhabited area next to the Redland Bay Golf Course in 1993.



During the late 1990s many farms were sub-divided making way for more housing. The sub-division of Orchard Beach began in 1999 providing housing for 151 families, the project was completed in 2004.

Orchard Beach Estate development 1998

Qimagery

2000s

The Serpentine Creek Road Cemetery originally known as the Redland Bay Cemetery turned 110 years old in 2000, the cemetery had been added to the Queensland State Heritage list on the 6 January 1999.

In 2007, Council purchased 64,7500m² of land at Native Dog Creek Road to be used for environmental purposes.

The Bayview Conservation Area Trails Facility Concept and Development Plan was approved in 2015. The plan outlines the development and maintenance of trails and facilities whilst maintaining the natural values of the environmental reserve. The area is popular for bushwalking, mountain biking and horse riding and covers almost 1000 hectares.

From 2000, Redland Bay has been increasingly populated. Most farms have been replaced by housing, and it has its own set of shops. It is relatively close to Victoria Point, and is only a ferry ride away from the bay islands, such as Russell and Macleay. Applications for the Redlands Business Park were made in the late 1990s, development began in 1998 and the park opened around 2013



Redlands Business Park, New Businesses 2020 brochure

In 2018 residents of a Redland Bay estate protested about the proposed development of old farmlands on Moores Road. Redland City Council had purchased the vacant block in 2017 with stage one plans for a 600 vehicle car park and footbridge to service the Redland Bay Marina and the Southern Bay Island community. An article, from the *Redland City Bulletin* September 12 2018, tells of concerned residents banding together in the hope of seeking changes to the plans or “at least to lessen the impact on us” saying the car park would “devalue their homes, be an eyesore and attract criminals”. Residents also feared the park would impact the wildlife and birds as well as cause flood water to back up into existing properties.



The last banana farm belonging to the Gordon family between Broadwater Terrace and Esplanade, with development approvals for 36 titles, was advertised in March 2019.

In 2019, retailer Mitre 10 Hardware on Gordon Road closed their doors after 25 years of service in Redland Bay, this was mainly due to changes in the industry with online shopping and competition with larger businesses around the area.

Aged Care Facility, *Aveo*, open for residents in April 2019. Located in Salisbury Street, the facility sits adjacent to another residential estate on which both are on what was the Redland Bay Experimental farm.

A footbridge over Weinam Creek linking the Moores Road car park to the Weinam Creek ferry terminal was completed as part of the first stage of the Weinam Creek Priority Development Area in October 2020.

Weinam Creek footbridge is lowered into place

THE footbridge between the north and south side of Weinam Creek has been lowered into place. It will connect the ferry terminal and the new car park on Moores Road on the creek's southern side. Parking, security, ease of access and the terminal redevelopment itself have long been matters of contention at the terminal for islanders and residents.

See story page 4.



CONNECTED: Redland mayor Karen Williams and Cr Mark Edwards at Weinam Creek where the footbridge was installed.

In early 2021 demolition of the Redland Bay Shopping Village and seven adjoining properties in James Street began, with plans of a major retail supermarket, cafes, banking, commercial offices and medical services centre to be completed by mid-2022.



Sources:

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

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

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

Detailed references are available on request.

Names and places, and language:

