St Lucia – Industrial and Retail Development

Peter Brown

St Lucia History Group Paper 15
ST LUCIA HISTORY GROUP RESEARCH PAPER

15. ST LUCIA – INDUSTRIAL AND RETAIL DEVELOPMENT

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1. PRIMARY INDUSTRIES - Farming

Primary Industry commenced in St Lucia in 1852 when the first Government land sale occurred – just one nineteen acre (7.7 ha) “Country Lot” described later as Portion 7 Parish of Indooroopilly. It was purchased by a Brisbane businessman Robert Cribb, who put a man in charge and called it Lang Farm. The farm had frontage to Brisbane River and Toowong Creek and had fertile flood plain land and small hillsides. It was ideal for Cribb’s purposes, and was used for over thirty five years by several owners as an experimental farm for the acclimatisation of imported plants and trees, as well as for the production of produce for market. The Queensland Daily Guardian November 18 edition of 1865 contained a long and rambling piece written by a journalist who visited Lang Farm and parts are quoted below:

…longest under cultivation of any farm in the neighbourhood….for the purpose of affording a subsistence to its occupant…immense number of orange trees among…the potatoes…cabbages. Table grapes with a great quantity of fruit grow in rows on the eastern side of the hill. Mulberries seem to thrive. The only other thing calling for special notice is a huge olive tree, which is literally smothered over with bloom, and promises to bear fruit...of the variety used for making of olive oil.1

Lang Farm closed about 1887 when land for a rd was resumed through the middle of it – now Gailey Rd / Sir Fred Schonell Drive. The eastern part of it went on to be used for a mansion and gardens, and later for housing subdivision.

According to the Postal Directories around 1900, the area to the west of Gailey Rd, probably where the bowls club is today, was recorded as being Chinese Gardens.2

Between 1858 and 1860 the Government sold off the rest of the peninsular in 20 – 80 acre (8 – 32 ha) farm lots, almost all of which had river frontage. Access from Brisbane was by a track off Moggill Rd, now known as Burns Rd / Indooroopilly Rd/ Swann Rd / Carmody Rd.

The six farms on the generally low-lying northern side of the peninsular between the now Ryans Rd and the University of Queensland, were described as Portions 9 to 14. Each of these were farmed by resident families who would have had dairy and beef cattle for their own use, horses for work and travel, chickens and vegetable gardens etc. An initial crop was cotton when the Government was paying a bounty for it, but later the main crop became sugar cane.

Prof. Robinson of Queensland University had discussions in 1950 with two elderly local residents who were born on the farms. His report says:

…in the main ……[the area] was a farming community, growing potatoes, pumpkins and other vegetables, maize, lucerne, bananas, pineapples, cotton, and sugar, and even arrowroot, with some orcharding and dairying. Among the settlers of this sugar period may be mentioned Behan, Carr, Dellar, Pitty, Moore and the Spode brothers… these lived [probably on Portions 9 to 12].3

Portion 10 was described in 1885 as having ‘gentle undulating ridges… fertile soil, natural drainage, grand scenery, and beautiful river breeze… the soil is fertile being all under cultivation.’4 Portion 11 was described at the same time as: ‘rich in alluvial soil, which has been under crop with sugar cane.’5

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1 Queensland Daily Guardian 18 November, 1865 The Queensland State Library.
2 Post Office Directory 1912/1913 p37 The Queensland State Library.
3 Prof. Robinson’s 1952 Manuscript The University of Queensland and other Universities Fryer Library.
4 The Brisbane Courier 1 December 1888 Sales Lithograph Hyde Park Estate, The State Library.
5 The Brisbane Courier 30 June 1885 Sales Lithograph River Bend Estate, The State Library.
These six farms generally ceased operation in the mid 1880’s when they were purchased by residential sub-dividers. Whilst the housing land did not sell well, the farmers had gone, and the land appears to have been left fallow for many years. Half of Portion 9, situated in the Guyatt Park / Brisbane St area did continue being farmed by Martin Depper until about 1920. Locally born resident Denise Venables remembers the Dalrymple family having a dairy herd in paddocks off Warren St in the 1940’s, and Mr Pierce had a market garden on the south-east corner of Warren St and Carmody Rd in the 40’s and 50’s.\(^6\)

Two farms at the end of the peninsular, Portions 15 and 16, were similar to the others but also concentrated on dairy farming. It is believed that John Carmody squatted on one of these farms in 1853, eventually buying it in the 1858 sale. Prof. Robinson reported ‘the herd sometimes touching the hundred mark.’\(^7\) The Carmody family continued farming until 1926 when the land was resumed for the University of Queensland.

Round the corner, Portions 17 and 18 were mainly used for beef cattle grazing.

On the southern side of the peninsular, in the hilly country, Portions 19 – 25 were known as Pitman’s Paddock and later McKinnon’s Paddock, and were used for raising and fattening cattle for slaughter.

Portions 29, 30, 31 and 8, being quite steep country were probably not used for farming, although most of the decent timber may have been logged in the early days.

Portions 17 to 25, 29, 30, 31 and 8 all basically ceased any farming when they were eventually purchased for residential subdivision. Part of Portions 8 and 31 were subdivided in the 1890’s, and the remainder, together with the other Portions basically subdivided from 1920 on. Locally born resident Ian Venables remembers the now Jack Cook Park having cows run in it by Oscar Jones up until the 1960’s, and Perrin Park having horses in it.\(^8\)

2. PRIMARY INDUSTRIES – Associated

William Dart built a sugar mill on the banks of the river on his property at Portion 13 in the 1870’s. The mill replaced the earlier visiting Walrus, a stern wheel river steamer. The mill crushed sugar cane from the surrounding farms, and also from other farmers with river access who brought their cane to an adjacent jetty. Initially the mill was turned by four horses, but later became steam driven.

Prof. Robinson reports on Dart’s mill:

[In 1867] he put up the sugar mill, almost on the riverbank on the site of the present University boat shed. Dart’s mill was small…the sugar mill was built of timber and corrugated iron with a tall brick chimney. The cane … was crushed between rollers turned by horses. The resultant sugar was wrapped in Japanese mats. The molasses remaining was given to children who used to carry it away in billies and tins. A dam with a stone wall was constructed… to provide the mill with a gravity supply of clear water.\(^9\)

A great deal of further information on William Dart and his sugar and other businesses is held by both John Kerr and Marilyn England. John reports that the sugar mill was probably started in 1868 by the Brisbane River Sugar Co, and William Dart was the person ‘giving out shares’.

\(^7\) Prof. Robinson op cit., p 9.
\(^9\) Prof. Robinson op cit.
In 1875 Dart added to the mill a unique modern system for refining sugar, based around a Vacuum Pan. The system attracted quite a lot of publicity and John Kerr has researched several descriptions of the plant, one being given in The Queenslander newspaper in 1876.\textsuperscript{10} It proved to be very successful and Dart won several medals, including gold for best sugar at the East Moreton Agricultural and Horticultural Association Show.

When sugar cane farming on the river banks became unprofitable around 1881, the mill was sold and is believed to have been used for a while as a saw mill by its new owner, William Wilson. The mill was severely damaged in the Great Flood of 1893 and probably demolished thereafter.

Until the early 1880’s Sparks and McKinnon, butchers, had a slaughter yard probably on Portion 19, close to Jetty Rd.

A stone quarry operated for many years where the University Regiment is today, on Walcott St.\textsuperscript{11} The stone was crushed and used for foundations\textsuperscript{12} and for road base.

Through the 1880’s up to 1896 the Carmody Family dug up the banks of their creek and the river and supplied ballast sand for overseas ships which had no return cargo. Punt’s were run in under the high bank of the creek and sand was wheeled into them in barrow across planks.\textsuperscript{13} The creek is now the Alumni Teaching Gardens of the University.

The dredging of sand and gravel from the river adjacent to St Lucia for the manufacture of concrete, occurred almost everyday for most of the twentieth century; barges and tugs, or self-propelled boats, were a common sight to residents.\textsuperscript{14}

In 1933 a Mr V F Holman applied for and received Council approval to erect a small factory for the production of non-intoxicating wine, on the riverside edge of Macquarie St (in the vicinity of Laurence St).\textsuperscript{15}

\begin{thebibliography}{10}
\bibitem{10} The Queenslander 14 October 1876 p 26 c 2.
\bibitem{12} Brisbane History Group University of Queensland Campus Tour Building p 67.
\bibitem{13} Prof. Robinson \textit{op cit.}, p 9.
\bibitem{14} Daniel P The Brisbane River 1990 The Australian Littoral Society p 30.
\bibitem{15} BCC Minutes Health Parks and Properties 18 July 1933, BCC Archives.
\end{thebibliography}
3. MANUFACTURING INDUSTRIES

3.1 Boat Building

Boat Building was probably the first manufacturing business on the peninsular. John Raven was a fisherman but also built cedar boats on the river bank of Portion 14, around 1880. His cottage and shed were close to the sugar mill, and were destroyed in the 1893 Great Flood.

