More than 108 years ago, Davie Petty sailed his cutter to Moreton Bay, to obtain oyster shell for lime burning. One day in the year 1845, he and his men were collecting wood at a creek named Kulpurum (pronounced Koolpuroon, in English). This is the creek which now bears the name Norman Creek. The wood was required for burning the shell.

While occupied at the wood gathering, a tribe of aborigines appeared and frightened the white men, who ran to the cutter, in fear of their lives. One of Petty’s men boarded the boat first. Petty hurriedly handed to him the tools, then the gun, which was loaded. This was handed muzzle first. The trigger caught in Petty’s shirt and the gun fired, shooting the man through the body. Petty quickly got the cutter into mid-stream of the main river, so escaping the blacks. The lifeless body of the man was in the boat. Petty sailed to the Colonial Stores (the present State Stores), arriving there at 5 p.m. To avoid trouble, Petty blamed an Aboriginal named ‘Milbong Jemmy’ for causing the fright which was responsible for the accident. The name in the Aborigines’ language was really “Yilbung,” the English pronunciation of which is “Yilbong,” meaning “one eye.” A reward of £10 a head was offered by the authorities, for the capture of any of Yilbung’s tribe. Yilbung and his tribe had gone to the Tuguluwah scrub. The present name of that place now is Bulimba.

Sometime in 1846, some sawyers came in touch with Yilbung and knowing of the £10 reward, they offered him some tea and food. While Yilbung was eating the food, the sawyers suddenly pounced on him and endeavoured to tie him up. The Aboriginal had struggled almost free, when one of the white men struck him with a waddy. It was possible then, to get the Aboriginal to the ground, when he was finally shot through the head.

In those days Kulpurum (now Norman Creek), was prolific in fish and wild ducks. Vine scrub extended
from the north eastern bank of the creek to what is now Galloway’s Hill.

**Norman Bridge**

There have been three bridges over Norman Creek and the fourth is now (November 1953) in the course of construction. There are five documents in the Mitchell Library relevant to the building of the first bridge. These were sent from the Colonial Secretary’s Office, Sydney to the Colonial Architect. The first is a letter dated 28th November 1854, reporting the receipt of an application from “the inhabitants of the Parish of Bulimba and along the south bank of the River Brisbane for the sum of £1,000 to be placed on the estimates for the erection of a bridge over Norman’s Creek and stating that “the matter should be postponed until the next session of the Legislative Council, as the sections and the plans required . . . cannot possibly be procured before the close of this session.” It is requested that an officer of the Government Architect’s Department who “will be employed next year, with the supervision of the lighthouse at Cape Moreton” should be “instructed to make the necessary arrangements for bringing the plans, etc. of the proposed bridge forward in a complete state, so that they may be submitted to the Council with the next year’s estimates.”

The second is a memo dated 27th February 1855, asking to be informed if the “instructions for the preparing the plans and estimates have yet been given, or the plans, etc. furnished.” The third document is a memo dated 14th July 1855, asking to be informed whether the plans and estimates have yet been made. The fourth is a memo dated 20th September 1855, requesting a “report of the present state of this matter.” The fifth document is a letter dated 25th October 1855, requesting the Colonial Architect to make the “necessary arrangements to secure the services of a clerk of Works for the Moreton Bay District” and stating that “the expense will, for the present, form a charge on the money voted for Public Works in the above district.”

The “plans and estimates” referred to in these documents seem to have been lost. Likewise, investigation has failed to reveal the exact date of the erection of the first bridge. It was a popular opinion that this was some time in 1855; but the documents re-
ferred to, suggests a later date. However, it is definite that it was Captain Winship Taylor who built the bridge. Its position was at a point right at the mouth of the creek which point has long since disappeared, due to erosion. The north eastern end of the bridge was right on the point of land on which the north east end of the now being constructed will be. A rough scrub road was made to the bridge at its south western approach and another rough bush road was on the north eastern side. This latter was then named New Cleveland Road. It is Wynnum Road now.