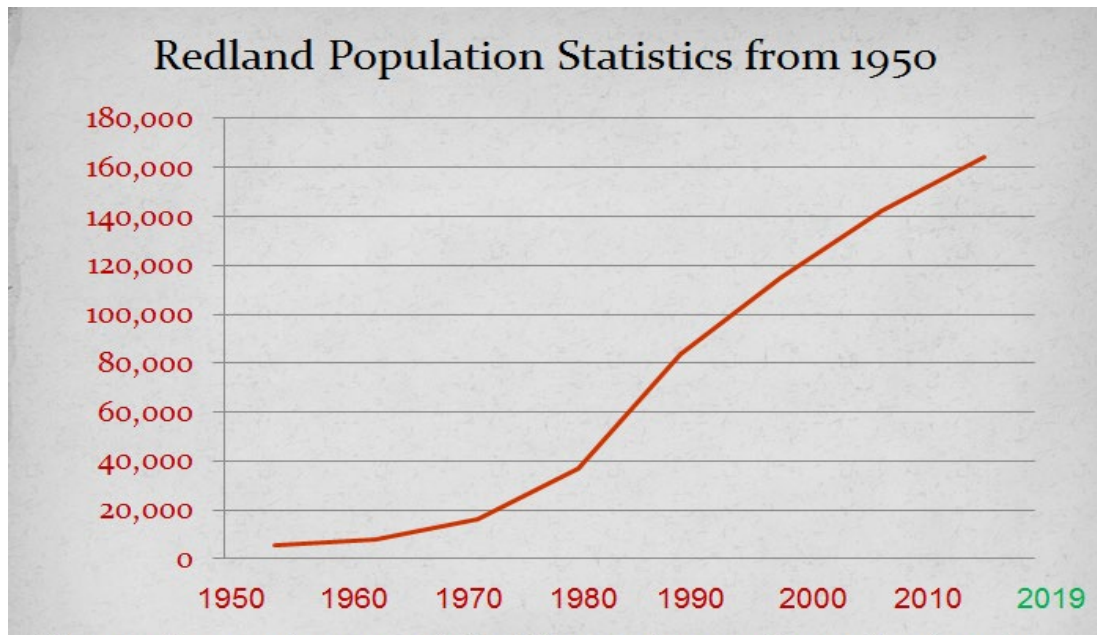
Names, places and language have been included as recorded in their original context. While every effort has been made to avoid offensive material, historical records reflect the norm that existed at that time, and it is important that they are reproduced truthfully.

Aboriginal Place names are acknowledged:

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

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

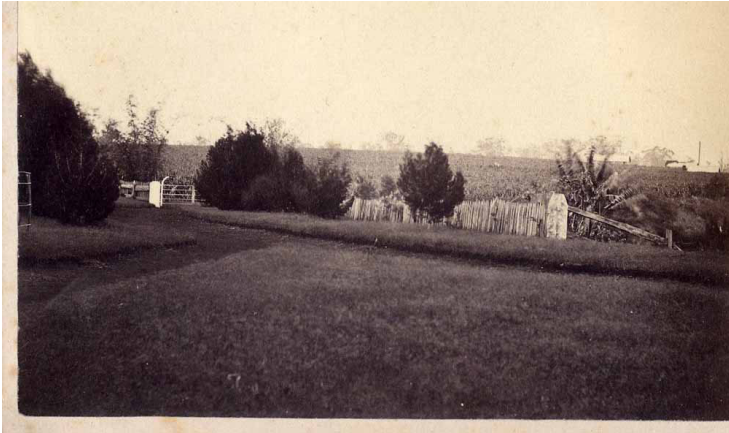
Up until 1970, growth in the Redlands had been slow and steady, and then it boomed. There had been no new schools opened since 1916, until Cleveland High School opened 44 years later in 1962. The next primary school, Alexandra Hills, didn't open until 1975. That was the start of a boom, during which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



So what had happened to trigger this rapid growth?

- We had a permanent water supply after the Leslie Harrison Dam was built (**1968**).
- Sewerage resolved the many drainage problems that had existed throughout the Shire, and which had been preventing high-density development (**1976**).
- A four-lane road was built between Capalaba and Brisbane (**1982**) then extended to Cleveland (**1988**) making a daily commute much faster, and the Redlands became an attractive prospect for those wishing to live outside of the city, while still being able to work there.
- The trains returned (**1986**) which added another option for commuters.
- The Commonwealth Games (**1982**) and Expo 88 (**1988**) brought many visitors to the area along the new fast roads, and many stayed or came back later to live in the Redlands.
- As farmland was developed, the infrastructure that had existed to ensure produce reached markets in prime condition had started to disintegrate; this in turn made it harder for the remaining farms to sustain their viability, and so the temptation to sell to developers became harder for farmers to resist as the demand for housing increased.

