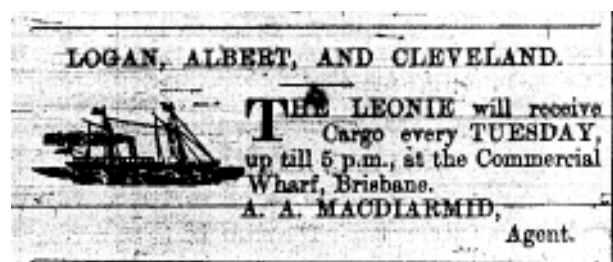*The "Amy" at Yatala*

Riverboats, Ferries and Roads

River Traffic

In 1826, Captain Logan had noted the importance of the Logan River, "navigable by the largest class of Colonial vessels for eighty miles and running through the finest tract of land I have seen in this or any other country". The river was the obvious first route for new settlers and boat traffic was thriving by the 1860s.

Cutters were among the first craft to operate. These were small decked boats, 8-10 metres in length, with a single mast, one main sail and one or two foresails attached to a long bowsprit. The boats were fast and were popular for the customs service in England and America. On the Logan, they were widely used for general transport throughout the entire riverboat era.

Larger cargoes were carried by punts which floated with the tide. When the tide turned, the punts tied up to the bank and waited for the next favourable tide to continue their journey, manoeuvred by long sweep oars. They could also be towed by steamers. Punts carried loads of 30 tonnes or more including firewood, cane, building materials and a variety of general cargo. The punts were virtually unmechanised, and cargo such as sugar cane was loaded by hand.

Advertisement from the Logan Witness March 1878

Passengers and cargo were carried by steam ships such as the *Amy, Louisa, Leonie, Diamond, Tadorna Radjah* and *Maid of Sker*. These vessels also operated at times on the Brisbane and Bremer Rivers and in Moreton Bay. In 1880, the old *Settler* joined

the Logan fleet.[1] Details of the *Leonie* give a typical picture of a boat of this era. Built in Brisbane in 1865, it was 64 feet long and 15 feet wide, clinker built on an iron frame with a single deck and a rounded stern. It had no masts, was driven by two engines developing 12hp and could carry around 33 tons of freight.[2] *Leonie* had a propellor but other boats such as *Maid of Sker* and *Settler* were paddle steamers.

The Louisa

The steamers were relatively expensive to use. In 1879, the freight rates for the *Leonie* and *Louisa* were 8 shillings a ton, a large amount considering that the daily wage paid to a puntsman was 7 shillings. Within a year, *Louisa* was withdrawn, as there was not enough trade.[3] However an advertisement in 1883 noted that *Louisa* had been overhauled and was to resume working with the *Leonie*.[4]

The steamer *Fanny* played an important role in the 1887 flood, saving the lives of many people after the hotel at Yatala was washed away.

To assist navigation, a survey of the Logan was carried out in 1871 from its mouth to McLean - a distance of 39 miles. In 1874-5, obstacles were removed between the basin at McLean and Drymen's Ferry and wharfs were built at McLean and Beenleigh.

In 1884, a wharf was built at Waterford and a wharf and storage shed were built at Logan Village for the use of the public. Other settlers soon made their own demands and more wharfs were then built along the Logan and Albert, including one at Loganholme.

The dredge *Bremer* began to work on the Logan in 1886 but when it needed repairs, its place was taken by a small clam-shell dredge. This removed timber snags, especially those snags which were buried in the sand and were difficult to remove.[5]

From the Diary of Ferdinand Kleinschmidt, puntsman on the Logan River[6]

2 June 1876: We did so remarkably well last night - went down from the Yatala bridge to Algeston in one tide and through the brave assistance of four Polynesians, got our barges out by eleven o'clock. We are now (11.30) gone to moor the punt and then go home....

24 Aug 1876: We made a quick trip this time and did a hard day's work today, because we are at Algeston again with about 30 tons of sugarcane which the three of us put into the punt between 8 o'clock am and 6 o'clock pm.

