**Essays on Mount Crosby - Mount Crosby as Comprosonby**

It's an enduring mystery how Mount Crosby got its name, and it's made all the more interesting because each possible explanation has a grain of truth (though not so many grains that you would say there is a sack full of evidence).

One explanation arose in 1932 and is the most curious because it calls on a long lost locality and in many ways asks more questions than it answers. In June of that year the Brisbane Courier included an article under the name "Mount Comprosonby". It read:

*Apparently Mount Crosby, on the Brisbane River, now the headquarters of the main Brisbane and Ipswich water supply, had a much longer name in the early days. In "The Queenslander" of July 13, 1872, a writer, signing himself "J.M." suggested that the best route for the proposed Ipswich Brisbane railway line would be "from the Ipswich terminus through North Ipswich to the Brisbane River at Mount Comprosonby, or Blackwall," where, he said, farmers were then agitating for a bridge ... Mount Crosby is certainly simpler than the "Mount Comprosonby" of 60 years ago*

And, yes, early papers do refer to such a place as though it was nearby. In fact there are references to Mount Comprosonby (though sometimes Comprossomby or Compassemby) in papers as early as 1854. I give you these clues to muse over where the lost locality of Mount Comprosonby was:

**The Empire (Sydney) - October 1854**

On a short distance from Prior's Pocket the slate rocks are seen, near to the river, and extending westward, crossing Ugly Creek and the Brisbane River, near Compassenby, having been upheaved by a belt of trap rock, trending nearly north and south, on the north side of the Brisbane, while on the south side of the river, amidst the slate, there is a large mound of trap, which has converted the neighbouring slates into jasper, and is, no doubt, the cause of the numerous dislocations so well shown in the precipitous sandstone and conglomerate cliffs of the south side of the Brisbane, between Compassenby and the junction of the Bremer [meaning the Lower Blackwall].

**The Queenslander - July 1872**

The route proposed by "J. M." presents difficulties almost as great as those encountered in making the present line [railway] over the Little Liverpool Range and anyone intimately acquainted with the nature of the country between Mount Comprosonby and the lower Ugly Creek at Moggill, will fully justify my statement.

**The Queenslander - July 1875**

A little north of Point Wickham is another outcrop a foot thick [of coal]. Up the river, Prior's Pocket, Compassenby, and a variety of places in the neighbourhood of Ipswich, which are-only distinguished by reference to the names of neighbouring land-owners and settlers long since gone to their long home ...

**The Queenslander - July 1875**

I will now suggest one route, which I believe will be the most economical, taking all things into consideration, although it may not be the shortest, vis., from the Ipswich terminus through North Ipswich to the Brisbane River at Comprossomby or Blackwall.

Col Hester