In 1924, Franciscus (Francis) Ygosse bought nearly half an acre of land (2023 m²), Lots 1, 2 and 3 of Glenolive Estate on the southern bank of Toowong Creek, where it joins the Brisbane River; high-rise No 2 Sandford Street occupies the site today. Francis had learnt his trade with the Dutch navy before coming to Brisbane and he and his wife began the business Toowong Boat Slip where they, and later their son Noel, built and repaired wooden boats for forty years. Francis built their house, a small shed, a jetty and a larger shed with a rail mounted slipway, shaded by several large trees.

Noel reports that they built everything from dinghies ‘at £1 per foot’ to forty-foot pleasure motor yachts ‘at £100 per foot’. Their busiest period was during World War II when they employed fifteen men, and were engaged in the repair of forty-five-foot patrol boats, aircraft crash boats and the building of dumb barges for the Australian and American forces.

Local resident Jim Mackenzie recalls that as a youngster in the 1930s he was not allowed to have a bicycle, but remembers being allowed to build an 8-foot bolly-gum rowboat with free help from Mr Ygosse. He used to launch it from a hand trolley at the end of Ferry Lane (now Austral St). Mr Ygosse was renowned for calling everyone ‘matey’.

Dale Venables recalls fishing off the jetty in the 1930s and ‘40s and walking through deep wood shavings to get there.

Percy Hanlon’s father took the Toowong ferry to Francis’s slipway whenever it needed repair or cleaning, and Percy sometimes had the job of painting the interior.

After the war, the business reverted to building and repairing mainly pleasure craft. Francis died in 1955 and Noel carried on the business until the land was sold for high-rise housing in the mid 1960s.

32 foot Commander built at ‘Ygosse, Shipwright Boatbuilder’

Certificate of Title No 121342 Vol 769 Folio 82 Gailey/Jackson/Subdivision.
Noel Ygosse addressing the SLHG meeting December 2009.
Pers. con. with Dale Venables November 2006
3.2 J M Mitchell Fencing

Scottish immigrants John and Elizabeth Mitchell were farming at Long Pocket at the time of the 1893 flood and were still there in 1900. However about 1902 a woven-wire fence business was established by them in St Lucia. The Mitchells exhibited the fencing at the annual Ekka Show.

The factory was located at the rear of the family home Cairngorm, now the University Alumni Centre on Walcott St. Neighbours the Alveys recall the concrete slab of the factory still being there in the 1950s.


The following notes are taken mainly from a 2004 record of discussion between the author, granddaughter Mrs Isabel Navratil (née Mitchell) who grew up on the property, and great granddaughter Elizabeth.

According to a Cultural Heritage Report prepared in 1997 by Mary Howells and Ann Fallon:

Mr Mitchell had a franchise on ‘K’ wire fencing which was used extensively in rural areas. The area of land between the Regiment and Cairngorm was the site of two runs where the long strips of fencing wire were manufactured. A factory was built at the rear of the house where the fencing was coiled ready for transport. By the time of World War I, he was employing about twenty men, one of whom was to become his son-in-law, Gordon Mitchell [no relation].

The wire fencing franchise was called ‘K’ wire because the inventor came from Kansas, USA. When St Ignatius Church Toowong was built in 1935, Mitchell K wire fencing was used beside a footpath, quite probably donated by Mr Mitchell, a practising Catholic. That fence remains today in near-perfect condition, albeit with a coat of paint.

A Jas. Mitchell was living on the site in 1897 and was recorded as a labourer.

Elizabeth Mary, and John Moir Mitchell had three children: Edward 1880, Isabella 1891, and Charles 1893. Isabella married Gordon Mitchell (no relation) after Gordon returned from the World War I. They had six children although one boy was stillborn and another died when a baby. The other four children were: Mary 1922, Isabel 1928, Janet, and Robert.

Following John’s death in 1920 Gordon took over the business but was in poor health having suffered head, back and other wounds during service in Gallipoli. This meant the eventual winding down of the business, and the subsequent demolition of the factory in the late 1930s. Isabella and Gordon’s daughter Isabel grew up at Cairngorm and ‘Granny’ Elizabeth lived with them until her death in 1949. Isabel married Elemer Navratil and they had six children, including Elizabeth who has assisted with this research.

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21 The Brisbane Courier 15 August 1907 p.10.
22 Record of interview P Brown / Mrs Navratil (nee Mitchell) 2004.
23 Mary Howells and Ann Fallon Cairngorm Cultural Heritage Report 1997 Applied History Centre of Queensland University, sourced by C Dyer.
24 Post Office Directories 1897/1898, p.214, SLQ.
25 1946 Aerial photograph BCC does not show shed remaining.
Elizabeth also owned some land in Portion 13 which she sold to Council in 1929.\(^{26}\) John Mitchell named *Cairngorm* after a mountain near his family home in Scotland.\(^{27}\)

1935 Aerial photograph. The Mitchell factory can be seen upper left of centre. 
Courtesy The Fryer Library University of Queensland

Isabel has kept an absolute treasure – an original J M Mitchell fencing Catalogue No 6 from 1907 designed to fit into a shirt pocket. Mrs Navratil’s daughter Elizabeth, great granddaughter of John and Elizabeth scanned the 24 pages of the catalogue; the colour was purple on white and quite hard to read being so small. Two pages are produced here, together with a photograph of the wire loaded onto the back of their utility.

\(^{26}\) BCC Council meeting minutes 1929 p 366.
\(^{27}\) Email 24 January 2009 from Great Granddaughter Elizabeth Navratil.
3.3 Alvey Reels

This manufacture of fishing reels was the biggest and the most well known manufacturing business ever in St Lucia. Long-time resident Joan Haig has researched the history and has obtained from the Alvey Family a wonderful document “The story of Alvey”, which follows in full, and our thanks to Joan and the Alvey Family for its use and for the photographs:\(^{28}\)

The factory was in Macquarie St where Charles Alvey and his wife had lived in a cottage next door (where Waterville 164 Macquarie St is today) from 1918, starting with a small shed and growing over the years to include the cottage which became the attached office.\(^{29}\) When Charles died in 1945 Lots 2, 3, 4 and Resubs 1, 2, and 3 of sub 2 Portion 12 passed to his son Ken and were then sold in 1976 for $250,000.\(^{30}\)

After World War 2, timber was in short supply and at that time the factory converted to using fibreglass.

In the 1950s the Jack Alvey built a new house for his family, including the current factory owners, sons Glen and Bruce, on the corner of Hood and Rock Streets. The house was sold to the University and since 1983 has been used by the School of Journalism and others.\(^{31}\)

Jim Mackenzie says that the Alveys were a Salvation Army family, and had a strong policy of employing handicapped people whenever possible. Joan Haig reports that the Milne Family lived opposite the Alvey’s house on Macquarie St and had three sons who played brass instruments in the Salvation Army band; they were good musicians.

It was reported in 2015 that more than 2 million Alvey reels had been sold; the top-of the range reel sold for $500, and the company was facing difficult times trying to compete with cheap imports.\(^{32}\)

\(^{29}\) Post Office Directory 1918.
\(^{30}\) The Worker 20 September 1948 p 16; Pers. Comm.. Bruce and Glen Alvey 2006.
\(^{31}\) St Lucia Campus Tour 1998 Brisbane History Group.
THE STORY OF ALVEY
by Bruce Alvey
Grandson of Charles Alvey

The Alvey reel is accepted today throughout Australia, and in many overseas countries, as the most efficient and reliable reel marketed. It has achieved this popularity wholly on a faultless performance in the angling field. In competition fishing, often under very adverse conditions where gear must be reliable, users of Alvey reels built such an impressive record of championship wins that the superiority of the Alvey soon became well established.

To trace back the history of production, we must look back to the year 1920, when Charles Alvey, an English migrant, saw the need for a fishing reel that was easy to use, easy to cast, simple to maintain, and solidly constructed to give many years of trouble free angling.

Working on the basic principle of the Scottish Mallock reel, he designed a reel which allowed the body of the reel to be turned sideways when casting, permitting the line to strip freely from the edge of a specially shaped spool. This took away the problems of backlash and overrun common to users of the multiplying type of reel. When the reel was returned to the fishing position, it afforded the best positive direct rewind of the centrepin reel, which lost favour only because of difficulty in casting. So the Alvey reel came into being, combining easy casting and forceful rewinding. While it was revolutionary in its early stages, anglers came to recognise the advantages of using this type of reel.

The original factory, if it could be so called, was a small shed without electric power in the Brisbane suburb of St Lucia, where by using a treadle lathe, Charles Alvey painstakingly produced about twenty reels per week. His work was so meticulous that anglers called the Alvey ‘The reel you cannot wear out’.

By 1923 the demand had become so great that Charles Alvey’s son Ken, a qualified pattern maker and draftsman, joined the business and a partnership was formed. Together they steered the company into the 30’s, pouring all available profits back into new machinery and taking on more staff to increase production. By this time about 25,000 reels were being produced annually.