9 March 1877: We got another load of timber in the punt on Thursday the 1st of March and got up to Logan Village the first tide. Then during the night, about a mile above the basin. Next day, we got up to Small passage (Rafting Ground). Saturday morning found us at the top of the Logan River navigation. Logan Bridge. We was empty at 11 o'clock. At about 6pm, we started to go down as far as the basin where we stayed and passed our Sunday. On Monday morning, we weighed anchor and arrived at Au. Flesser's new farm where we paid a visit in the afternoon. At 10 o'clock in the evening, we arrived at Tygum. Good tides, and good water to travel on as a result, good pleasant weather, good food, shared hard work and good companionship, countless swims at halting places, our good spirits etc – everything contributed to make our journey pleasant.

Some riverboat traffic continued until the 1930s. Pictured is Cuthberts Motor Boat at the sawmill at Waterford 1916. The man holding the bottle is Alf Cogdale and the man at the ladder is W. Burow.
(Source: Dora Joyce)

The construction of the railways contributed to the eventual end of the riverboat era due to competition and the construction of low-level bridges. In November 1887, the steamer Mavis discontinued its service. According to the Logan Witness, this was the last steamer to operate and its departure left the river trade to the punts and sailing boats which had started it so many years earlier. However the cutters now had difficulties because places previously dredged were silting up again and because the boats had to dismast to pass underneath the railway bridge.[7]

Although the busy days on the river were over, small boats were used for many years to carry timber to Brisbane and to collect cream, sometimes coming into the mouth of Slack's Creek where the remains of wharfs were visible until relatively recently.[8]

As late as 1896, the Commissioner for Railways commented that goods traffic was "not encouraging" because of the competition from small steamers and sailing craft.[9]

Today, the only surviving riverboat is the *Maid of Sker* which was retired in 1930. Its rusting hull was acquired in 1976 by a group of enthusiasts who restored it over a five-year period. It is now displayed in Bischof Pioneer Park at Nerang.

Roads

If the Logan River was a transport route for early settlers, it was also a barrier which had to be crossed. Scrubby Creek and Slack's Creek also caused problems, particularly in wet weather. The best line for roads was a subject endlessly debated by early settlers and every resident was an instant expert, intolerant of other views.

A typical "Letter to the Editor" on the subject began: "I cannot see how anyone can advocate the route from Baker's via Markwells and from thence to Stone's new ferry to cross the Logan, as the line marked out by Mr Pimm, crossing at the old ferry, is far superior….Mr Pimm's route crosses Scrubby Creek on higher ground and avoids the low portion of the roads and its numerous swamps. … the present new bridge over the creek at Slack's….. will be no manner of use when a fresh comes in the creek as it is quite too low[10].."
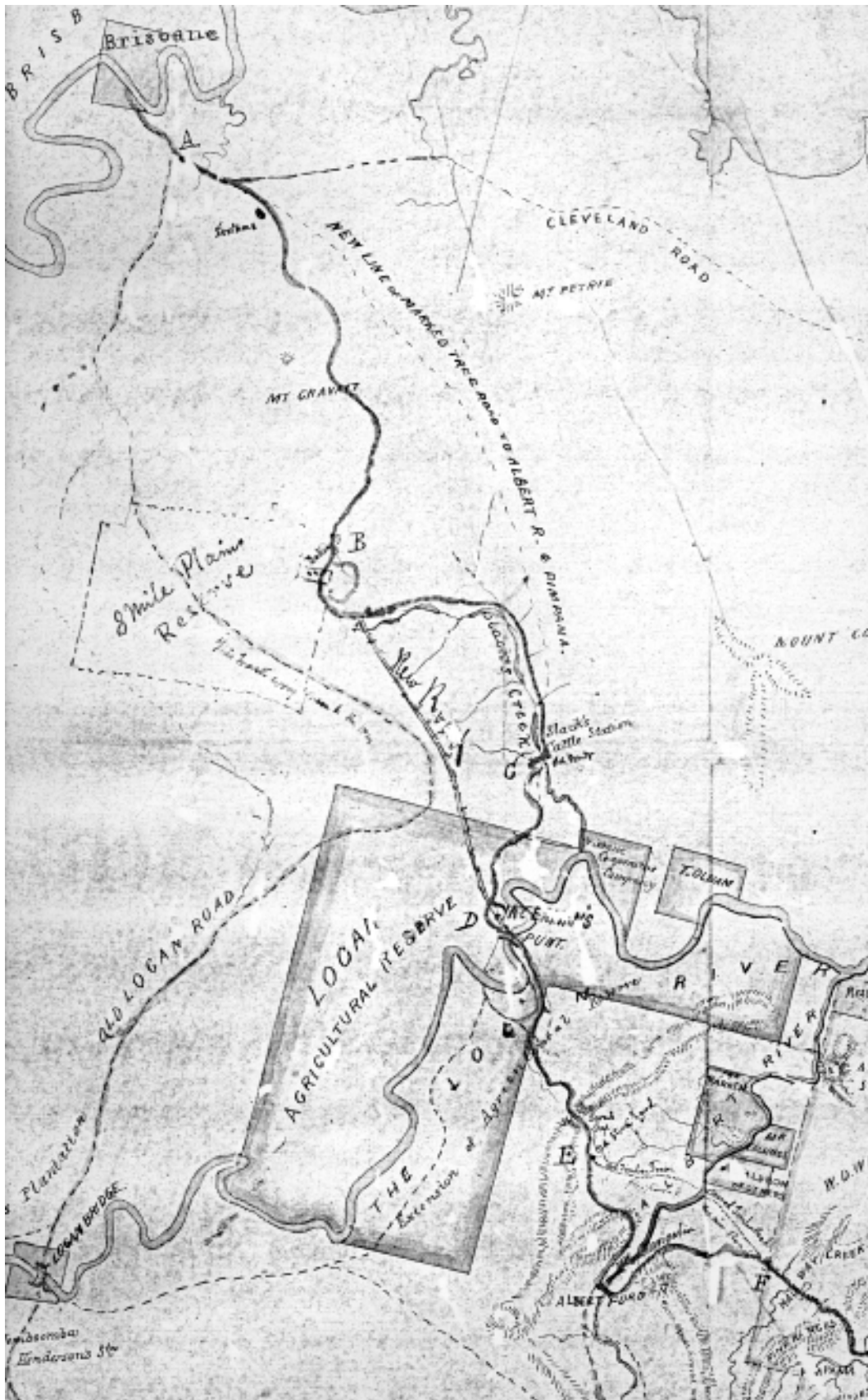
Map showing Logan Agricultural Reserve and the roads to Logan in the 1860s
(Source: QSA map A c1864 Logan Agricultural Reserve)[11]

