Windsor & Districts’ Historical Society Inc.
servicing the old Windsor Town Council areas of Albion, Alderley, Bowen Bridge, Eagle Junction*, Eildon, Grange, Kalinga, Kedron*, Lutwyche, Maida Hill, Newmarket*, Wilston, Wooloowin and now extended to cover Herston. *part of this suburb.
NEXT MEETING
19 AUGUST, 3 p.m.

Guest Speaker
Sallyanne Atkinson, AO

We are very pleased to announce that our August Guest Speaker will be former Lord Mayor of Brisbane and business woman - Sallyanne Atkinson.

Make sure you mark in your diary to come and meet this outstanding Queenslander.

3 p.m. Sunday, 19 August

The car featured on p.17 of the February JOURNAL, Vol. 30 No. 1, is still in the district. It has been owned by Richard Allom since 1962.

Additions and Correction
Mary Ann Massey, born 1844, was omitted from John Massey’s children’s list on page 10 November 2016 issue. Thanks to Helen Kilber a descendant for pointing it out.

May 2018 issue page 9 column 3, references to Charles Scott should be Charles Stott.

Success!! One member at least looks at our cover and pointed out that Grange and Wilston were omitted - not anymore.

* In preparation of our Newsletters/Journals, our Editor has corrected 41,112 lines of newspaper text in Trove so far.

In the NOVEMBER Journal
* William Williams
* Newmarket Progress Hall
* The Peace Loan
* Rowallan
* Kedron Park Service Station
* St Andrew’s Church
* Hornibrook
* Hearne’s
* WW1 Casualties
* Photo Story
* Boot and Shoe Repairers

SOUVENIR OF THE GREAT WAR 1914 - 1919

Issued to the Soldiers of Windsor and their families, in 1919, a listing of the Men who enlisted from this District.

A Special Limited Edition with photographs. $20 available now.

ADVANCE NOTICE
REMEMBRANCE DAY SERVICE
1918 - 2018
Windsor War Memorial
11 November

Remembrance Day

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The new resident justice, Alfred James Peter Lutwyche, lost no time in buying land after his arrival in Brisbane on 8 March 1859. Early Brisbane resident Nehemiah Bartley takes up the narrative.

I espied Judge Lutwyche, spectacles on nose, government map in hand, taking stock of some Crown allotments near the Green Hills, and addressed his honour. ‘You are looking at some lots, not very eligible, and which will not be sold for some time to come. There are some Crown ones, better than these, and which will be sold shortly, and which I would recommend you see first, and, if you like to come with me tomorrow, I will show them to you, as I mean to buy some myself.’

He replied, ‘I will come with you,’ We went, and Thorrold (I think) came with us. I showed them the nakedness of the land. I resolved on Eildon Hill, the judge on what he called pretty ‘haha’ lawns where Kedron Park now is; and Thorrold selected the Thorroldtown of modern days. We camped and lunched by the brook, spent a delightful day and the Judge particularly fancied some Presberger Zwieback biscuits I brought with me, and asked me for a tin full of them, which I gave him.

As a result on 5 April 1859, Judge Lutwyche became the owner of portion 196 and 200 of 20.25 and 17.82 hectares respectively which fronted Kedron Brook. Bartley purchased portion 201 of 9.52 hectares. By 23 November he had sold the block to Arthur Algemon May who sold it to Lutwyche on 23 January 1860.

It was on portion 201 that Lutwyche decided to build his house - Kedron Lodge. He engaged architect Christopher Porter. Porter was born in Nottingham in 1801 and in 1852 the Porter family migrated to Victoria. Father, Robert, elder brother Robert and Christopher worked in Geelong and Ballarat as architects and builders. Christopher moved to Brisbane in 1860 and Kedron Lodge was one of his first commissions. He also designed the Normal School in Adelaide Street.

Although living in Eagle Street, Lutwyche soon placed horses on his Mount Kedron property. (January 1860) John Petrie was engaged to build Kedron Lodge. He had taken over the Petrie business after his father was blinded in 1848.