The year 1939 brought the second world war and an abrupt halt to Alvey production. Machinery was converted to assist the war effort by producing vehicle and aircraft components which were to be so essential over the following six year period.

It was not until 1945 that efforts could be turned again to the manufacture of fishing reels. Also in 1945 Charles Alvey passed away, leaving behind a devoted family to carry on the business that he had lived for.

Ken Alvey’s son Jack joined the firm in 1946 after obtaining his qualifications with a local engineering works. Jack also was a keen fisherman and champion distance caster, able to further the strong liaison already established between the firm and many of the top anglers of the day.
This association kept Alveys in touch with the ever changing trends, and brought about quite a few modifications to the reels which were suggested by the end users. In return the Alvey company always has maintained a strong involvement in the promotion of the sport of Angling, giving support to the National, State and Divisional organisations, as well as individual clubs and such projects as the Junior Anglers Association.

The post-war demand for the product created a constant struggle to cope with necessary production. Buildings were erected and new machinery was installed, with every bit of available space used. Even with a staff of fifty people, many hours of overtime were worked, automatic machinery was introduced, and methods of production became more streamlined. By this time, overseas orders were starting to come in, adding further pressure on top of the domestic production requirements. In the early 1970s it became an absolute necessity that some future plans be made to move to larger premises, as no further expansion could be made at the St. Lucia factory.

Ken Alvey died in 1973 after leading a full and successful life. He was at least spared the anguish and heartache of the disastrous flood early in 1974 which caused havoc in Brisbane and severe damage to the Alvey factory. Enormous effort was required to bring manufacturing back on line two months later. The clean up was a dirty job but members of the public and many fishing club supporters donated their time and efforts to assist the Alvey family and staff in this horrid task. This temporary set back delayed the company’s expansion plans; however, they were postponed, not put aside.

Around this time, Jack Alvey’s eldest son Bruce completed an Engineering course and joined the company. With this union, the Father and Son partnership was re-established.

In 1976 the initial design for new factory and office premises appeared on the drawing board. From this point many months of consideration were given to the layout of all machinery to achieve optimum efficiency. Early in 1978 the dream started to become a reality when land was acquired in the Industrial estate at Carole Park, and tenders were called for construction. From this point things happened very quickly, and by September the building had been completed and the major shift had been accomplished.

In 1987 a major expansion of the Carole Park plant was executed, taking the buildings to the maximum size allowed on the area of land. Plastic injection moulding machines were installed, and a new range of products using the latest technology emerged.
This machinery allows the latest fibreglass, carbon and graphite materials to be used in the manufacture of the Alvey reels. With the purchase of the tooling for the fishing tackle items in the ‘Capstan’ range of products, Alvey became fully involved with the production and marketing of a wide range of fishing accessories such as hand casters, bait traps, bait buckets, tackle boxes, and other plastic items. This list will continue to expand in the future as we provide the anglers of Australia and around the world with value-for-money functional and reliable products.

In 1988 Jack’s youngest son Glenn joined the company, bringing with him computer, management and administration skills. The Alveys acquired the property next to theirs on the Carole Park industrial estate in 1990 to ensure the company’s expansion in the future is never held back by lack of space.

During the 90’s decade there was a major change in the methods of construction of our most popular reels. In the early 1990’s the first graphite back/fibreglass 4” (100mm) reel was designed and manufactured. An ‘Easy Cast’ system based on a very early 1930 system was developed and by using tough strong injection moulded plastics a new range of economy reels was started.

The 4” (100mm) and 5” (125mm) models incorporating the Easy Cast system certainly proved to be what the market wanted with tens of thousands of these models being produced.

Larger models in the 6” (150mm) and 6 ½” (165mm) were added to this range in the 1997-98 era. To retain the reputation of indestructible it was decided to retain the metal Ferguson style side cast on the larger series married with a ultra light yet ultra strong graphite back which literally bounces off the rocks or concrete.

In 1997 a fully vented graphite blue water salt water fly reel was added to the Alvey range in place of the older heavier metal and fibreglass SWF reel. This was well received by the market and reels were exported to USA, NZ and UK.

The year 2000 saw the release of the vented 6500 series reels and 6000 series in mid 2001. These reels offer anglers a lighter sportier looking reel with a substantial investment by the company into new tooling to produce these.

Sadly in June 2001 Jack Alvey passed away after a long battle with cancer. Jack was widely respected throughout the fishing community and the Queensland Manufacturing businesses. In 1999 Jack was awarded an OAM for his efforts in promoting recreational fishing and strongly supporting junior anglers wherever possible.

Late 2001 will see the release of the first graphite vented 825 series boat reel. This will use a graphite back and vented spool to keep weight down but still offer the angler a powerful low maintenance reel for deep sea fishing.
Charles and Edith Alvey at the factory circa 1930
3.4 Joinery

On the north-west corner of Munro St and Macquarie St Mee Ling and Tong Lee ran a joinery business, making household furniture under their house. Postal Records show Tong Lee in business in 1918. H Lee is recorded as a furniture manufacturer in 1940, and in 1951 was asking the Council to do some river-bank work at the end of Munro St to prevent erosion of his river wall. Historian and local resident from 1945, Rosamond Siemon, still has a radio cabinet made by the Lees. Local residents the Dickenson family also have a sideboard and an inlaid table form the factory. Joan Haig reports that the Ling / Lee families on Macquarie St also grew vegetables for local sale, and Mr Lee was a herbalist, and silkworm vendor. Bruce Alvey says that Mr Lee also made Alvey style reels, as no one seemed to own the patent.

Table made by Mr Tong Lee
Courtesy Ms McGowan

Joan also reports that the Schultz family lived at 190 Sir Fred Schonell Drive, almost opposite Allen’s Store, and Mr Schultz was a coffin manufacturer; Joan Haig and Lenore Jensen remember playing in and amongst the coffins in the workshop at the rear of the house. (This house has recently been elevated and had apartments built at the rear where the workshop was)

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33 Joan Haig in St Lucia History Group Booklet No 1 Macquarie St p 4.
34 Post Office Directory 1918 p 98 op cit.
36 Brisbane City Council Minutes 1950-51 p 849.
38 Refer A Derbyshire.
4. SERVICE INDUSTRIES

4.1 Ferries

The history of the St Lucia cross-river ferries is included in Paper 18 section 5.

The river has been used by ferries to and from Ipswich since 1846, when they provided passenger and cargo transport, in later years calling at St Lucia if needed. One of these was Pearl which sank in 1896 with loss of life whilst providing a cross-river ferry service to replace the washed away Victoria Bridge.

Since the 1940s a daily tourist ferry service has been operated from Brisbane City to Lone Pine Koala Sanctuary and return. From the 1980s it was operated by the Mirimar, a sixty year old timber boat (pictured in 2006 and an earlier boat in 1953 surrounded by an outbreak of Hyacinth.\(^{39}\))

It was eventually replaced by a modern catamaran Mirimar II in 2009

\(^{39}\) Ex AD
4.2 Limestone Barges

No history of St Lucia would be complete without mention of the Cementco which from 1949 until 1984 passed St Lucia up to four times a day. It was a very large self-powered barge carrying dead coral (limestone) dredged from former reefs in Moreton Bay, to Seventeen Mile Rocks for the cement works at Darra. The system was specifically modified to allow rapid loading and bottom discharge, allowing the barge to come up on every rising tide, and return with the falling tide, twice a day.

Cementco from The History of QCL

The Cementco was in fact Crusader 2 commissioned by the Army in 1942 to carry heavy equipment and supplies to PNG. She was 67 m in length and weighed 2000 tonnes. She was sunk near Flinders Reef in 1984 as a dive wreck and remains a popular site to this day, being upside down, with the large bottom hopper doors providing easy access. \(^{40}\)

Several other barges were also engaged in this work beginning in 1932 with the Crocodile, progressing through the Kyogle, the Darra (1966-1987), SB1 and SB2 (1969-1990) and the John Oxley (1990-1998) until the cement works closed in 1998. Most of these were either fitted with hopper doors to allow bottom dumping, or in the case of SB1, SB2 and the John Oxley were split barges, hinged at deck level. \(^ {41}\)

Darra at launch, from The History of QCL.

The John Oxley, had two huge deck-mounted diesel outboard motors and the barge could be heard coming long before it arrived. It was an amazing sight to see such a large ship manoeuvring in the narrow parts of the river. At Fig Tree Pocket, the barge towered over the small riverfront houses, and seemed to be within touching distance.