Maps of the time show several attempts to find a better line for the major roads which were in fact little more than rough tracks.

Roadworks, even on this limited scale, were expensive. In 1863, the Engineer of Roads, Southern District placed £500 in the budget for "Logan River Road", commenting that "the road demands attention".[12]

The most important early roads were those through Eight Mile Plains to what is now McLeans Bridge (now Beaudesert Road) and the much-debated road to Logan Agricultural Reserve (now Kingston Road). A branch of this road led to the river at Loganholme and eventually developed into the Pacific Highway.

A boiling-down works was established by Campbell and Towns at Redbank in 1857 to convert unwanted carcases into tallow. By the late 1860s, this had developed into a major meat preserving works.[13] A stock route developed through the Greenbank area to these meatworks, drovers camping overnight at a reserve on Oxley Creek.[14]

Ferry Services and their Problems

Crossings of the Logan River were made by ferry. At Waterford, the earliest of these was "Waterman's Punt", established by the aptly-named Samuel Waterman about 1862. Waterman, a storekeeper, cut approaches through the scrub and operated an unofficial ferry service.

William Stone then took over in 1863, stating later that this was at the request of settlers. He used a flat-bottomed punt capable of carrying horses and cattle, and had a boat for passengers. If Stone's later claims to the government are to be believed,[15] he spent £300 establishing the service. The income in his first year of operation was £25 and in the second £60. Perhaps in an attempt to attract more business he set up an inn, the licence costing another £30.

In 1865, Henry Eden and William Stone appear to have had a dispute which led to Eden proposing to operate an official ferry service under Government regulations. Stone realised too late that he should have made his own service an official one; he protested but Eden became the new lessee, immediately ordering a new punt.

The Logan correspondent to the Courier commented petulantly" "I see that Mr Eden advertises that traffic is still open… I suppose that he means that people may get across as best they may if Stone leaves before what he is pleased to call his Government Punt is ready…"[16] The reason for this irritation was that any failure of the ferry caused considerable disruption.

