



# Enjoy and explore the diverse heritage of the Brisbane Valley.

Brisbane Valley Heritage Trails Inc is committed to recording the history of the Brisbane Valley featuring the routes forged through the Valley by the pioneers. These include the stock routes, mail and coach routes, rail trails, timber trails, heritage buildings' tour and the wine trails.

Follow the paths of the early pioneers supplying Brisbane with cattle and timber. Relive the experiences of early settlers in their letters and photographs and enjoy their heritage listed buildings filled with the stories of the past.

## Moore - A brief history

The Jagera, Yuppera and Ugarapul peoples are the traditional owners of the Brisbane Valley district. Prior to European settlement in 1841, the landscape of South-East Queensland (as elsewhere in Australia) was influenced and protected by millennia of Aboriginal stewardship. Indigenous use and management of the landscape (e.g. moving camp when resources were depleted and closing areas for particular species) maintained a balance between the land and human needs.

The township of Moore is built on part of the original Colinton station selected by Balfour & Irving in 1841. It was made up of six

leases: Colinton East, Colinton West, Mt. Stanley East, Mt. Stanley West, Diaper & Altyre and covered 336,000 acres.

Before 1903 the district was known by the names of the public facilities available there. One of these was "Stonehouse" after a remarkable stone building built by Gloucestershire stonemasons, Robert & Charles Williams, on Colinton land in 1868. In 1880 Robert Williams applied for a liquor license and Stonehouse became the local hotel. As late as 1906 millers Emmerson & Co and Andersen & Co described their operations at "Stonehouse".

In 1883 Stonehouse was also the Nine Mile Receiving Office for mail delivered by pack horse from Ipswich to Nanango and later became a coach stop and changing station for McDonald's Royal Mail Coach to Nanango.

In 1905 Mrs. Mary Kelly was appointed as the first teacher at the Moore Provisional School. The towns' two sawmills, two hotels, two general stores, two smithies and private residences were joined by a police barracks moved from Deep Creek. From this time onwards the settlement was described as Moore in most official communication but it continued to be described by locals, however, as Mooretown or Stanley Gates.

This last name was derived from large wooden gates to the original Mt. Stanley properties that remained near the fledgling settlement. One of the hotels at Moore in the early years was called the Stanley Gates Hotel and the park retains the name today.

The prosperity of the town came from two sawmills that operated here for many years and were turning out 20,000 super feet per day in 1908. Brown & Broad erected a mill at Mooretown on the bank of Wallaby Creek in 1904 and continued trading there until 1916. Charles Paterson also built a mill at Moore in 1904.

Until 1910 the Moore millers hauled their timber 13 miles to the railway terminus at Kannangur for sale in Brisbane. In 1910 the Moore station was built on the outskirts of the town against local advice that it should be located near Brown & Broad's Sawmill.

World War II provided a boost to Moore when a new Inland Defence Road over the Blackbutt Range was built using Moore as the railhead for materials. Flooding in 1955 washed away the Emu Creek Rail Bridge and rail service was suspended beyond Harlin from March to August of that year. By 1964 Patterson's Sawmill had closed, the station mistress from Moore had been removed and infrastructure was systematically removed from Moore station. There was further flooding in 1974 with no rail service from January to May. The last steam train ran on the Brisbane Valley Rail Line in 1969 and Brisbane Valley Rail Line was closed finally in 1989.

Modern Moore retains its police station, tennis courts and Memorial hall, post office facilities and shops. It offers good public conveniences and caravans are also well served.

### 1. The Soldiers' Memorial Hall

This wooden hall was built after World War I to commemorate local soldiers who did not return and honour those who did. The awning over the footpath was added in 1922. Rifle Club banquets were held there in the 1930s with a supper room was added in 1938. In 1947 the Moore Returned Services League combined with Linville but closed in 1973. A Hall Committee took over the building and the Hall remains the social hub of Moore.



### 2. Moore Uniting Church

The Moore Uniting Church was built in 1906 and opened on 31 October 1906 as part of the Brisbane Valley Methodist Circuit established in 1902. From the beginning this church seems to have been shared freely amongst other denominations. In 1973,

four years before the rest of the Australian Methodist, Presbyterian and Congregational Churches amalgamated; this little rural church changed its name and its future vision to the Uniting Church in Australia, Brisbane Valley Parish. It celebrated its centenary in 2006.



### 3. Moore State School

Public meetings about a School in 1900 and a rail line to Blackbutt were held at the Nine Mile Receiving Office, known locally as the 'Stonehouse'.

The Moore Provisional School was built in 1904 on 2 1/4 acres of school reserve at a cost of £150. In 1905 Mrs. Mary Kelly was appointed as the first teacher at the Moore Provisional School.



By 1908 the current schoolhouse was built and the first school was converted into teacher accommodation. The State School was opened on 6 July by its new head teacher, Samuel Rae. Moore State School celebrated its centenary in 2004 but was closed in 2007.

### 4. Moore Police Station

In July, 1905, the police barracks from Deep Creek were relocated to Moore. It was a busy station when the mills were in operation and the Inland Defence Road was built over the Blackbutt Range during WWII. It celebrated its centenary in 2005 and remains an operational police station.