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\(^{40}\) MV Esperance Star website, accessed 1 January 2006.
\(^{41}\) Anderson J *The History of QCL’s Darra Cement Plant* 1998 QCL
Rosamond Siemon reports that she and her future husband were drifting down the river in a small boat one night with their minds on other matters, when they were almost run down by the Cementco running quietly with the tide.\textsuperscript{42}

Local childhood resident in the 1950s, Tony Manaity wrote:\textsuperscript{43}

[As kids] we worship the Cementco! It’s almost the world’s biggest ship, and carries cement either up or down the river, we always forget which. It’s grey, from the cement. Why do we worship the Cementco when it’s just a dull grey boat and slow, and goes absolutely nowhere of interest? Because it was built just after the war when there weren’t any marine engines to spare, and they used six Rolls-Royce Merlin Spitfire engines instead. And when the Cementco passes, because of these engines it creates a huge backwash that fans out behind the ship…like surf – but all thick and brown churning through the mangroves with a mighty rr.

(The Cementco did unfortunately become part of St Lucia’s history in the 1960s when the cross-river) ferryman, whose name is Jack, will not live forever; in fact he’ll die in this very ferry, struck down in the middle of the night by the Cementco. How will he – on a dark and stormy night – make the simple error of getting in the way of Brisbane’s biggest ship?

Ferry historian Percy Hanlon advises that Tony is not quite correct in his memories; the ferry Phylis was run down by the barge Crocodile being towed by Harry Sullivan’s Luana and the ferry master was Peter Burke.

![The hull of ferry Phylis raised after the accident with barge Crocodile\textsuperscript{44}](image)

### 4.3 Working boats.

Numerous steamboats and paddle wheelers plied the river past St Lucia with coal for the power stations and gas works, and wool for the ports.\textsuperscript{45} Coal continued to be regularly transported down the river in barges until the 1990s.

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\textsuperscript{42} Rosamond Siemon notes February 2005
\textsuperscript{43} Tony Manaity \textit{All over the shop} 1993 p 152-3 Penguin Books.
\textsuperscript{44} P Hanlon \textit{Oh-ver} History of the Brisbane Cross-River Ferries, 2000
\textsuperscript{45} P Hanlon \textit{Oh-ver} History of the Brisbane Cross-River Ferries, 2000.
Jim Mackenzie reports that he was nearly run over by the hulk of the old warship Gayundah one foggy day when out fishing, because in hurriedly pulling in his anchor he was forced to drag himself towards the ship to release it.  

Up to sixteen sand and gravel dredges worked the length of the river and provided the aggregates for much of Brisbane’s construction industry. These dredges were either self propelled, being old coastal freighters, or were barges pushed by tug-boats. Their activities in dredging in the river around St Lucia led to the continuous collapse of river banks, and many complaints. They were forced to stop in 1995 on environmental grounds.

4.4 Other businesses.

The first motor vehicle repair business was McDonalds Motor Garage. Doug McDonald began his business in the 1920’s in his home garage at 60 Gailey Rd. He purchased two blocks of land in 1926 and built his garage there. He advertised his business in 1930 and by then had set up a full service station on the corner of Gailey Rd and Sir Fed Schonell Dr. The picture shows the garage which had a double fronted showroom/ office facing the street with pumps outside, and two service bays behind facing towards Sandford St. It was situated quite close to the existing neighbouring house, probably where the diesel pumps are today.

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46 Jim Mackenzie notes February 2005
48 Ironside School Diamond Jubilee op cit.
49 Post Office Directory 1935 op cit.
50 Aerial Photograph 1946 Brisbane City Council.
The family also owned a tennis court behind the adjacent general store – the store and court being about where the car parking bays and lawn are at present, on the Sir Fred Schonell side.\(^5\) (The actual corner of the site was for many years a mixed business, not part of the service station). Postal Records for 1949 show McDonalds Garage was still trading.\(^5\) Photos from 1971 show Ampol operating on the site and they continued the repair service until being taken over by Caltex circa 1995, who converted the service bays into a convenience store.\(^5\) The service station closed in 2007 and the site was sold for an apartment development.

Keith Taylor and Harry Illingworth opened a motor vehicle repair business together with an Ampol petrol station on the corner of Sandford St and Gailey Rd (not now 32 Gailey Rd) in the late 1950’s and it operated until about 1985.\(^5\)

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52 Post Office Directory 1949 op. cit.
53 BCC Brisbane Images website.
In the early 1960s the site of the future Shell motor vehicle repair business together with a petrol station was filled – it having been part of Toowong Creek (another part of the original creek can still be seen opposite the end of Sandford St) It remains in business today.

In 1953 Cramphorn and Millen received approval for the rezoning of Lots 483, 484 at 226 Hawken Drive from Residential A to Local Business for the purpose of a service station. In the 1950s 60s and 70s Jimmy Cross ran a car repair and repainting, and a racing car parts manufacturing business underneath a service station in Hawken Village, about where the bottle shop etc is today. Jimmy Cross married Dell McDonald whose father owned the Gailey Rd Ampol garage.

56 BCC Council Minutes 1952-1953 p 355
57 Record of conversation Brown/Venables 2003
The *St Lucia Motors* service station, branded Caltex, was operated by 1960 at 226 Hawken Drive by Guy Von Leeuwen, until its demolition in 1976, soon after Jimmy Cross’ death.

In 1963 there was a proposal before Council to construct a service station on the corner of Ryans Road and St Lucia Road, which was opposed by local residents.

Mr Grossett had a refrigeration repair business under his house on the south-east corner of Sandford St and Gailey Rd during the 1940’s before selling the land to BP for a service station. The house is visible in the photograph of Toowong Creek bridge being rebuilt in 1954.

Lynch’s carpet cleaning factory, and the base for their commercial cleaning business was on Sir Fred Schonell Drive opposite the end of Laurence St from the 1930s to at least the ‘60s.

5. RETAIL and ALLIED SERVICES

Information signs installed at Hawken Village in 2015 at the request of the SLHG, with the wording based on submissions by the SLHG.

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59 *The St Lucia Gazette* December 1976.
60 BCC Council minutes 1963-64 minute 896
5.1 Small stores and home deliveries (part 1)

The earliest farmers on the peninsular in the 1850’s had to make the journey to Brisbane Town for their only shops. The easiest route was by rowing punt down the river, but it would have been necessary to time the trip to suit the fast flowing tides, down and back. The overland journey was an arduous one over rough tracks; the farmers and their families travelling by horse, or horse buggy. Using the names of the roads today, they would have gone via Carmody Rd, Swann Rd to Fiveways, down Indooroopilly Rd to and west along Toowong Creek, up Burns Rd to Moggill Rd, down High St and along Coronation Dr or Milton Rd. There was no bridge across Toowong Creek until 1887.

Toowong began to develop as a small village in the late 1860’s and developed much faster with the coming of the railway station in 1875. The first Post Office opened in Toowong in 1873 and other small shops opened too. A twice weekly mail service began to operate from Toowong to Darts Sugar Mill in 1874, with local farmer Alexander Watts as the Receiving Officer, but this service only lasted three years. Between 1889 and 1892 Mrs Eliza Barker the wife of the local Boundary Rd ferryman operated a similar mail service.

There are several oral records of the first store in St Lucia, but further research has shown that some dates appear to be incorrect. The following note was made by Professor Robinson’s 1952 after interviewing two long term residents:

About 1884 the ‘Ironside Post Office Store’ was opened on the lower part of the [Ironside] estate by Mr [David] Guyatt, [corner of Bryce St] but was shifted after the 1893 flood to the higher position at Ryans Rd corner where, with a slight lateral shift in 1950 to ensure traffic visibility, it still remains.

[The 1893 floods]: The Ironside store floated off its stumps, but was tied securely to a post with a wire clothes line…

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63 Darbyshire, A. *op cit.*
64 Robinson F W Prof. ‘The University of Queensland at St Lucia and other Universities 1952’ and other papers.
In 1978 it was reported:

She [Wendy, one of David Guyatt’s great granddaughters] remembers that her great grandfather owned the first St Lucia general store and post office on the corner of Ryans Rd and what was then St Lucia Rd…

David Guyatt did not arrive in Brisbane until 1884. The land on the lower part of Ironside Estate – the north-east corner of the junction of Bryce St with Sir Fred Schonell Drive was not subdivided until 1885 and not purchased by David Guyatt until 1886.

Photograph provided by D Guyatt (jnr) in Ironside State School Centenary 1870-1970.

The Post Office Directories indicate that David Guyatt lived at Sir Fred Schonell Drive from about 1888 and carried on his trade as Carpenter. The Directories have him listed as a ‘storekeeper’ for the first time in 1894, but were based on the previous year.

The School Head Teacher at the time, Mr Wagner, said that the shop stood in what is now Guyatt Park.

David Guyatt is noted as the Receiving (Post) Office Keeper operating the postal delivery service from his store from July 1892. David purchased half an acre (2023 m²) of land on the corner of Ryans Rd and Sir Fred Schonell Drive but not until c.1904.

The corner of Ryans Rd and Sir Fred Schonell Drive would have been an obvious place to locate a post office and store, at a relatively busy high profile junction. The Title Deeds show no formal agreement between the owner and local resident Richard Gailey. At that time, that land was part of sixty acres of virgin bush, known as Sub-division 2 of Portion N8, which had been owned by Gailey who lived nearby, for fifteen years. It is likely an informal lease was agreed, and the store and house relocated soon after the flood.