Punts seem to have had a disturbing tendency to sink. In 1866, Eden's new punt went missing and an unsuccessful search was made downstream as far as the junction with the Albert. However it was discovered underwater only a short distance from the ferry crossing and was raised with the assistance of two cutters. At the same time, horse and dray belonging to the Ross family were on Stone's ferry at Pimpama when it sank in mid-crossing. Fortunately Mrs Ross had crossed on an earlier trip and the horse had been unyoked so was able to swim.[17]

A further difficulty with the ferries was that they were relatively expensive. Eden's original charges were 1 shilling for a horse or bullock, 1 shilling and sixpence for a horse and dray and 3 pence for a passenger – expensive for a time when a carpenter's wage was around 11 shillings a day.[18] Some people were carried free in certain circumstances including the Governor, ministers of religion, council employees, soldiers and school children.

In 1867, residents petitioned the Minister for Works, complaining that Eden's service was unsatisfactory and asking for the fees to be halved.[19] In 1869, another letter of complaint alleged that Eden's ferry

was dangerous and almost rotten, with water coming up through the planks. An official inspection discovered that the complaint was justified, and that the ferry had not been overhauled for 18 months.

The basic cause of all the problems was probably that in spite of high fees, ferry operators were not able to make an adequate profit. In 1871, Eden's successor William Huston was unable to pay his annual lease of £35 ($70) and was forced into insolvency.[20] Interestingly, Huston was a "remittance man" – he relied on money being sent out from England and part of his problem was that the expected remittance did not arrive.

Things did not improve as time went on. By 1874, there were numerous regular coach and carting services and the potential for disruption was even greater. The *Brisbane Courier* reported:

> The punt on the Logan at Waterford sank on Monday morning from want of timely repairs and on arriving at the ferry, the Mail Coach could not pass over and had to return to Beenleigh and cross the river at Loganholme. Owing to the unavoidable delay, it did not reach Brisbane until past five in the afternoon, about three hours after the usual hour. [21]

At Loganholme, a ferry service operated slightly upstream of the later Toll Bridge, with the ferry house on the northern bank. People arriving on the southern bank of the river summoned the ferry across by ringing a bell. A favourite prank of local youngsters was to tie a piece of cane to the bell. At night, cattle tried to eat the cane and made the bell ring, bringing the ferryman across the river.[22]

Like the Waterford Ferry, the Loganholme service, often known as the Beenleigh Ferry, was a constant irritation. When the ferry was swept away by a flood in 1873 and was slow to resume, a protest meeting was held in Beenleigh Court House. Residents stated that "the unnecessary addition of several miles …is an intolerable tax on our time and patience while the prevention of local intercommunication is a grievous hindrance of our most ordinary business transactions."[23] Translated, this probably meant that shopkeepers in Beenleigh were losing money. No one seemed to have had any sympathy for the ferry lessee John McMillan who was trying unsuccessfully to raise the punt from deep water 8km downstream. McMillan tried to rent another punt but his lease was cancelled. In 1874, the Land Court

Logan Ferry 1871

at Beenleigh had to be cancelled because the service stopped again during minor flooding and officials were unable to cross.