Gallery



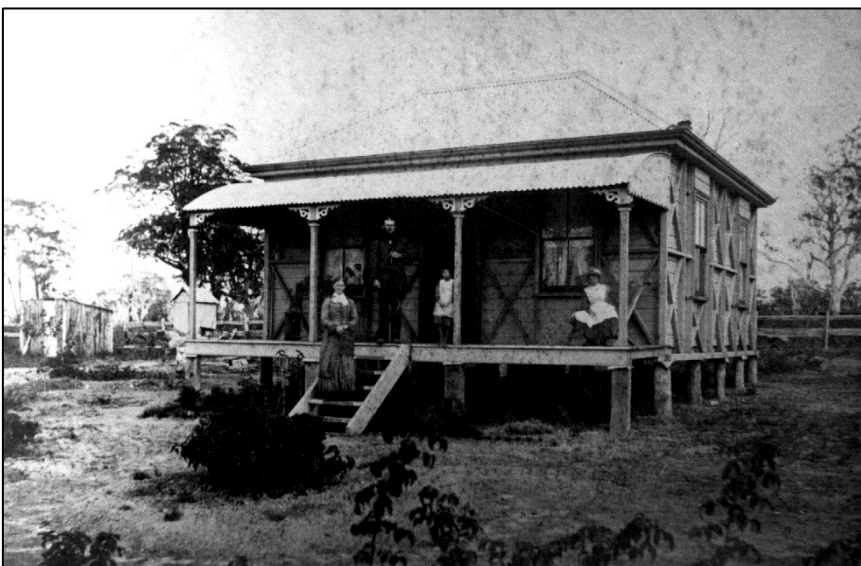
Entrance gate to the Redland Bay Sugar Plantation, c1871 HP4374



Newton's house on the Redland Bay Sugar Plantation, 1871 HP4378



Workmen taking a break from raising a chimney at the sugar mill, c1871
State Library of Queensland



Daniel James Collins' house *Orange Grove Villa* c.1890
HP00392



Orange Grove Villa c.2019
Google Street view



Looking west along School of Arts Road from Collins Street.
Redland Bay School of Arts building in the distance. c1900s

HP2122



Redland Bay Hotel, run by David Slawson. c1900

HP0001



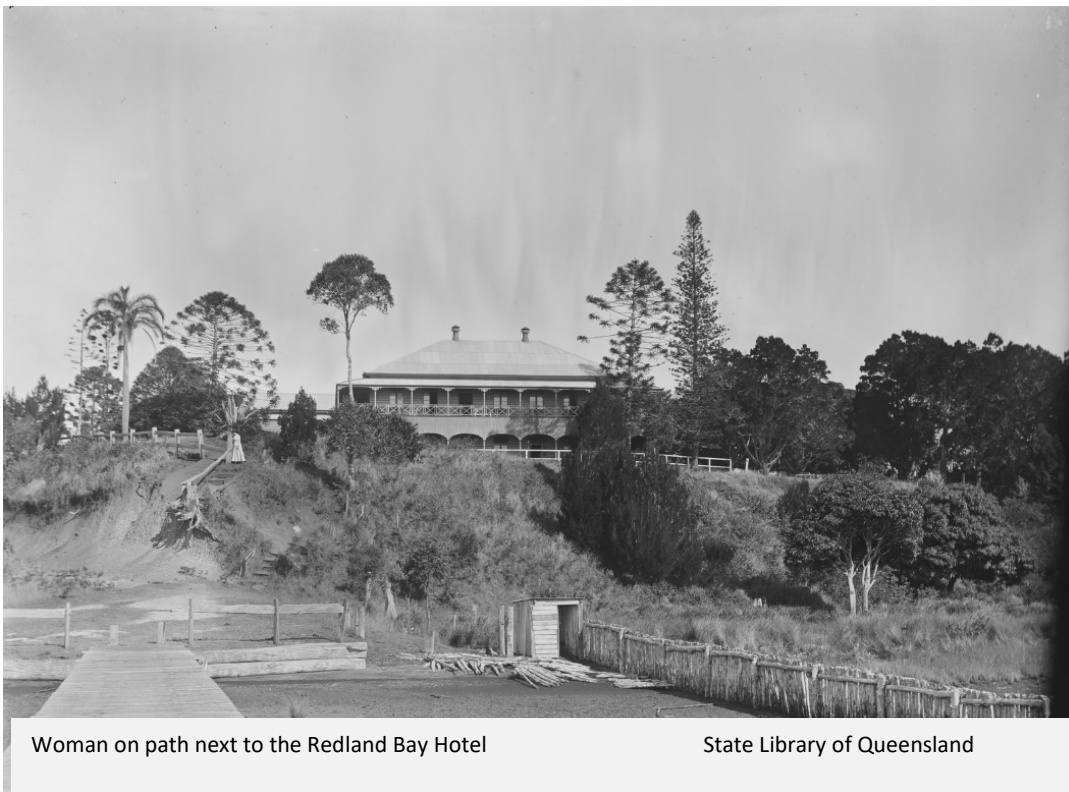
South east view of a jetty from the veranda of the Redland Bay Hotel