The current interpretation is therefore that David opened the store c.1890 on his land at Sir Fred Schonell Drive, now Guyatt Park, that it floated off its stumps in the 1893 flood, and was moved to the new location on the corner of Ryans Rd soon after.

Guyatt delivered groceries and animal feed in a dray pulled by what the granddaughter described as a ‘stallion’. Great Granddaughter Wendy has painted a picture of the store, from the above photograph.

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65 St Lucia Gazette  Vol. 5 No.7 December 1978 p 5 c 5 Fryer Library University of Queensland.
66 The Brisbane Courier 2 May 1885 Auction Sales, Ironside Estate, p 7 c 2.
67 Certificates of Title No. 3016 Vol. XXX Folio 34 Portion 9B, No 93908 Vol 625 Folio 148.
68 Post Office Directories 1885-95, The State Library of Queensland.
70 Darbyshire, A. op cit.
71 Certificate of Title No.169302 Vol 1027 Folio 42 Guyatt 1904.
According to great granddaughter Nanette Asher;

The photograph would appear to be a staged one suggesting it may be circa 1900 on the occasion of the departure of son Allen, centre, dressed like a Dandy, for Charters Towers. To the left are David and wife Martha dressed as though they have just come out from working in the shop. To the right are daughter Jessie [Dolly] and son David jnr. On the far left is the horse and buggy David used for delivering goods to his customers homes.\(^73\)

Lloyd Rees wrote of his time as a child in St Lucia in 1902-1907:

Guyatt’s Store, where we did much of our odd buying - the little things that had been forgotten. Time and again, Mother would say, ‘Go up and get a tin of rabbit for breakfast.’ The store, run by Dolly Guyatt and her mother was really the hub of Ironside and the terminus for the horse-drawn bus from Toowong. There was no other store in the whole of the great bow of river from Ironside to Indooroopilly and as there was no hall, no church and no hotel, the store became the meeting place and gossip centre of the district.

It also happened to be the post office and those being the days of open postcard correspondence, it was natural and even desirable that tid-bits of local news should greatly enliven the gossip sessions.

Every afternoon, ‘Jockey Jack’ the Toowong newsagent, trotted along the rd on his little horse with panniers on either side holding goodness knows what else besides papers, to sell to the distant farmers.\(^74\)

David Guyatt’s Store was the first and only shop on the peninsular for twenty years. The Brisbane & Suburbs Map of 1927 confirms that Guyatt’s Store had a Pillar Box. Mr Guyatt still had the store in 1923 but by 1929 he had retired, but still lived in his cottage behind.\(^75\)

The store had various operators thereafter, including W & J Alderdice (1935), Micheljohns (1950s), and Smiths; towards the end of its life it was a greengrocer’s store.\(^76\)

In 1902 Mr Guyatt requested that a tap and a trough be installed from the water main being laid in the Ironside estate.\(^77\)

In 1953 Brisbane City Council resumed the corner on which the store stood, for rd works, and the store was to be relocated further west on the block, still on Sir Fred Schonell Drive.\(^78\) By 1970 (and probably many years before) the building had had an awning added to it.\(^79\) The St Lucia Gazette reported that the building was still in existence in October 1975, but was closed, with a Mr Guyatt still living in the cottage behind. About 1975 it was demolished to make way for the current apartment block, but the site retained its commercial/residential

\(^{72}\) Copy of Painting sourced by J Haig.
\(^{74}\) Marilyn England Paper to SLHG on Lloyd Rees and Peaks and Valleys.
\(^{75}\) Sunday Mail 28 July 1929, article on St Lucia.
\(^{77}\) The Brisbane Courier 13 June 1902 p 6.
\(^{78}\) Brisbane City Council Minutes 12 February 1950 p 593.
zoning to provide the café and hairdresser that is there today. A Pillar Box for mail remained at that location for one-hundred-and-ten years until removed in 2003.

Where advertisements appear in this following section they are generally taken from various Ironside School historic documents, Bob Browning’s scrapbook, and the St Lucia Gazette and thanks are given to them.

The second store to open was at 264 Swann Rd. The Postal Directory for 1913-1914 records the Albert Theodore Davies Store as being on Gailey Rd (the location actually being on the corner of Gailey and Swann Rds). By the following year the records showed it in Swann Rd. By 1925 the Postal Directory shows the Davies’ still living in the house, but from then on the store appears under other names. The 1927 map of Brisbane & Suburbs shows a store as the ‘SPQR Store’ at Fiveways; it had a pillar box and a public telephone. That original store remains empty but untouched today, just on the St Lucia side of the Fiveways roundabout. It is built to the front boundary alignment and incorporates an awning over the footpath supported by timber posts. A Pillar Box remains in the vicinity today. The store is included on the Brisbane City Council Commercial Character Building Register.

From 1925 another store, next door at 266 Swann Rd was listed in the Postal Directory, operated by Isaac Horatio. It too remains today but with a late 1940s extension on the front clearly visible.

There were two advertisements in the 1930 Ironside School Diamond Jubilee Book for the shops at Fiveways, probably 264 and 266 Swann Rd. It is believed one of these, 266, was built by George Dopson, who was still living in the vicinity, in Dopson St, in 1970; Mr Dopson was also a blacksmith. Like 264 Swann Rd, number 266 is included on the Brisbane City Council Commercial Character Building Register.

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82 Brisbane and Suburbs St map 1927 State Library of Queensland Ref. 841.1
83 Brisbane City Council Commercial Character Building Register as at 1 Jan 2003.
85 Brisbane City Council Aerial photograph 1946, shows shop without extension
86 Set of drawings of proposed St Lucia trolleybus route, 1949, Brisbane Tramway Museum.
87 Ironside School Diamond Jubilee op cit.
Gwen Davis letter 1970 from Ironside School, sourced by C Dyer.
By 1923 Guyatt’s Store had also been joined by J & A Allen’s mixed business, complete with public telephone, on the south-west corner of Mitre St and Sir Fred Schonell Drive. 89 Jimmie and his sister Annie Allen ran the store for many years and were known to be good people, helping others over difficult times. 90 This store also has gone through various ownerships, and after rebuilding remains a mixed business today.

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90 Record of discussion Brown / Hudd March 2004.
The ferry service between Laurence St and West End formally commenced in 1923, and a store opened probably after 1927 on the north-east corner of Laurence and Macquarie Streets. The store is not shown on the 1927 map and is not in the 1925 postal directory. The following advertisement was published in 1930. In the 1935 postal directory it is shown as “Edward Whyte Store”.

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91 Post Office Directory 1935 p 88 *op cit.*
The Riverside News 13 September 1962

Joan Haig reminisces about this store – just across the rd from where she grew up in the 1920s and ‘30s. It was demolished probably in the 1970s to make way for an apartment block:

The ferry store was operated about that time by the Cox family. Allen’s was a much bigger store of a similar nature, on the corner of Mitre St...There were no doctors in St Lucia in the 1930’s. Milk could be delivered every day by horse and cart; Allan Guyatt had the ice delivery business. Ice was delivered Monday to Friday, with a double block for the weekend. Milk was also delivered from one of the two dairies. Joan got bread from Allen’s and meat from the butcher on the north-west corner of Bryce St and Sir Fred Schonell Drive. A man selling clothes props came around every six months or so.

The Cockroths had a small dairy on the lower side of the Brisbane St/ Depper St junction, and there was another small dairy in Baty St. The Dalrymples still operated their milk delivery service from their farm at Warren St during the 50’s.

Joan’s brother-in-law Ron reports: The dairy farmer used to run his cows around the swamp below us (where the footie field is now between Munro and Coleridge St). He delivered the milk on a horse. So I put a long tree branch over the side fence with a fork and a billycan and he would fill the billy without getting off his horse.

In 1930 Mr S Lamont worked from his home in Sisley St as an inspector for the Liverpool and London and Globe Insurance Co Ltd. Mr W F Fettes had a Boot & Shoe Repair business in Taringa and at his presumed residential address, Durham St, St Lucia. Other business people, who traded outside St Lucia but may have lived in the suburb, because they also advertised in the 1930 Ironside State School Diamond Jubilee book, were Wallace Bishop, Percival Gee, J A Jones, W SW Downs, W H Jackson, Flynn Bros. A L Evans, A McLeod, R K Strong, P H Bishop, E W Wagner (not the Headmaster, initial J), G Bennett, H Hocart, O’Byrne, Hutton, R Cocks, A Borthwick.

Reflecting the growing population, Postal Records show that by 1935 more stores had opened. William Morrison Nisbet purchased riverfront land in Sandford St in 1924 for his house, and in 1928 purchased four more blocks, 76 perches (668 m²), on the corner of Gailey Rd and Sir Fred Schonell Drive for a shop. Postal Records show that by 1935 Keith Clark was the lessee of the store. The 1946 aerial photograph shows the store standing alone facing diagonally onto the junction, without an adjoining house, right on the footpath where the slip lane is today, complete with footpath awning.