The Alberton Ferry was used by residents in the Carbrook area. Initially pulled by hand, it was later converted to a winch and continued to operate until World War II.
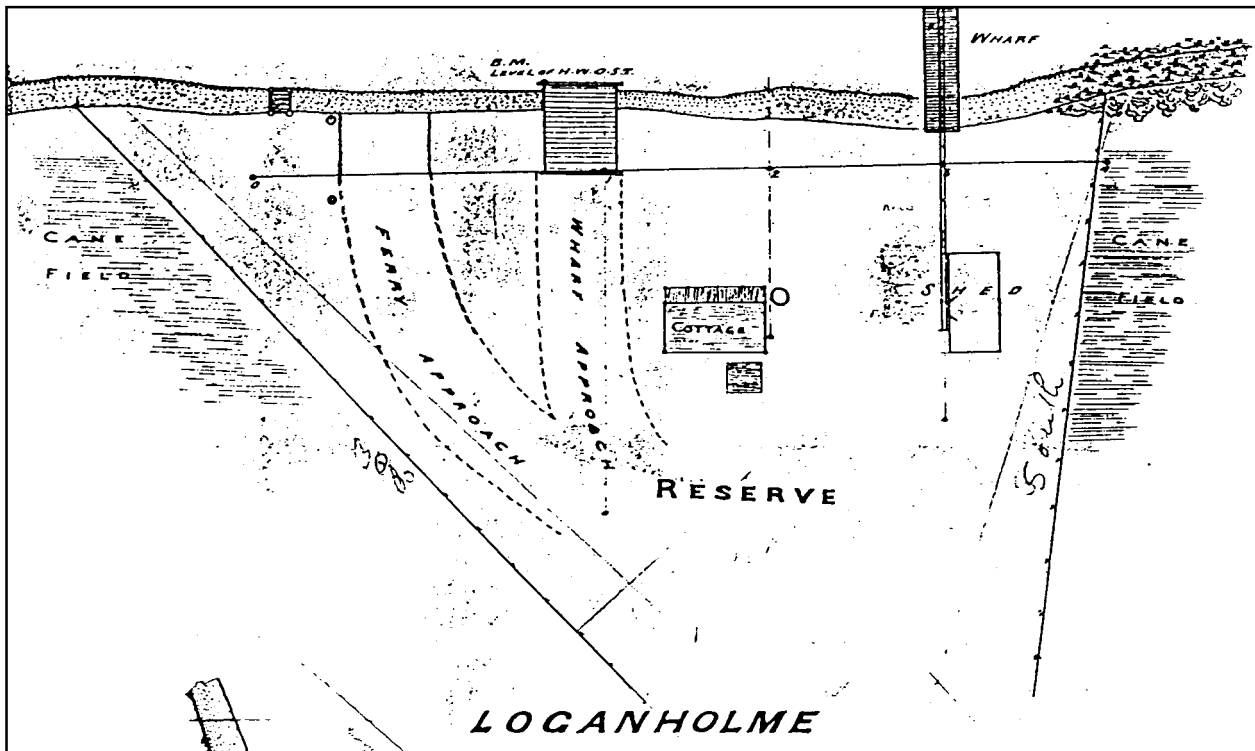

Diagram showing Loganholme Wharf and Ferry Approach (Source: QSA Harbours and Marine Drawer 83 Map 543)

Bridges and the battle between Waterford and Beenleigh

Both the Loganholme and Waterford ferries were an obstacle to development and both communities wanted a bridge. The decision was important for the district: it would favour either Waterford or Beenleigh as a commercial centre for the region and would set the road pattern for years to come.

Both communities lobbies intensively. In February 1874, the Premier, Secretary for Works and Post-Master visited Beenleigh in a waggonette driven by Cobb and Co manager Mr Shaw. A public meeting was held and Beenleigh residents put their case for what was called "the lower road" which crossed the river at Loganholme. This route reduced the trip from Brisbane to Beenleigh by two or three miles. They also took the opportunity to criticise the Waterford Crossing which they said was often inaccessible due to flooding of Scrubby Creek. The continuation of the road from Waterford to Beenleigh was "a succession of steep ranges and much stoney ground." Residents also asked for a telegraph service, better mail service and a wharf.[24] After staying overnight in Beenleigh, the party was driven seven miles up the Albert River. The local people noted with satisfaction that this would give the politicians the opportunity to experience for themselves the discomfort of the current Government roads.

In response to Beenleigh's claims, the Waterford residents drew up a "manifesto". They said the interests of Waterford and Beenleigh were in fact identical – that Beenleigh was the centre for the "southern road" while Waterford was the centre and outlet for the whole course of the upper portion of the Logan and Albert. The Waterford people believed that the distance saved was actually only one mile and said the demand for a bridge was to gratify the vanity of Beenleigh rather than suit the convenience of residents.[25]

Waterford Bridge in the 1880s. The bridge had a somewhat experimental design with long 50ft spans and light planking

Waterford was a township planned by the Government and its residents had anticipated that it would become the district centre. The first police station and first post office were established in this area, but Waterford had subsequently languished.

In contrast, Beenleigh had one false start but soon grew rapidly. Davy and Gooding had taken up land on the north bank of the Albert River in 1865, naming the property "Beenleigh" after their native village in England.[26] A small township was surveyed nearby, and was given the same name; shortly afterwards, Michael Tansy opened a hotel, store and butchery there. However when a Government ferry opened at Yatala, the new township was off the main road. Beenleigh then shifted to a place where several major roads converged and started again.[27]

The new position of the township was excellent and it was described in the 1871 Post Office Directory as "a thriving town" with a population of 73. By contrast, Waterford did not even appear in the directory. The following year, the government established a court house and police barracks at Beenleigh and the town attracted a large number of businesses and facilities including a hall, a bank and a newspaper. Beenleigh was soon spoken of as the district capital.