Prior to the erection of the bridge, the residents of the outlying districts were obliged to go by a long roundabout way. Mr. D. C. McConnell of Bulimba House, had his coach house at Newstead and rowed over the river for his coach. Others went up Hawthorne Road to the top of Galloway’s Hill, then down what became part of New Cleveland Road (Wynnum Road) to the Bulimba Cemetery. Then they proceeded along Bennets (correct spelling) Road; after which Old Cleveland Road was followed through the Burnett swamp (present Stone’s Corner area) to Wooloongabba and to town. It is thought that Mr. McConnell was to a large extent responsible in causing the bridge to be built.

Due to the first bridge being built of heavy hardwood (bloodwood), its weight was too great for the span over the creek. Therefore, its service was not long, because it began to sag and became unsafe for use. It has not been possible to establish the number of years of the use of this bridge; but indications suggest that the second bridge was constructed in the year 1870. The North eastern end of this second bridge was touching that of the first bridge, while the opposite end of both bridges were 25 yards apart. The two bridges existed side by side until the year 1890, when the first bridge was demolished. Mr. Henry Darragh, a pioneer of the district, bought the timber for firewood. His son Mr. Hugh Darragh related how it fell to his lot, as a boy, to cut the criss-cross railings which were mortised pieces 7 feet by 7 inches by 6 inches thick. These he cut into 14 inch lengths for use in the household stove. Mr. Hugh Darragh also related how he, as a boy, with his pals, set his bird trap cages, to
catch finches, on the old bridge, which at each end was overgrown with lantana bushes.

**The Third Bridge**

On December 31, 1902 the then Governor of Queensland, His Excellency Sir Herbert Chermside, G.C.M.G. opened the third bridge. This is the one now in use. Until a few years ago, there was a marble tablet set in a concrete wall at the south-western end of the bridge. This wall and tablet have disappeared. The tablet stated that the Norman Bridge Board was responsible for the erection of this bridge. The Board was composed of several aldermen of the former South Brisbane City. Alderman W. Stephens was the president of the Board. Mr. John Hill secretary and Mr. J. H. Daniells, C.E. was the engineer. Mr. John McCormick, Assn. Inst. C.E., was the contractor for the supply and Mr. Patrick Fitzgerald contractor for the erection. The tablet also indicated that at that point was the boundary of East Brisbane and Balmoral.

**Relics**

Under the present bridge is a post and a rotting girder with a large bolt. Until the contractor for the new bridge, now under construction, began operations, there was another post in the small park nearby. These are relics of the second bridge. Another post was on the north eastern bank of the creek until a few months ago, when it was removed by the same contractor. This post belonged to the first bridge. It was used for mooring boats until its removal. The first two bridges were approximately ten feet lower than the present one and the south western end of the second one was approximately 15 feet nearer the river.

**First Land Sale**

The first land sold in this vicinity was on Friday 11th February 1853, "at the Police Office Brisbane." "Suburban lots" . . . "in the Parish of Stanley" were offered for £3 an acre. This was by the Authority of "His Excellency Sir Charles Fitzroy, Captain General and Governor-in-Chief of N.S.W." The official description given of the land indicates that it is that land along the Brisbane River north east of Norman's Creek. This is the land which is to-day on each side of Wynnum Road (formerly New Cleveland Road), up to about Norman Avenue and the New Farm ferry. The
present valuation of half an acre block in this vicinity is £1,680.

By the year 1880, there were six residences on the north east of Norman Creek. The first, on the river side was occupied by the Skinner family. Beyond this were two other residences. Opposite Skinner's and on the bank of the creek was a residence occupied in succession by the families Brabazon, Pointon and Beattie. The pocket in the creek, through which Gillan Street now goes, was a sugar cane farm, which was owned by the Harding family. The slopes of what is now Norman Park were heavily timbered. On the bank of the river, below Galloway's Hill was on ancient Moreton Bay fig tree, festooned with vines, on which boys used to swing out over the water of the river. In Lieutenant Oxley's log of his sailing up the Brisbane River, he mentions tying his ship to a large tree at the foot of a steep hill. T. C. Truman has worked this out as being No. 4 Station, at the foot of Galloway's Hill. This was very likely the tree referred to by Oxley.

The name Norman's Creek is a corruption of the original name of Gorman's Creek, named after Lieutenant Owen Gorman of Her Majesty's 8th Foot Regiment and who was the last commandant of Moreton Bay. Baker's Atlas of 1846 mapped it as Gorman's Creek. Norman Park was named after Sir Henry Norman, the seventh Governor of Queensland, May 1, 1895.