State Library of Queensland



Woman sitting on fence in front of the Redland Bay Hotel

State Library of Queensland



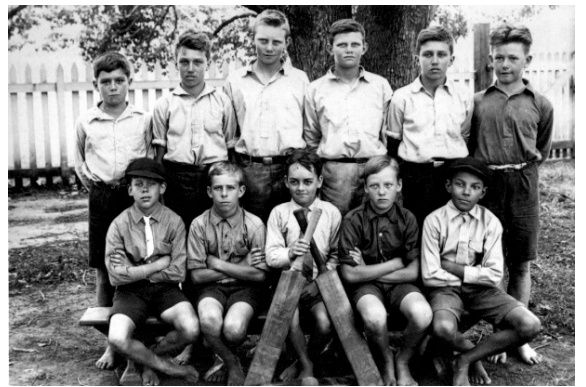
Woman on path next to the Redland Bay Hotel

State Library of Queensland



'John the Austrian' working on the farm of William and Eliza Fielding, c1913

HP0493



Redland Bay State School cricket team, 1931

HP0437



Redland Bay State School 1900s

HP07557

Redland Bay State School c.1987

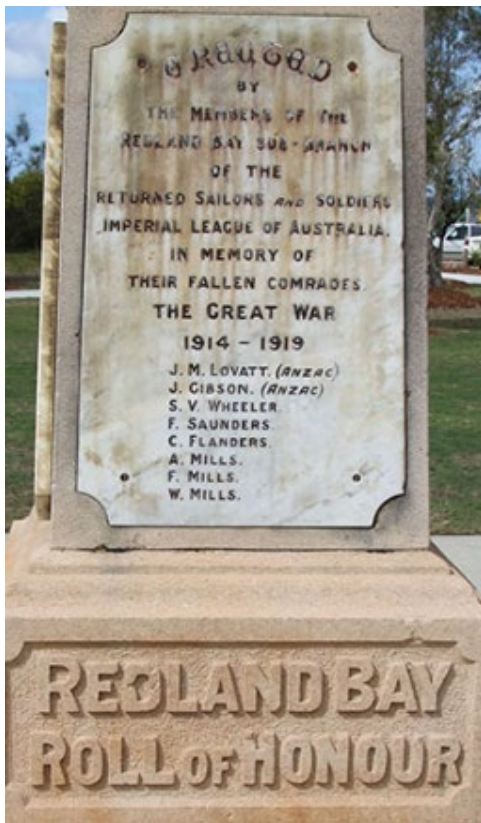
HP6117





Workers at the Arrowroot Mill and at the drying racks c1926

Redland Museum



Roll of Honour

HP6006

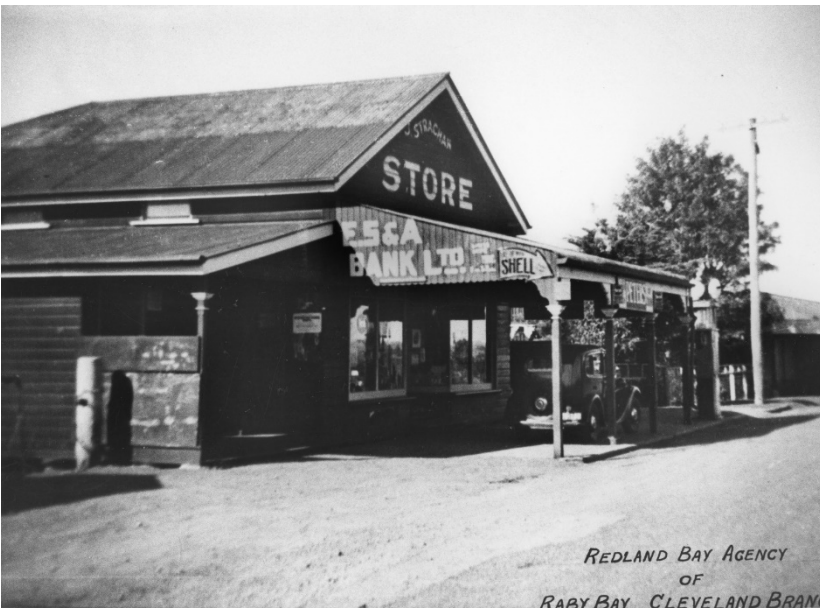


Service at Redland Bay War Memorial, 1925

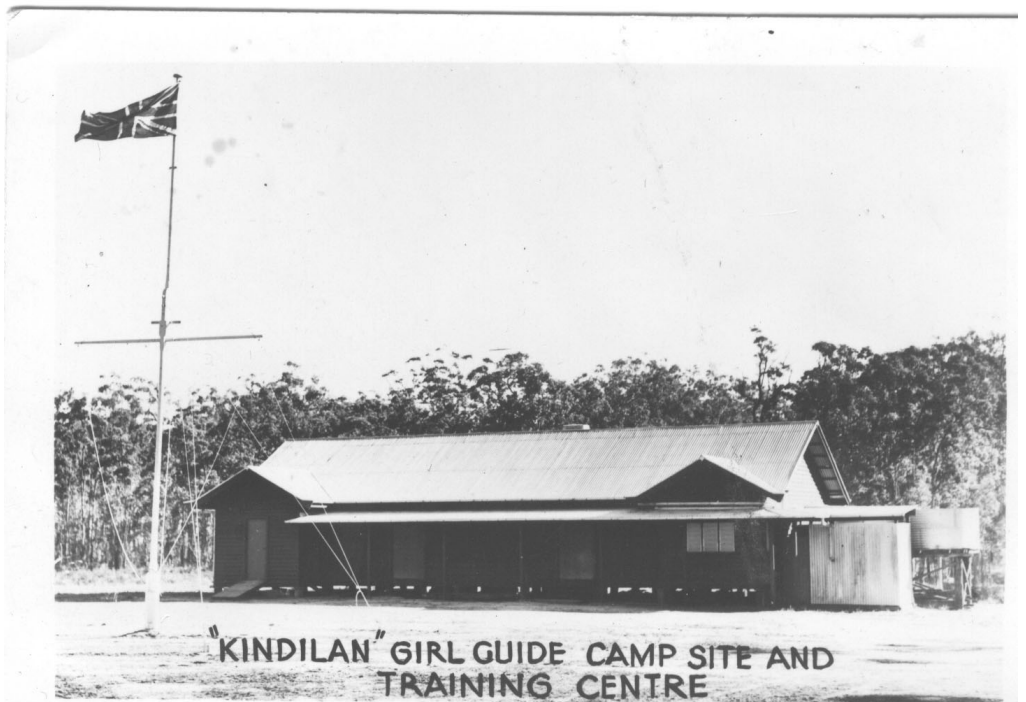
State Library of Queensland



Economic store belonging to J.W. Edmunds, c1922
State Library of Queensland



General store run by J. Strachan from 1923
State Library of Queensland



Completed in 1952.