In the end, logical arguments about Waterford vs Beenleigh as the bridge site became irrelevant and it all came down to finance. A bridge at Loganholme was a more expensive proposal and the government had only £6,000 available in its budget after some very expensive bridges had recently been built at Yatala (£16,000) and Maryborough (£30,000). Waterford got its bridge – an economical timber structure which was intended to be "the future pattern of all safe colonial bridges for road traffic".[28]

Some historians[29] have suggested that lobbying by large landholders such as Jordan also influenced the decision, but it is interesting to note that puntsman and small farmer Ferdinand Kleinschmidt commented "The bridge is a complete victory for the German farmers over the English planters.[30]

The bridge was opened on 15 August 1876 but it did not give Waterford any great advantage. A journalist arriving at the bridge in 1880 commented "Waterford has to boast of a splendid wooden bridge -– a great improvement on the old punting system. The place itself has fallen away considerably, and there is nothing like the briskness of the days of Eden's ferry. The police barracks and post office have been removed and very little now remains but the steady persevering host of the Waterford Arms, Mr Leo."[31]

Celebrations at the Opening of Waterford Bridge
From the Diary of Ferdinand Kleinschmidt

Wednesday August the 16th 1876: The consecration of the Waterford bridge took place yesterday and I went up on the occasion to comply with the wish of Mr Berndt and several others, with respect of singing a few hymns on that occasion. We executed the English national hymn during the act of consecration and after the conclusion of a solemn dinner which we had in a nice arbor, erected for that purpose, we gave the oral composition "Wachet auf! ruft uns die Stimme" which was very well liked.

After this, there were several toasts brought forward and drunk and speeches held. Only two were worth notice, the speech of one of the workmen and the speech of Mr J. Hinchcliffe who alluded to the progress and general welfare and prosperity of our German commune, in comparison with their arrival 12 years and 6 months ago in the "Diamond" steamer which was taken up and cheered with great enthusiasm. Afterwards, we were asked to sing twice more to the satisfaction of all present.

Community satisfaction with the Waterford bridge was short-lived. In February 1878, there were complaints about the dangerous approach after a wagon almost plunged down the steep bank.

It was also declared to be "shaky" and it was said that "every coach that went over it reported it as tumbling."[32] This problem was probably due to the bridge's somewhat experimental design with long 50ft spans and lighter planking.[33] The piles were also experimental. The cobra worm was a problem in timber bridges. As an economy measure, the timber piles at Waterford were protected with a combination of methods including sheeting with cast iron, sheeting with the lesser quality but cheaper Muntz metal and building a caisson of timber around the pile and filling the gap with concrete.

In May 1878, a government wharf was being erected and Mr Byerley, the Engineer of Roads, took the opportunity to don a diving helmet and inspected the piles of the bridge. It had been built quickly and the timbers had not been tarred to allow it to season. At this time, the bridge was overhauled, painted and tarred.[34]

The bridge showed its worth in the great flood of 1887. While the iron railway bridge collapsed, the supposedly shaky bridge survived. It also withstood the 1893 Flood and continued in use until 1916 when it was replaced in concrete. In an interesting ceremony, local people crossed the river one last time on the old bridge, then returned on the new bridge.

The new structure, however, was not a success. A high-sided, narrow bridge at a very acute angle, it was described by the "Queenslander" in 1931 as "the narrowest and most dangerous bridge in Queensland". Locals referred to it disparagingly as the "Pig Trough", a reference to the shape of the high concrete sides. It did

The high sides of the narrow Waterford Bridge which gave it the nickname "The Pig Trough" are obvious in this photograph. George Fredericks is carrying a bag of potatoes down the tilted surface of the bridge after the 1947 floods. (Source: Joan Starr)

Building a new bridge at Waterford 1954 after the previous one had been damaged in the 1947 flood. The ferry can be seen on the far side. (Source Keith Schmidt)

Construction of the high-level Waterford Bridge is delayed by floods in May 1996. Looking towards Waterford West. Note the road leading to the submerged existing bridge. (Source: Keith Schmidt)

not have the resilience of the original timber bridge and succumbed to the floods of 1947. For seven long years, people were forced back to a lengthy detour or had to use a ferry service operated by Regelings and Leitzows.[35] A third bridge, again in timber, was opened in 1954. With increasing population and traffic, a fourth bridge in concrete opened in 1998.