**Bulimba Cemetery**

In 1872 the “Courier” published an advertisement for tenders for the fencing of the “Kangaroo Point” cemetery. Tenderers were asked to “apply to J. Male, Grocer, Opposite Kangaroo Point School, near Quinton Street.” This really referred to Bulimba Cemetery, which is in the district now known as Morningside. The first burial in this cemetery was in 1874. It was that of George William Pointon, age 6 years, who was drowned in Norman Creek, on 20th June of that year. This was a child of the family already mentioned. His parents were William Pointon, born 7th May 1842. Died 11th July 1923 and Annie M. Pointon, born 29th October 1842. Died 15th January 1928. All are buried in the same grave.

**Morningside**

Riding Road, Morningside in 1880 was merely a dray track extending approximately 100 yards into the
bush, where the bushmen went for firewood. Where the junction of Hawthorne Road and Virginia Avenue, Hawthorne now is, was a caretaker’s cottage at the entrance of a drive to the Ryan home, which was approximately mid-way along where Virginia Avenue now is. This old home was destroyed by fire in 1888. In the same year there were only three buildings on the main road, where Morningside now is. These were the Balmoral Divisional Board hall, (which became the Balmoral Shire hall), Longland’s shop and another small shop, known as the “three-mile beer shop” conducted by an aged gentleman who had a long white beard. He sold hop and ginger beer from two casks on the shop counter. The price was one penny a glass.

**First Land Sale in East Brisbane**

The Reverend Thomas Mowbray came to Moreton Bay in 1847 for the benefit of his health. Although a Presbyterian clergyman, he had no church; but preached occasionally in the old Grey Street church. He died in 1867. On July 21, 1853 Mr. Mowbray purchased the first land which was ever sold in East Brisbane. This was not the name of the district then, as it was part of Woolloongabba. This was crown land and is that which is now bounded by Mowbray Terrace, Manilla Street, Lytton Road and Heidleberg Street. The price averaged 21/- an acre.

Near 1862 Joseph Darragh purchased a block of this land from Mowbray for £1 an acre. This land is now surrounded by Manilla Street, Mowbray Terrace, Geelong Street and Lytton Road. To-day 1½ acres of this land are valued at £3,690. In 1864 Mr. Darragh was introduced to Mr. James Forsyth, who required a long narrow strip of land for a roperace, in connection with a projected ropeworks. Mr. Darragh was reluctant to sell and when Mr. Forsyth asked him what price he would take for the land Darragh asked £600, thinking that Forsyth would reject such a ridiculous price. However, the price was accepted, much to the amazement of Darragh. Forsyth’s ropeworks building was erected by Moffatt and Sons and completed on July 31, 1876. This building now is at the corner of Lytton Road and Manilla Street. The roperace extends behind the residences, almost to Mowbray Terrace. Darragh’s land, then known as Darragh’s Estate, was later sub-
divided. This was the beginning of the residential suburb of East Brisbane.

The land now bounded by Wellington Road, Mowbray Terrace, Manilla Street and Lytton Road, was Crown land purchased by Alex Knowles on July 21, 1853. This was six acres and the cost was £15. This is according to official records. But no deed was issued for this land, until November 22, 1860. This was in the name of Albert Thomas Hockings. Being a minor, he did not gain possession of the deed until September 30, 1879 when it was transferred to Edgar Wright Walker. When sold to Hockings for £15/7/6, it was described as a "Crown Grant." It appears that Knowles was the original buyer of the land; but no deed was issued to him. In the meantime he probably sold it to Hockings, in whose name the deed was made.

By 1880 there were only three homes between where Manilla Street now is and Norman Creek. They were those of the Rev. Thomas Mowbray, Captain Heath (now the Hospice) and the home of Mr. W. D. Nesbitt, who was in charge of the Government Survey Office.