On Wednesday, 13 October 1860 the ceremony of laying the foundation stone of Kedron Lodge was performed by his Honor Mr Justice Lutwyche. The usual ceremonial was observed by enclosing in a cof fer a bottle containing a parchment, on which was inscribed the name of the building, the fact of its being commenced in the first year of the separation of the colony, and its being intended as the residence of the Judge of Queensland. Also included was a copy of the Moreton Bay Courier. The house was designed in the early English style, and will be the most imposing private residence yet built in the vicinity of Brisbane. The principal fronts would be of dressed stone, and the wings of brick, with freestone dressings. After the stone had been formally laid, the numerous workmen were regaled with wine, &c., in honour of the event, while the Judge and a few private friends enjoyed a picnic on the grass, at which the orthodox champagne, &c., freely circulated. Major construction continued into 1861 and the year 1862 was painted on the lintel above the door.

The property was divided into several paddocks. The horse
paddock, about 4 hectares in area, had a large dam which provided drinking water for the horses and stock. The main entrance gates were at what is now Kent and Lodge Roads corner. There were huge gates hung from equally large posts. At either side there were smaller entrance gates. Large clumps of bamboo grew on each side of the main drive which was paved with white gravel. The Lodge itself was made from Albion freestone from Petrie’s quarry at Albion. Much of the interior work was not done until the late 1860s. Mr Beeston held the contract to do all the inside work - stairs to the upper rooms, doors, sashes. Most of the decorative work was done in red cedar.

As the coach house and stables were about 500 metres from the main house, an ox horn was used to communicate with the men working in the stables. Behind the Lodge there was a large fenced-in area which contained the laundry, workshops, kitchen garden and a small orchard.

Every day, when the Supreme Court was sitting, Lutwyche was driven to town in one of his vehicles. Later in life he became crippled with gout but he refused to retire, much to the regret of the government of the day. Eventually his condition became such that he had to be carried to the bench by his associate and tipstaff.

Lutwyche liked to fish in Kedron Brook for eels and catfish. The latter he declared to be a rare table treat. Although Lutwyche received a huge annual salary, for those days, of £2,000, he took out mortgages totalling £4,500 on Kedron Lodge and the grounds. These weren’t released until a year after his death which occurred on 12 June 1880.

Kedron Lodge was sold to William Henry Kent on 6 February 1885. Kent took up residence and had the original building completed. He also added a ballroom. It was then sold to William Quinn in 1911. Quinn sold most of the remaining house paddock as 400 square metre allotments. In October 1912, William Walton bought the lodge and in December 1931, Archbishop James Duhig purchased the property for the use of the Roman Catholic Church. The bulk of the Kedron Park land was cut up and sold as house allotments after the judge’s death and a large portion was used as a sports ground and racecourse.

Taken largely from The History of Kedron, © 1976, David Teague.
In a previous issue an article appeared about the founders of Herston, Robert Herbert and John Bramston. It mentioned how they arrived with the new governor, Sir George Bowen in December 1859. It was imperative that a government was formed and elections called for Herbert to be elected and continue as the first Premier.

All did not run smoothly as a local resident objected to the process. Thomas Dowse was born in Hackney, London and at 15 was convicted for theft and sentenced to life imprisonment. The weird bit was that he stole clothing items belonging to his brother and sold them. His mother pressed charges.

At the end of 1827, he was transported to Sydney to serve his sentence. In 1832, he married Ann Kelly at Parramatta. In 1836, he was granted a ticket-of-leave and in 1839 a conditional pardon.

In 1842 he moved to Brisbane and soon operated a ferry across the Brisbane River. Soon he established a business selling all sorts of clothing, household and farm items. He became an auctioneer. He was one of the settlers who agitated for separation from New South Wales. Whilst building a cottage at Shorncliffe with his two sons, he was attacked and wounded by aborigines. After his wife’s death, Dowse married Sarah Fairfax in 1856 and they had three sons and two daughters.

When the Electoral Roll for East Moreton was revised in April 1860, Dowse objected to the addition of the name of Robert Herbert. He was rolled and took his revenge by writing to The Moreton Bay Courier. Writing to the newspaper became a habit with him - signing his letter as OLD TOM.