93 Ironside School Diamond Jubilee op cit.
94 Post Office Directory 1935 op cit.
95 Post Office Directory 1935 op cit.
A drawing prepared for the trolleybus route circa 1948 also shows the store and the awning on the corner. In 1948 Brisbane City Council resumed the corner of the block for the installation of underground services beside the slip lane. In 1950 Council offered the owner of the block, W N Nisbet, £750 to relocate the shop further back and to compensate the tenant, W G Bonner. In the end Nisbet retained ownership of the block, sold the actual corner edge to Council, and moved the shop onto the adjacent block closer to the garage.

By the time the Ryans leased the shop in the late 1950s it had been moved back from the corner and was facing square onto Gailey Rd. Ms Clare Ryan says that they had a large shed behind the store that housed the laundry etc. Access to the block was via a shared driveway with the Ampol garage, and the garage banned parking in the area thus removing a lot of the drive-by trade. When the Ryans went to renew the lease about 1960, Mr Nisbet refused because he was selling the entire corner as vacant land to Ampol. The store was demolished and the Ryans lost the goodwill value of their business and had to sell the remaining stock at a loss. George Ryan was a BMX-type motor-cycle champion racer; when he fell ill he dumped all of his trophies in the low spot at the back of the corner block and there they remain today, under the tarmac.

The four blocks of Nisbet’s were actually deeper than those of D MacDonald, and Ron Scott points out that when Mr Nisbet sold his home on Sandford St, he physically relocated the house to the back section of the shop blocks, becoming No. 8 Sir Fred Schonell Drive. The single storey attractive weatherboard house is still there today, tenanted, and has a rear veranda which would have looked out over the river, in its original location.

Also by 1935, (and possibly by the early 1920s) William Hamilton had a store, the ‘Café Kia-ora’ at 88 Gailey Rd, on the corner of Prospect Tce; the store did not have living accommodation with it.

Photo courtesy Alison Templeton who says one of the men received wounds during the 1914-18 War, and subsequently died of same.
Local resident in the 1930s and 40s Ian Venables reports after seeing this photograph in 2015:

I assume that this is Hamilton's store in Gailey Road. I've been there hundreds of times and there are lots of stories I could tell about that. It was one of the first shops in Queensland to serve Coca Cola. That was for the American troops staying at Miss Philps in Bellevue Parade Taringa. I remember even a little before the war how they had a free standing, four sided glass refrigerator and used to sell ice blocks frozen in there. These were mixed up on the spot and the liquid poured into yellow latex mould to freeze.

St. Clair's Home of rest was just up the road and every Sunday a lovely old lady used to come down to the shop when Tom Hogan ran it. She would say, "I'll have an ice cream please Mr. Hogan as long as it isn't Peters". This was an unusual request and it turned out that she was Danish and Peters Ice Cream was originally a Danish firm. She related that they would sack girls who worked there if they weren't sexually amenable to the company owner!

On those Sunday mornings it was a meeting place for the local sportsmen of the area with a few of us who played Rugby or Rugby League, a good sprinkling of 16' sailing skiff racers centred on the Jones family and members of South Brisbane Sailing Club and midget speedcar drivers from the Speedway. All would have a soft drink or an ice cream and talk over the Saturdays sport they were involved in.

I do remember Alison Templeton but I didn't know her all that well but my mother and brothers knew her well.

This building remains today in a partially altered state as a Real Estate Agents office, and is included on the Brisbane City Council Commercial Character Building Register (although with the address as 4 Prospect Tce).

Before 1935 Dr Cecil Sinnamon built a small two storey block close to the corner of Indooroopilly Rd and Gailey Rd facing Gailey Rd, in the area now known as Five-Ways Shopping Centre. The building contained Miss Chalmer's Chemist shop, surgeries for Dr Sinnamon and Dr Harold Forbes, and for Dr Kenny a dentist. There was a lean-to on the end used by F H Harbottle Cycle and Sports which was listed in the postal records for 1935.
The location is shown on the following 1949 plan which also shows a butchers shop:\footnote{102}

Andrew Darbyshire has provided this photograph of a two-storey extensions to the above building, making an L-shaped building. He advises that the East Taringa Post Office operated in the left hand portion from 1954 until 1977.\footnote{103}

A butcher’s shop and delicatessen were operated in the rest of the building by Gregory, son of the butcher at Sir Fred Schonell Drive.

Lenore Jensen advises that the lower level of the Post Office was later occupied by a ladies hairdresser – this was after 1970 when the lower mail sorting room closed. Bruce Sinclair says that in the 1960s the rear of the Post Office was occupied by a men’s barber.

John Kerr researched extensively the Postal Records of 1940 for all the residents and businesses of St Lucia.\footnote{104} Sid Hughes had a butchery at Fiveways, Patrick Curley had the store near McDonalds Garage, and William Hamilton still had his store further up Gailey Rd. Mrs H Margaret had the Ferry Store, William Probst had the St Lucia Rd butchery and the Allens still had their store. Mrs Minnie Harris still had the store at 264 Swann Rd, and James Collett had another mixed business next door.

\footnotesize{\footnote{102}{Set of drawings of proposed St Lucia trolleybus route, 1949, Brisbane Tramway Museum.} \footnote{103}{Photo ex National Archives.} \footnote{104}{Post Office Directory 1940 \textit{op cit.} sourced by John Kerr 2003.}}
Gailey Rd born resident Ian Venables and his wife, Durham St born resident Denise, report
that in the 1930s and ‘40s:105

Tom Henzell delivered ice daily in the morning, and eggs, milk and cream a couple of times a
week. Newspapers and magazines were delivered daily by Mr Horsfal in his open topped car.
Denise remembers he used to come past the ferry terminal just as she and other pupils landed
on their way home from school, and some would ride with Mr Horsfal up to Central Ave. The
baker came daily and the Fruiterer came several times a week. The postman called twice a
day. In the ‘30s all deliveries/collections were by horse and cart, but in the ‘40s progressively
changed to truck or van.

In 1940 Mr D McCarthy opened a store near Ironside State School on the corner of Central
Ave and what was then Coronation Dr, now Hawken Drive.106 Local resident in Highland
Tce, Mrs J Henzell says that in 1940 there was only one shop ‘up the road,’ and ‘it was a
grocery store where items such as sugar were weighed into paper bags’.107 Another local
resident Rosamond Siemon describes it as a Mum and Dad store in a paddock.108 The store
can be seen on the corner with an awning and living accommodation behind, in the 1946
aerial photograph that follows.109

By 1949 another store had opened nearby as shown on the following plan:110

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106 Post Office Directory 1940 op cit.
109 Aerial Photograph 1946 Brisbane City Council.
110 Set of drawings of proposed St Lucia trolleybus route, 1949, Brisbane Tramway Museum.
An aerial survey flown in 1967 shows two more stores, both of which remain today from the chemist to the restaurant; however the original two stores have been replaced by a multi-shop development.\textsuperscript{111}
A butcher, Gregory, had by this time opened on the north-west corner of Bryce St and Sir Fred Schonell Drive.

Postal Directories for 1949 show changes in retail outlets had occurred; the records though are not necessarily complete as the document had become more like today’s Yellow Pages with paid entries. The Ferry Store was owned by Frank Venables and operated by E & M Armstrong, Allen’s Store was operated by A Lacey, and Guyatt’s Store was not recorded. In Gailey Rd Clark’s Store was not recorded, but the 88 Swann Rd store was leased to Mrs M Blank. Various stores are shown as being at Swann Rd probably near the roundabout, and the store near Ironside School was operated by D McCarthy.

The St Lucia Progress Hall was advertised as the Esquire Cinema in 1949.

Rosamond Siemon and her husband moved into Central Ave opposite the school in 1946 and reports. In 1945 there was only one shop, a small general store with living quarters behind, situated in a clearing, where the shopping centre is today. In the early 1950s other shops opened; the L-shaped block of today included in order from the school end:

- Mrs Robinson (Frocks)
- Hairdresser
- Butcher
- General store (Mrs Johnston)
- Delicatessen and a Fruit shop (owned by an Italian couple)
- Florist (corner)

In the mid 1950s came more small shops on the Hawken Drive frontage which still exist today, some with traditional footpath awnings. Originally they were: Chemist/ bank agency (Mr Wilson, who also later had a chemist shop at Hawken Village), Newsagent (Dave Henderson then John Moles), and a Cake shop. Later came a hairdresser, a Doctor’s surgery, an electrician and a Restaurant on the corner. The first hairdresser was Mrs Gardner, then an Italian, then Jon Le Court – a way-out mod young couple, then Jackie Trout. Jon Le Court also had a shop at Hawken Village near Bob Browning.