Mowbray's was a brick house built in the mid 1850's and stood where the caretaker's cottage now stands in Mowbray Park. It was demolished when the park was made. There were two bunya pine trees here, which were planted by Mrs. Mowbray. Only one now remains. Nesbitt's house still stands in Laidlaw Parade and is named Belvidere. In those days this home had a drive going in from the main road. The front of the building has been modernised. Captain Heath's home still stands near the junction of Lytton and Heath Roads. It was occupied by the Captain from 1869 to 1890. He was chairman of the Marine Board. From the attic he viewed, with his telescope, ships on the river. The Heathfield Estate was bounded by the main road, Heidelberg Street, Mowbray Terrace, Oakland Parade and Norman Creek. Beyond where Oaklands Parade, the present site of the Church of England Grammar School was Barker's Paddock. In reality the streets mentioned were not in existence in those days. In 1880 there was a lagoon near the Mowbray home. This was subsequently drained into the river. Until a few years ago, the hollow was still in existence. However, it was filled in and was in that depression now
between the house in Mowbray Park and the Bowling green.

Where Park Street now is, was a drive down to the home of Judge Virgil Power. On the Mowbraytown Estate and almost at the corner of the present Mowbray Terrace and Wellington Road was what was known as the Ti-tree Swamp.

In the 1860's and the 1870's, Duncan Sinclair was a drapery peddler. Later he had a large drapery business in Stanley Street, opposite where the South Brisbane Gas Company now is. This business was there until 1905. In the meantime Sinclair acquired the Fairyknowe Estate, extending from Blackall Terrace and from Mowbray Terrace to Vulture Street. In 1880 Sinclair had his home (still standing to-day) on what was then known as Sinclair's Hill. This was also the Sinclair Estate. The hill in Mowbray Terrace and Sinclair Street has been cut away, leaving a cliff on one side of each of these streets.

At this time there was a large tract of land, which is now surrounded by Vulture Street, Norman and Kingfisher creeks and King Street (now Lisburn Street). This was known as Darragh's Paddock. On the present site of the Stanley Hotel was Joseph Darragh's slaughter yard.

**Second Land Sale**

On 14th September 1855 a proclamation was issued with this introduction—

"Proclamation

By His Excellency Sir William Thomas Denison, Knight, Governor General in and over all Her Majesty's Colonies, New South Wales, Van Dieman's Land, Victoria, South Australia and Western Australia and Governor in chief of the Territory of New South Wales and its dependencies, and Vice-Admiral of the same etc., etc., etc.

14th September, 1855"

This was followed by a detailed description of the land to be offered for sale. The sale took place at the "Police Office Brisbane" on October 23, 1855. To-day's geography will be used to describe the position of the various lots bought. Lots 127 and 128 were bought by Joseph Darragh and cover the area from Caswell Street to Withington Street. This was 66 acres 2 roods. Price paid was £113/2/0. Lot 129 was purchased by
Davis Ferdinand Longland for £113/2/0. Area 31 acres. This is the land from Withington Street to Longlands Street. Lot 130 was bought by the Reverend Thomas Mowbray for £48/10/0. This was 24 acres, 1 rood. The land is between Longlands Street and Lisburn (King) Street. Lot 131 which is between Lisburn (King) Street and Wellington Road was bought by Thomas Grenier for £51/12/0 and was 24 acres. All these lands had as their southern boundary, Kingfisher Creek. This creek is now a covered storm water drain, marked on the Brisbane City Council map as a “sewer.”

At the same sale Francis Roberts bought the land Lot 122, between Vulture Street, Wellington Road, Mowbray and Blackall Terraces. This was 10 acres, 3 roods, 8 perches for £57/7/2. Longland bought Lot 123, between Elfin Street, Rosslyn Street, Mowbray Terrace and Vulture Street for £27/6/3. The area was 10 acres, 3 roods, 28 perches. Lot 124 of 21 acres, 3 roods, 11 perches, was purchased by Rev. T. Mowbray for £54/11/0. This was from Rosslyn Street down the block to approximately opposite Clarendon Street and between Vulture Street and Mowbray Terrace. Lot 126 beyond this, to Norman Creek was bought by Thomas Gear for £31/5/0. The area was 12 acres, 2 roods.