To the Editor of the Moreton Bay Courier,
Sir,-At the court of petty sessions, held yesterday, to revise the electoral list for East Moreton and neighboring electorates, I appeared to sustain my objection against the name of Robert George Wyndham Herbert being retained thereon - grounding my objection, first, because the name had been inserted after the collector had signed and delivered the electoral roll to the clerk of petty sessions; and secondly, because Mr Herbert did not possess a leasehold qualification six months previous to the collection of the roll. My first objection was overruled by the bench upon the ground that, as the name of R. G. W. Herbert appeared on the list then before them, they could not entertain my objection, although I offered to prove, by the evidence of the collector, that the name had been surreptitiously inserted.

My second was also vetoed, by the magistrates, citing, they holding this strange interpretation of the qualification clause, namely - that, though...
under the Constitution Act of 1855, (by which act unfortunately we are present directed) a freeholder, householder, lodger, or salary-qualification must have been held six months previous to registration, that desideratum is not necessary in a leasehold, so long as such lease, under which the claimant qualifies, has three years to run. Marvellous that in the Electoral Act of 1858, granting manhood suffrage, vote by ballot, &c, the qualification clause fixes (as I still maintain the old act does) a six months residency, or actual possession. I now leave the public to judge in this matter, and only ask my fellow colonists to watch all these political dodges with a jealous eye, and remember the value of the stakes to be won by the winning party.

Yours,

THOS DOWSE.

Of course Tom was correct as it was clear that Herbert had only been in the state for five months, but his argument was not accepted.

Herbert was elected and continued as the first premier until 1866 when he resigned and returned to England to be involved in a public service career until his death in 1905. Unlike his partner in Queensland, John Bramston, Herbert never married.

Dowse became town clerk of Brisbane in 1862 and retired in 1869. He continued in business until his death in 1885.

*Letter from The Moreton Bay Courier: 5 April 1860.*

**Herston House photo, below.**

**WILSTON-NEWMARKET RED CROSS**

With the object of enabling the women of Wilston and Newmarket districts come to together and do Red Cross work a branch was formed in the district on 28th July 1915. The members have since met weekly for the purpose of sewing. The number of garments made during the period was 2,678 and in addition to this the branch collected and made up 474 parcels of food-stuffs which were sent to Headquarters.

The total funds collected during the period amounted to £514/16/6.

The members of the branch rendered every assistance in connection with all Red Cross efforts in the town and other patriotic work generally. Taking into consideration the limited area and population that the branch had to work on, the results achieved were fine indeed.

*This extract is taken from Souvenir of The Great War 1914 - 1919 compiled by Alderman W.A. Jolly, Mayor of Windsor and given to returning servicemen. A reproduction edition is available from the chambers for $20.*
TO THE EDITOR

The Telegraph:
13 December 1880

A correspondent complains that the practice of omnibuses racing is becoming common on the Bowen Bridge Road. He said that last night, on two occasions, two omnibuses came over the bridge at full speed, and raced up to the Hospital at a speed dangerous to the passengers. He says also that last week it was as much as he could to prevent a man in liquor from entering an omnibus in which were several ladies; the driver had the state of the man pointed out to him, and at last allowed him to ride on the knife-board, the other passengers undertaking to see that he did not tumble off. It would seem as if the Bowen Bridge omnibuses needed some official looking after.

The Telegraph:
15 November 1880.

To the Editor. — Sir, We have arrived at an important period in the history of this town. To-morrow will decide whether or not we are to have a licensed house in our midst, and as there are two memorials, the one in favour and the other against, it will be well that those who have the power of granting the said licence should seriously consider the matter before making a final decision. It is a well known fact that the facilities for getting drink everywhere produce drinking; that intemperance is admitted to be the greatest curse on earth; that towns have drunkenness in proportion to the number of houses licensed, and that in towns where there are no licensed houses very little drunkenness exists.

Now we, the peaceable inhabitants of Lutwyche, having enjoyed this freedom from temptation for so many years do not wish this curse forced upon us and our children, as we know the result would be most ruinous to many who would not have strength to resist the temptation of drinking if the said house was licensed for the sale of drink. There are a few matters in connection with the memorials which are worth consideration.