The ferry store featured extensively in a very informative book All Over the Shop written by Tony Maniaty who grew up there in the late 1950s. The book is available at Brisbane City Council Libraries. No précis can do justice to such a hilarious and detailed story, the following are merely a few notes from the book:

- Born end 1949, Greek father Australian mother, moved in 1957 to the ‘ferry shop’ at St Lucia, age 7. The shop operated from 7.00 am to 7.00 pm, six days a week, until noon on Sunday.
- Mixed business more like a neglected farmhouse – with gothic choko vines draped on walls and a spider-filled outdoor dunny… we face a pleasant cross –street, with huge Poincianas spreading out from both footpaths and meeting low over the street, a shady arc leading down to the ferry landing. [Still exist today]
- The shop itself is tiny, a lino-topped counter at right-angles to a big antiquated fridge and painted wooden shelves across one wall; and double windows at the front for fruit and vegetables. No room to swing a cat. A couple of neon tubes hang lopsidedly from the ceiling. The display boxes of Kellogg’s Cornflakes – stapled to the top shelves are starting to cave inwards.
- The Brisbane River swims a hundred yards away. St Lucia… but no Caribbean calypso or tropical palms here.
- …unlined side of a timber wall that says ‘Maxam Cheese’ in ten-foot letters, with a huge cow on top. shop and residence float six inches above the flattest site in Brisbane...to compensate,
we’ve got an eternity of playing space out the side: the tennis court with its broken timber frame and rusty wire

between the shop and the residence is a paper-thin wall and a curtain… cheap lino floor, giant pumpkins, crates of soft drinks… tomatoes… fruit and veg

Peters ice cream in cardboard bricks, so that people don’t have to bring their own bowls to the shop anymore. And butter wrapped already in paper, and sugar in packets. The best things are flavoured straws for milk. They’re striped like maypoles in the right colours: red for strawberry and brown for chocolate.

toilet roll – ninepence halfpenny, large can of Edgell peas, one and tuppence… Kiwi shoe polish ..Kellogg’s cornflakes… Chocolate Qwik… cigarettes

a strange red truck comes along twice a week, and the men from Hunter Brothers – like medieval warriors with leather shoulder aprons and noses of steel – lift the cans of nightsoil away…. they move silently through the day, like ghosts, just doing what has to be done.

Television will arrive [in black and white in August 1959]… I grab a wooden tomato case and head off… in my pyjamas and woollen dressing gown. We walk about a mile uphill [1.6 klm] …up to Hawken Drive, next to Ironsides School, and see if they’ve got a TV in the electrical shop window there. About twenty people are gathered around… they’re all in their pyjamas, sitting on boxes. The shop has hung a speaker out the window, but the TV set is inside. I’ll keep going to the movies, our local cinema now is the Avalon, which is a real dump. The Chemist near the school is an agent for the Commonwealth Bank.

Cash-and-carry stores ruin the business early 60s people don’t want to buy their weekly groceries from the store anymore, supermarkets are coming.

It is possibly the store at 264 Swann Rd that featured in the novel by Robert Macklin The Queenslander about growing up in St Lucia in the 1950s.\textsuperscript{115} The following are extracts from the book:

saveloys one and ninepence, Maxam cheese two shillings, two tins sardines one and eight-pence, a quarter pound of butter one and a penny, beans ninepence ha’penny, two pounds of sugar one and six… Tristram’s bottles ..tuppence a bottle refund… four-penny ice-cream chocolate bricke, strawberry

Ron and Irene Scott moved into their present Ryans Rd house when they married in 1952, and have provided the following information about retail services in the 1950s and ‘60s.\textsuperscript{116}

Guyatt’s store was operated by Micheljohns in the early 1950’s, then later by Smiths. In 1979 it was a fruit shop:\textsuperscript{117}
In about 1980 it was replaced with the current apartment block, but retained its commercial/residential zoning to provide the café and hairdresser that is there today.

Penhaligan was originally the butcher, later Gregory, on the corner of Sir Fred Schonell Drive and Bryce St, currently No 132 Sir Fred Schonell Drive. The Delahuntys (who had a pharmacy in the City) lived in Bryce St, opposite the butcher, in the house previously occupied by A & S Guyatt.

The ferry store at Laurence St was operated in the 1950’s by Armstrongs. Lacey’s had the store on the corner of Mitre St, later Mary Blair and eventually a Chinese family. The Lynch carpet-cleaning factory was on St Lucia rd close to the eastern corner of Mitre St.

The Progress Hall was in use as a cinema. McDonald had the garage on Gailey Rd with a corner store alongside. Mrs Blank had the store at 88 Gailey Rd.

The St Clare’s rest home noted in the 1949 postal directory was a priory for the Brothers who later moved to ‘Old Bishopsbourne’ the original Bishop’s home behind Castlemain Brewery off Milton Rd. It is now Sir Francis’s Theological College.

The building at Gailey Five Ways on Indooroopilly Rd was owned by Dr Cecil Sinnamon, who had his surgery there together with Harold Forbes. Also in the collection of buildings were: Taringa East Post Office, Ken Gregory Butcher, Miss Chalmers Chemist, Hairdressing Salon, and Dentist. The tenancies changed over the years and the buildings were eventually demolished and rebuilt into the current complex in the 1980’s.

Duckering was the greengrocer, and S Hughes was another butcher at 264/266 Swann Rd, currently occupied by a hairdresser and a vacant shop.
5.2 Bob Browning

In 1952 Bob Browning opened the first store in what is now Hawken Village, on Hawken Drive. The following are extracts from a record of discussion with Bob in 2004.\textsuperscript{118}

Bob has an amazing scrapbook of his business interests and a photo album. Digital scans were taken of some of the items but it was not possible to scan many items because of the delicate nature of the scrapbook and the reflective pages of the album.

Bob Elias Browning was born at his parents shop at Rosalie in 1918; he had his own first grocery shop at 1 Dornoch Tce, West End in 1939 from which he delivered goods to St Lucia. (The building remains today as a restaurant) He established his motto ‘Bob Browning’s For Better Bargains’ and retained this through many years of retailing.

Bob remembers riding as a kid in a sulky through the St Lucia bush with his father to Mill Rd, and throwing stones down a well, to hit the lizards.

When Bob and wife Helen moved into a new home in Fifth Ave in 1948, Bob would bring the dry goods for home-delivery back in his Dodge truck on Tuesday night from his West End shop to the St Lucia house. The following morning he would meet his brother at the ferry because he had brought across the cold foodstuffs to add to the deliveries.

In 1952 Bob rented two rooms in a single storey house, on Boomerang St close to its junction with Hawken Drive, from Mr WA Back, where the two storey brick ‘Bean Scene’ shopping centre is now (Lot 479). The house had been used as Mr Back’s Real Estate office and Bob, and his brother who was also a carpenter, knocked out garage doors to turn the house into a shop. The rental was £2 per week. The ANZ operated a bank agency from the same building.

\textsuperscript{118} Record of Discussion Brown/Browning 2004.
In 1952 Mr Back sold Lot 480, a 20 perch (506 m²), block of land for £500 to Bob to enable him to build one of the first self-service stores (supermarket) in Brisbane – this site has recently been redeveloped as a Japanese grocer and part of the Foodland supermarket.

Cramphorn and Millin acted as Developer and Builder for Bob and the adjacent shops which took up the whole area now occupied by the new building containing a supermarket and others. The middle section of the original development was then purchased by Sandy Robertson and the other end initially retained by Cramphorn and Millin.

119 The Courier-Mail 3 March 1952 p 5.
The Courier-Mail carried a report and photo of the building under construction. A motor garage was also built next door, and the total cost was about £15,000;\textsuperscript{120} The garage/service station was operated by Jimmy Cross as a Caltex station until its demolition in 1976, soon after his death.\textsuperscript{121}

The eight shops in 1953 were going to be: Bob Browning’s Grocery Store, a chemist, dressmaker, butcher, cake shop, fruit shop, ladies hairdresser, hardware store (Ted York), news-agency or bank branch or doctor.

In 1956 Bob Browning’s store became part of the Nifty Thrifty trading group and was sign-written accordingly.

\textsuperscript{120} The Courier-Mail 3 March 1953 p 5 c 3.
\textsuperscript{121} The St Lucia Gazette December 1976.
The shop had magnificent murals painted on several walls above the merchandise and refrigerators. Special activities were organised around the store such as the arrival of Father Christmas (brother Arthur).

In 1957 Allan & Stark Ltd, operators of a department store in Queen St, opened the ‘Chermside Drive-in’, the first indoor shopping centre in Australia; it contained under one roof their department store, a supermarket, 23 speciality shops, and a unique large dedicated carpark adjacent.

In July 1960 Bob expanded his original 900 sq ft store to 1,800 sq ft (83 to 168 m²) by renting the chemist shop next door. When knocking a whole in the dividing wall they realised that the floor levels were 18 inches different so a ramp was necessary. By 1965 he had expanded again to 2,800 sq ft (260 m²). The store also had an extensive storeroom and office under the shop, and cartons were transferred between levels by a special ‘bucket chain’ type of lift. He employed sixteen staff, his son and his brother, with wife Helen doing the book-keeping.

In 1969 the store became part of the Supa-Valu group and was again sign-written accordingly.