HP2130

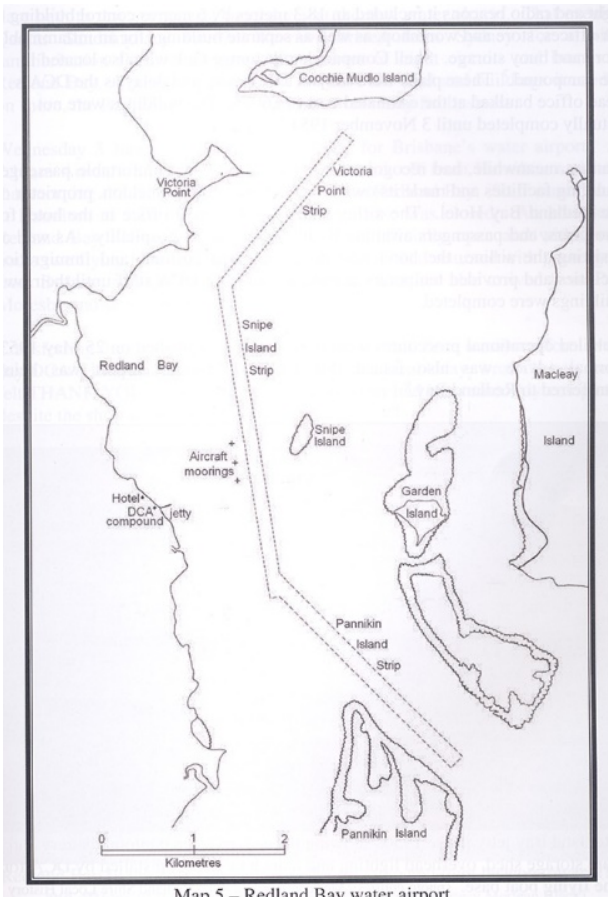


Redland Bay garage on Government Road, 1950s

HP4112

Redland Bay garage closed and for sale, 2013

HP6525



Map 5 – Redland Bay water airport

Flying boat runways and mooring points 1950s

HP7086



Redland Bay Caravan Park in the 1950s, located now on what is Broadwater Terrace and Gray Street HP4093