1. The majority of property-owners are strongly opposed to the granting of the licence.
2. We do not consider it fair that the party making the application for the licence should personally canvass, as there were many upon pressure, who, whilst they do not want the house, did not like to refuse, and there were others who signed the memorial in its favour who are habituated drinkers and are regardless of the moral or social example they may set, and therefore they should have no weight against those who are the heads of families and have all they possess at stake in the place.
3. The house is a very short distance from the church, and the idlers and drunkards with their profane language would be a great annoyance to the congregation, and would set a very bad example to the rising generation. The whole of which we wish to avoid.
4. There is enough drinking already; and if men will get drunk on the quiet — what will it be if a house is licensed? They will openly do what they now do in quiet; and the result will be greater temptation to old and young, and drunkenness will increase, whilst idleness, poverty, profanity, and crime will follow in its train.— Yours, &c,

Avoid Temptation.

The Telegraph:
14 December 1880.

Mr N. Bartley’s Disclaimer.

To the Editor — Sir, I am very sorry that anybody should have annoyed Mr Nehemiah Bartley by accusing him of writing the letter, signed ‘N. B.’ in your Saturday’s issue. I also feel a little taken down— humiliated is, I think, the proper term — that the friends of Mr Bartley should have thought that my composition was his. As to the initials, I know not that he has any monopoly of right to the use of them; indeed I don’t suppose that he has any option as to their being the initials of his well-known Christian name and surname. The capitals might stand for several designations, Nota Bene, or North Brisbane, or, No Blarney.
If you read a Queensland paper from 1862 onwards, you would be certain to see an advertisement for Dr J. Collis Browne’s CHLORODYNE. In fact for the next forty years it would be the same advertisement claiming to cure coughs, colds, diarrhoea, dysentery, cholera, asthma, consumption, fever, croup, diphtheria, epilepsy, gout, rheumatism, cancer, toothache, meningitis and bronchitis.

As with other miracle cures it relied on testimonials to sell it.

*To it I fairly owe my restoration to health, after 18 months’ severe suffering and when other remedies had failed, chlorodyne is a most valuable remedy.

*In nearly every case of cholera in which Dr Collis Browne’s Chlorodyne was administered, the patient recovered.

*So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases.

Doctor John Collis Browne was a doctor in the Indian Army in the nineteenth century and he invented chlorodyne as a cure for cholera. He later sold the formula to John Thistlemo Davenport, a pharmaceutical chemist of Bloomsbury Square, London. Davenport began producing it and advertising heavily. As mentioned lengthy

classified advertisements appeared especially in Queensland country newspapers from 1862. Around 1900 onwards display advertisements were placed.

In 1892, undercover police bought a dozen bottles of chlorodyne from Davenport’s pharmacy. Some time later he was prosecuted for selling poison. As it was proprietary medicine he didn’t have to reveal its ingredients. To be a patent medicine the ingredients had to be revealed. Davenport was fined five pounds and thus subjecting this product to legal control.

Today in England you can still buy Dr Collis Browne’s cure for coughs and upset stomachs. It contains peppermint oil and morphine.

Well what was in this marvellous cure?
* Laudanum (an alcoholic solution of opium)
* Canabis tincture
* Chloroform

No wonder sufferers felt better. There were many imitators. Many replaced the laudanum with morphine hydrochloride and patients soon developed a drug dependence. There were cases of suicide using these products.

Eventually the canabis was removed from the formula and the morphine content lowered.

Researched by David Teague.
In 1919, a photographer went aloft in a plane and hung his large box camera off the side and took a series of aerial photographs of Brisbane. They were published in the 1924 Brisbane Centenary Book. This one shows Albion, Lutwyche, Kedron and Gordon Park.

1. Stafford Road.
2. Gympie Road, Kedron.
5. Kedron Brook.

6. Thistle Street.
7. Lutwyche Road.
8. Chalk Street.
10. Magdalen Assylum.
11. Bridge Street.
12. Albion Hotel.
13. Sandgate Road.
14. Albion Railway Station.
15. Stoneleigh Street.

Can you see more?
It was obvious that by the time the Metropolitan Fire Brigades Board took over the management of fire services in Brisbane that the Windsor Fire Station building had outlived its purpose. It was decided that a new Windsor Fire Station was needed.

The Metropolitan Fire Brigades Board was advised on 24 November 1924 by the Treasury that there was no chance for a loan to build a new station. However, in mid-November of the same year advice was given to proceed with the building as soon as possible. The Department of Public Works was instructed to carry out the work on a more suitable site facing Bridge Street, Albion.