A Loganholme Bridge at Last

In 1878, a deputation of residents led by William Fryar again asked Premier John Douglas for bridge at Loganholme. Mr Fryar told Douglas that the main reason for wanting a bridge was "the desire of the inhabitants of the northern side of the Logan to increase their business relations with Beenleigh."[36] Their request was once again unsuccessful. The Loganholme ferry service was taken over by the new Beenleigh and Tingalpa Divisional Boards in 1880 but the irritations and arguments continued.

As through traffic to the coast increased in the early 20th century, the ferry became very busy. Only four or possibly five vehicles could be carried on each crossing and there were long delays, particularly at holiday periods. A double punt was installed to improve the service.

A large amount of the traffic was simply passing through the district on its way elsewhere and it would have been difficult for the shires involved to spend so much money on a bridge. Fortunately, the Main Roads Act was amended in 1929 to provide for state highways to be constructed without any contribution by the local authorities. By the late 1920s, the annual ferry rentals were £4000 a year and this was seen as a further justification of the £25,700 cost. The bridge opened in July 1931 and was hailed as marking "a further step forward in the materialisation of a great Pacific Highway".[37]

The bridge was duplicated in May 1968 to carry two lanes of south-bound traffic, with the older bridge continuing to carry the north-bound traffic. New bridges were built in 1999.

Loganholme Ferry 1929

Opening Loganholme Bridge 1931 (Source: The Queenslander)

Coach Services

In 1869, a coach began a twice-weekly service from the Steam Packet Hotel in Brisbane to Pimpama via Eden's and Albert ferries. [38] The name of the service was not given, but it also ran coaches on other days of the week to Sandgate. The Steam Packet was a popular Brisbane base for Logan residents when in town and was therefore a logical terminus for the coach.[39]

Once a demand was established, Cobb and Co started a regular service two years later and was soon the main coach service in the Logan region, operating from Brisbane to Pimpama. The service later extended to Beenleigh and to Nerang. After the opening of the railway, the coach service co-ordinated with the rail service.

Cobb & Co is such a legendary name that it tends to dominate our impression of road transport. There were several other services however.

In 1876, Logan Reserve had two carriers, P. Van Dohrens and X. Kluvers, who ran wagonnettes on a weekly service. In 1879, Kluvers was advertising a coach service operating twice a week between Beenleigh and Greaves Hotel in Queen Street, Brisbane, carrying passengers and parcels. Robert Johnston also ran a two-horse coach at this time and in the mid-1880s, Henry Welsh was operating a weekly service from Tambourine to Brisbane via Waterford.[40]

Ferdinand Kleinschmidt mentions travelling to Brisbane in "Mr Kelke's wagon" and there were probably many other services conducted on an informal basis.

Fares were initially expensive, but with competition,

COBB & CO.'S
TELEGRAPH LINE
OF
ROYAL MAIL COACHES.

HEAD OFFICE: ALBERT-STREET, BRISBANE.

THE Coaches of the above Line will Run as follows until further notice:—

From BEENLEIGH to BRISBANE—Daily (Sundays excepted), at 10 a.m.

From BEENLEIGH to PIMPAMA and NERANG CREEK—Tuesday, Thursday, and Saturdays, at 10 a.m.

From NERANG CREEK at 5 a.m., and PIMPAMA at 8 a.m.—Mondays, Wednesdays, and Fridays.

Advertisement in Logan Witness, 1878

the Cobb and Co fare to Brisbane was reduced to 1 shillings.[41] However, in the 1880s, Welsh's coach service was charging 4 shillings for a trip from Waterford to Brisbane, a considerable cost when the daily wage of a labourer was around 15 shillings.

To the Editor of the Logan Witness (6th April 1878)

Sirs: I desire, through your columns, to call the attention of the owners or managers of the line of coaches (Cobb and Co's) running between Brisbane and Beenleigh, to the disgraceful and dirty state of the interior of these coaches.