Looking south down James Street in the 1950s

HP1057

Land sale sign, 1991

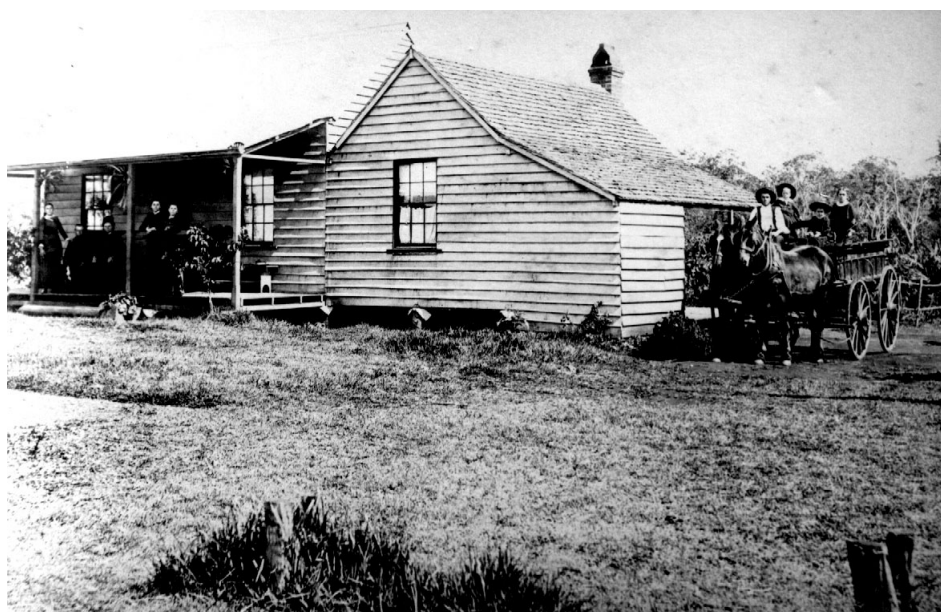
HP1515



The Muller's home, c1927
HP7025

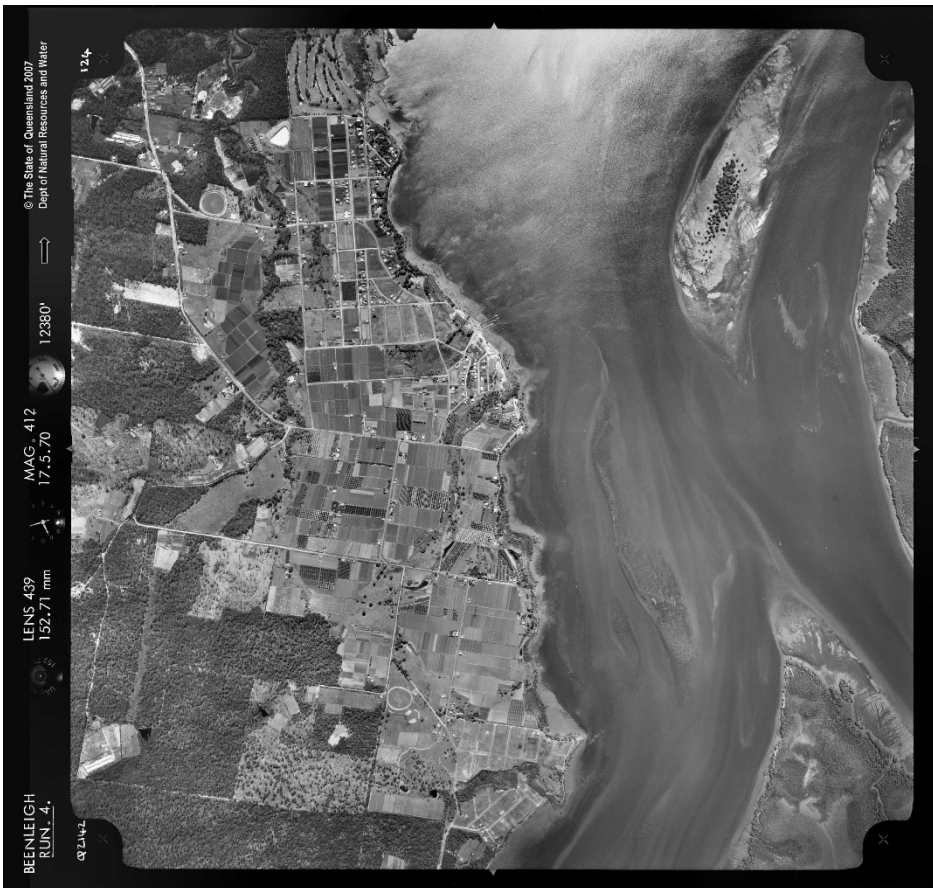
Bayview, James and Jane Moore's
house, built around 1882