**Creek Through Woolloongabba**

In 1880 Kingfisher Creek flowed across Stanley Street near the present site of the Council depot and to Woolloongabba Green (now the Cricket Ground). At a point where the cricket pitch now is, was a footbridge, with a foot track leading to it from the present Fiveways. The creek crossed the site of Main Street near the site of the Police Station and then was a chain of waterholes to the junction of Stanley Street and Annerley Road. Here it was known as One Mile Swamp. A tributary of Kingfisher Creek flowed from the Ti-tree Swamp near the corner of Wellington Road and Mowbray Terrace. This stream was the chief water supply for the early settlers in those parts. Up to the early 1860’s the site of the Cricket Ground at Woolloongabba and also the Pineapple Paddock in Baynes Street were favoured corroboree grounds for the local aboriginies.

**Old Church**

In the year 1866 a large block of land, which is now in Leopard Street, was given by James Toohey, for the purpose of building a Catholic Church. A com-
mittee was then formed to further the project. Supervised by Mr. Theodore Lottrey, of Mark Lane, a working bee was formed, of the men parishioners and a timber building was erected by voluntary labour. This building was 140 by 60 by 30 feet. It was unlined and had a shingle roof. The shingles as well as the building stumps, were cut at Mt. Gravatt by Mr. Louis Werner (a lutheran). He hauled these in and made them a gift to the church. The building was opened as a church-school and was the main part of the school building, until the new modern brick building was erected recently. The church in those days was part of St. Stephen’s Cathedral parish. The Reverend Father Canali conducted a special catechism class and service, especially for Germans, every Sunday afternoon, at which the people sang the congregational hymns in German. This work was subsequently carried on by the Reverend Father Kirscher.

In 1885, Mr. A. Stambuco (an architect from Italy) designed plans for a new stone church. Another working bee of men was organised and they devoted their spare time in quarrying the stone on the actual site and also on the opposite side of Leopard Street. Anthony Greene (a German quarryman) supervised operations. This stone was used for the outer walls, while the inside of these walls were of hand made bricks of sand and sun dried. The foundation stone was laid by Bishop Robert Dunne in 1885. On March 18, 1887 the Church was opened, the cost being £4,000. It was 60 feet long 59 feet wide and 60 feet high. Toward the end of 1939 it was discovered that the building was in great need of repair. The brickwork was crumbling. Experts considered that it would cost more to repair the old building than to erect a new one. So the old church was demolished to make way for the new. The new and present building was opened on September 29, 1940.

Place Names

It will be noticed that many of the streets and parts of the district have names taken from the pioneers, such as Mowbraytown, Mowbray Terrace, Mowbray Park, Longlands Street, Sinclair Street, Heath Road and Heath Park. Salstone Street was named after a Mr. Salstone who lived there in the early
days, while Darragh Street Kangaroo Point, was named after Henry Darragh, brother of Joseph Darragh.

Photographs and Sketches

With this article are photographs of Nesbitt’s home in Laidlaw Parade, Captain Heath’s home in Lytton Road, the present Norman Bridge, with the new one being erected alongside. Also is a photograph of one of Mrs. Mowbray’s Bunya pine trees (Pinus Bidwilli) which should correctly be Pinus Petriana. A photograph of the site of the lagoon in Mowbray Park. A photograph of the post of the second Norman Bridge, under the present bridge. A photograph of the former Balmoral Divisional Board hall in Wynnum Road Morningside. Two photographs of the first graves in Bulimba Cemetery, Morningside. The inscriptions read—

To the Memory of

GEORGE WILSON POINTON
Born 4th May 1868
Died 20th June 1874
Age 6 years.

Also WILLIAM
Born 3rd May 1870
Died 19th April 1879
Also WILLIAM POINTON
Father of the above
Born 7th May 1842
Died 11th July 1923
Age 76 years

Also ANNIE M. POINTON
Wife of WILLIAM POINTON
Born 29th October 1843
Died 15th January 1928
Aged 84 years

In
Affectionate Remembrance of

LOUIS FRANCIS POINTON
Who departed This Life
4th May 1883
Age 2 years and 9 months
The Flower Fadeth
Also
GEORGE WILSON POINTON
Beloved husband of MARY POINTON
Died 24th June 1930
Aged 86 years
God is Love

Also MARY POINTON
Who Died 25th February 1934. Age 85 years
At Rest.

The sketch of the two Norman Bridges is as they were in 1880. The map was copied from the original rough map drawn by Mr. Hugh Darragh, from his memory of the area in 1880.

26th November 1953