It is a common practice for the grooms or others in charge of the coaches to put under the seats dirty cans of grease or tar and grease and often oil for the use of Cobb and Co. These filthy compounds, by the shaking of the coach, get driven all about and the dresses of the ladies travelling are perfectly ruined, at a loss to these passengers of perhaps £4 or £5. I have seen that happen many times these last few years.

Another nuisance is this: instead of the spaces under the seat being clear for passengers' feet, they are often filled up with old harness, collars, rusty chains, swingle-trees and other rubbish which, belonging to Cobb and Co, should be out elsewhere so that passengers could travel with a little more comfort than they have ever done on this line.

We are certain that it only requires the managers to look into it and the carelessness of their servants in this respect will soon cease.

Yours,

TRAVELLER

The Logan Motorway

The Logan Motorway was completed in December 1988 to create a faster route from the Ipswich area to the Gold Coast. It opened as a tollway and connects with a system of other motorways including the Gateway Arterial Road. Although it has achieved its purpose of creating a faster route, it has contributed to the fragmentation of Logan City which is now crossed by three major road systems and two railways.

Building Logan Motorway (Source: Logan City Council Collection)

References

[1] For a more detailed history of riverboats, see W. Torrance *Steamers on the River* 1976 and Dene C. Rowling *Mosquito Fleet Days* 1996

[2] Qld State Archives (QSA) CRS/376

[3] Logan Witness (LW) 11.1.1879 and LW 26.7.1879

[4] LW 17.2.1883

[5] Win Davenport *Harbours and Marine* Qld Govt 1986 p203

[6] Glen Williams *The Diary of Ferdinand Kleinschmidt 1876-92* (Thesis, Dept German 1967) Fryer Library

[7] LW 19.11.1887

[8] Armstrong family information

[9] Commissioner's Report 1895-96, Rly Historical Centre Nth Ipswich

[10] Brisbane Courier (BC) Feb 1866

[11] QSA map A c1864 Logan Agricultural Reserve

[12] QSA LWO/A5

[13] eg Town and Country Journal 2.7.1870

[14] Greenbank SS Centenary

[15] QSA Correspondance from ferry operators, licencees and government inspectors: copies held at Logan Local Studies Centre.

[16] BC 20.12.1865

[17] BC 11.3.1866

[18] Wages from Blue Books 1860s

[19] QSA WOR/A6 1115/67

[20] QSA CRS/200 Regina vs Huston

[21] BC 1.10.1873

[22] Loganholme SS Centenary

[23] Information on Loganholme Ferry in QSA WOR/31 and CRS/355

[24] BC 12.2.1874

[25] BC 19.2.1874

[26] Aldine History of Qld 1888

[27] For the history of Beenleigh, see eg Jones *Country of Five Rivers*; Hanlon *The Early Settlement of the Logan and Albert Districts* HSQ 1934; LW 8.2.1878

[28] LW 29.1.1887

[29] Jones *Country of Five Rivers*

[30] Kleinschmidt Diary Aug 6 1876

[31] LW 29.5.1880

[32] LW 29.1.1887

[33] a construction plan for the bridge is in State Archives PD389

[34] LW 4.5.1878

[35] Waterford SS Centenary

[36] LW 9.2.1878

[37] BC 6.7.1931

[38] BC 8.7.69

[39] W.E. Hanlon *The Early Settlement of the Logan and Albert Districts* HSQ Journal 1934

[40] LW July 1885, 23.8.1879, 11.1.1879

[41] Kleinschmidt Diary

CHARLES HULLETT,
Coach Proprietor, Nerang.

COACH leaves for Southport to meet Brisbane Steamers on MONDAY'S, WEDNESDAY'S and SATURDAY'S.
Charges Moderate.

TAMBOURINE to BRISBANE.

EVERY TUESDAY. From Tambourine, 8 a.m.; Waterford, 12 noon. Returning every THURSDAY, Graham's Bridge Hotel, at 8 a.m., arriving at Waterford, 11·30; Tambourine, 4 p.m.

Until further notice.

FARE:

	s.	d.
Tambourine to Brisbane ...	7	6
Logan Village	6	0
Waterford	4	0

HENRY WELSH, Proprietor.

From the Logan Witness
July 1885