HP0414





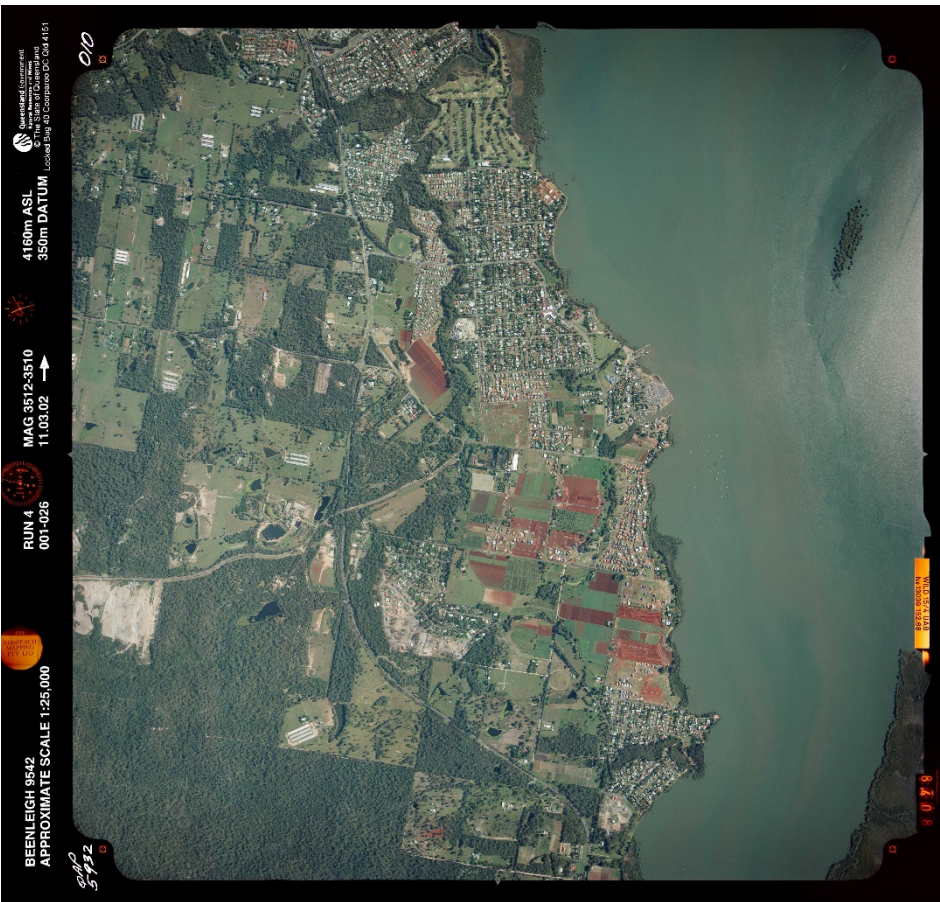
Redland Bay aerial 1955
Qimagery



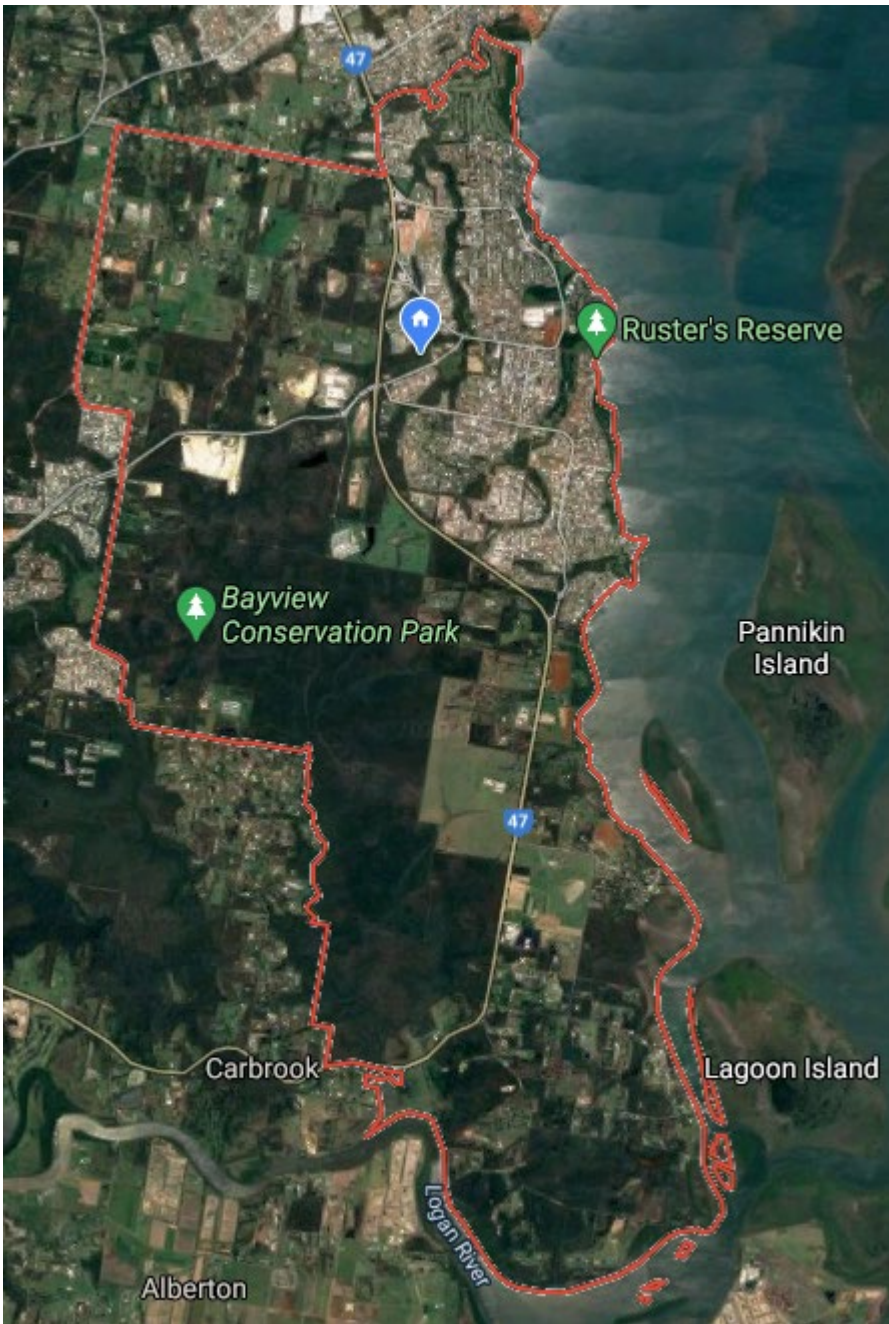
Redland Bay aerial 1970
Qimagery



Redland Bay aerial 1990
Qimagery



Redland Bay aerial 2002
Qimagery



Google maps 2020