Bob in his trademark apron and tie

Bob’s brother Arthur worked at the store and in 1969 an article appeared in a Retail industry magazine of Arthur, manager of Bob’s 3000 sq ft (279 m²), store, rowing his homemade boat across the river. Arthur lived at Yeronga and for more than 16 years rowed his boat across to the King’s College jetty, in doing so he ‘saved about 75,000 miles (112,000 klm) of motoring’.

Westfield opened Indooroopilly Shopping Centre in 1970, and this had a detrimental effect on the store for three months. Local Councillor Lex Ord put on free buses from outside Bob’s shop to the new Centre, until Bob complained.

Bob was extensively involved in efficiency competitions for checkout operators, and in 1973 Irene Michel of St Lucia’s Supa-Valu store, trained by Bob, won the National award.

Bob sold the business to Errol Hansen in 1973 and retired at age 55 from counter front retailing. Bob’s son Rob kept the delicatessen. Bob kept the building until selling it in 1988. Hansen was still running the store in 1979. 

![1969 Supa Valu Store](image)

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122 St Lucia Gazette1979, The Fryer Library University of Queensland Call No AP7.529
St Lucia History group member Lenore Jensen worked for Bob at the store for 17 years and speaks very fondly of his treatment of all staff, but Lenore in particular. From 1974 until 1982 Bob wrote for ‘The Retailer’ magazine.

Saturday afternoon trading came to Brisbane in 1989, and Sunday retailing at major centres began in 2002.

5.3 Small stores and home deliveries (part 2)

Following on from the success of Bob Browning’s supermarket and adjacent retailers, additional shops were built at Hawken Village circa 1965 when the house of John Ash was demolished. Today these premises are occupied by the Newsagent, Post Office and Restaurants.  

Hawken Drive from Boomerang Street with Mr Backs two storey house, centre, in the 1950s. 

124 Photo courtesy Ms Ruth Bonnetti, granddaughter of Mr Back.
In 1970 a number of businesses advertised in the Ironside State School Centenary 1870-1970 book and a sample follows.

Mrs Dotti Kemp recalls ‘Mrs Wix Chadwick ran a very superior gift and home wares shop in St Lucia in the 1960s and 70s has recently (2015) died at the age of 98. Greatly missed.’

Joan Haig recalls that in 1974 the old butcher’s shop on the corner of Bryce St and Sir Fred Schonell Drive was operating as ‘The Curry House’. It provided low cost curry style meals for students and was very popular for a time.

The free newspaper St Lucia Gazette was first issued in 1974 and ceased publication about 1980; it contains a wonderful history of the retail stores of St Lucia during the seventies.

The following 1976 advertisement come from the September/October and is just a sample:

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125 Photo courtesy A Darbyshire
126 Email from Dotti April 2015.
127 St Lucia Gazette 1974 –1980 The Fryer Library University of Queensland Call No AP7.529
In 1977 a new block was under construction at 224-226 Hawken Drive, this may have been the current Liquor Store (previously Westpac Bank).\(^{128}\)

The 1979 St Lucia Community and Business Directory included the following adverts:\(^{129}\)

- BP service station St Lucia [now a motel on the corner of Gailey Rd and Sandford St].
- Bells Butchery                      20 Hawken Drive
- Vincent Hair fashions             30 Hawken Drive
- Cut Price Sam supermarket          15 Hawken Drive
- Hot Bread Kitchen                  219 Hawken Drive
- Four seasons boutique              221 Hawken Drive
- Sophistacutt hair salon            239 Hawken Drive
- Errol Hansen supermarket           240 Hawken Drive

In 2016 developers Marquette Properties proposed to refurbish the main complex.\(^{130}\)

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\(^{128}\) *St Lucia Gazette* July 1977 The Fryer Library University of Queensland


\(^{130}\) *The Courier-Mail* 20 May 2016 p 58
It was thought that the arrival of supermarkets in the early 1960s would spell the end of some of the local stores, and it did, but others changed and survived. The original Guyatt’s store has long since gone as has the Ferry Store. The stores at 88 Gailey Rd and the two stores side by side on Swann Rd, having been replaced by the convenience store at Fiveways, remain but were closed as stores many years ago. The original store opposite Ironside School was replaced by another in the Ironside Village complex and it lasted right up until 2003, when it was put out of business by the arrival of a Coles Express at Hawken Village. The store at the corner of Gailey Rd and Sir Fred Schonell Drive was initially replaced by one inside the Caltex garage, but with its demolition has now been lost. The original Allen’s store on Sir Fred Schonell Drive has grown and has been rebuilt and has now been in business for more than seventy years.

C.1979 the *Gazette* reported:  

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**AROUND THE SHOPS**

**AUSTINS FRUIT SHOP**

Frank and Exene Austin have had 15 shops, (fruit-veg, grocery, newsagents etc.) over the last 25 years, and have been successful in all. Their son, David, was raised in shops since he was two weeks old. He is now working with them, but has just completed a two and a half year term with a large chain store. The Austins’ interest lies in helping people in personal service.

Frank, Exene and David wish to thank all their customers for putting up with all the disruptions and inconveniences in their business during the building of the new unit block and their shop.

**HANSENS SUPERMARKET**

The I.G. Supermarket in the Village has changed hands. Errol Hansen, who has been the proprietor for six years, has also been the Chairman of I.G. Supermarkets for the last 12 months. Errol introduced the electronic ordering system, his store being the second to do so in Queensland. The system is now widely used.

Errol’s wife, Beith, has put a great deal of time into the business — she has been responsible for purchasing, weighing, wrapping and pricing the fruit and vegetables which are sold at the store.

The Hansens intend to have a short holiday in Singapore and Hong Kong.

* * *

The new owner of the I.G. is Mr Ernest Druve. Mr Druve hails from Mt. Isa, where, years ago, he had a general store. Last year he has worked for Mt. Isa Mines.

Mr. Druve, aged 23 years in Mt. Isa, the move to Brisbane for Mr. Druve and his young family means quite a change.

Mr. Druve says: “I will go quietly, learn the ropes and get to know the people who shop here.”

The supermarket will continue to trade as “Hansen’s I.G. Food Market.”

**NEW VILLAGE BUTCHER**

Rod Harris has taken over the butcher’s shop beside the I.G. Supermarket which was previously owned by Graham Toon.

Mr Harris has owned a butcher’s shop at Bardon for three and a half years.

For two years before that, he and his wife travelled all over Queensland as professional photographers, specialising in children’s portraits.

Rod has also worked as a photographic male model and taken part in TV commercials.

He, his wife and two little boys live in Bardon.

“We specialise in tender-stretch beef, and import all our lamb from the south,” says Mr. Harris.

...AND KENS BACK

There’s a return of a familiar face at the other butcher’s shop across the road.

After an absence of 18 months, during which time there have been two other owners, Ken Cochrane has bought back his old business.

During his time away, Ken has been doing some casual work in butchers’ shops, and has scoured around for new ideas.

His son is working in the shop with him.

**THURSDAY NIGHT SHOPPING**

Over a trial period of late-night shopping on Thursdays in the Village, it was found that the response was minimal, now only the I.G. Food Market and “Four Seasons” dress shop remain open on Thursday evenings, apart from the Fast Foods retailers.

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131 *St Lucia Gazette* 1974 –1980 The Fryer Library University of Queensland Call No AP7.529
In 1989 the Fiveways area to the west of the roundabout, on Indooroopilly Rd, was completely demolished and rebuilt as the current shop and office centre. The land had been purchased for $1,850,000 and the redevelopment was carried out by Cannock Holdings Pty Ltd, Mr Eddie Power. There are 990m² of ground floor retail, and 684m² of first floor retail and office. The whole was offered for sale by McGee real estate agents in 1990 with an asking price of £6 300 000; with rents quoted at $360 – 500 ground floor and $250 – 300 first floor the potential nett income was $568 990 per year giving a yield of 9%.  

Shops at the Ironside Centre have struggled but generally have changed to operate for the benefit of local residents, providing videos, alcohol etc.

Shops at Hawken Village have grown considerably. The McCall service station was replaced by the brick building which became well known for the Cats Tango restaurant that occupied the upper floor for many years, and is now the Church of Christ office and various shops. In 2000 Bob Browning’s old building and those adjacent were demolished and the Coles Hawken Village Centre built. The arrival of Coles re-invigorated the retail trade generally, particularly with its late night and Sunday Trading bringing people to the area. Restaurants, food outlets and bottle shops have thrived alongside the more traditional news-agency, post office, and hot bread shops. The Coles store changed to an independent supermarket in 2010.

In 2004, retailing in St Lucia is thriving. Parking wasn’t a problem in 1892, but is today! Perhaps the following, courtesy of Bob Browning’s scrapbook, will bring back memories for the older generation:

![Brown Paper Bag 1953](image1)
![Clothing Ration Card circa 1940s](image2)

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132 The Weekend Australian 14/15 July 1990 sourced by A Darbyshire.