At a town council meeting in December, the mayor, Alderman Bond informed the meeting that after taking control the board relinquished some vacant land on which Colwill’s shop now stood that had been resumed. The board then acquired four allotments in Bridge Street near the corner of Marne Road. He suggested the police reserve next to the School of Arts or as much of Clark Park as was needed.

Unrest grew in the town over the proposed new site. Alderman Jones, the council representative on the board announced that the foundation stone for the new structure which would cost £10,000 would be laid early in 1925.

The Metropolitan Fire Brigades Board moved swiftly and construction was started immediately and on 1 December laid the foundation stone.

The station, when erected, will be second to none among suburban fire stations in Australia. There has been some criticism as regards the site of the station, but I think that those who disagreed with the present site will admit later that the board acted in the best interests of the people of the district in building the station here, remarked board chairman, Major H. R. Carter. After a myriad of toasts, the retinue retired to the School of Arts for afternoon tea.

Under the headings of AN UNSUITABLE SITE and EMPHATIC PROTEST LAST
NIGHT, the *Telegraph* of 17 January 1925 reported that the local associations and the council took strong exception to the proposed site. It was in vain as the building was going ahead.

**NEW FIRE STATION**
Northern Area’s Modern Structure

**INTERESTING SPEECHES AT OFFICIAL OPENING**

A dramatic surprise was given to the guests at the opening of the new fire brigade station at Albion yesterday afternoon. After the Home Secretary (Mr J. Stopford) had declared the station open he pulled the rope which rings the big fire bell. In a flash the doors flew open, the firemen sprang to their places, and with bells clanging the two motor reel and ladder trucks whirled out into the road—greatly to the delight of the youngsters of the neighbourhood, who had gathered in force to see the show.

The new station, a substantial two story brick building, situated on high ground in Bridge-street, Albion, near the railway station, was erected by the Public Works Department at estimated cost of £9976. The foundation stone was laid by Major H. R. Carter (chairman of the Metropolitan Fire Brigade Board) on December 1, 1925. The station will be known as the **Northern Suburbs Fire Station**, and will take the place of the Windsor and Hamilton stations, in accordance with the board’s policy of concentrating the fire-fighting force and appliances in a few large stations, instead of having them gathered in small outposts over a large area. Major Carter explained that the policy of concentration would enable the board to give the public more efficient service than was possible under the old system or small stations.

The new station would be connected with all parts of the district it served by electrical rail points, and they would have an effective fire-fighting force ready to turn out instantly whenever it was required.

The station is planned on modern lines, and is fitted with up-to-date fire fighting appliances. Due provision has also been made for the comfort of the firemen. District Officer H. J. Wiltshire is in charge of the station. At the request of the board Auxiliary Officer A. E. Wildman, who has been associated with fire brigade work in the district for 38 years, will retain command of the auxiliary firemen.

In declaring it open, Mr Stopford congratulated the board on having obtained such a splendid structure, equipped with the most modern appliances. The station would play an important part in the protection of Brisbane against fire so far as the northern suburbs were concerned.

Major Carter proposed the health of the “Home Secretary.” and presented him with a silver cigarette case as a memento of the occasion.


Strangely the name of the Northern Suburbs Fire Station disappeared and it was always known as the Albion Fire Station.
Great excitement spread thru Windsor and Albion when Lieutenant Roberts in his Avro aircraft landed back on Windsor Park on Tuesday 9 November 1920.

He had been on a tour of southern and western Queensland. Roberts said that his aircraft had travelled 21,000 miles since he had left Sydney on 1 June and 15,000 of those miles were covered in Queensland since 17 August.

Accompanying him were W.H. Nicholson, his mechanic, and passenger, W. Whalley. The aircraft had left Nambour at 11.15 am and arrived at Windsor at 12.15 pm.

Roberts said that since the aircraft had arrived in Australia a year ago, it had been flown almost every day. He said that there had only been one accident, and that was at Dajarra in north-west Queensland. He said the aircraft had been forced to land on a bush track and the wings were slightly scratched by the scrub.

Roberts remained in Brisbane for several days making passenger flights before he had to return to Sydney for the aerial Derby on 27 November.

One of his activities he performed when first in Brisbane was to take parcels of newspapers from Brisbane to Wallangarra. Lieut. Roberts left the Albion aviation ground (Windsor Park) at 6.35 a.m, and arrived at Wallangarra with the bundle of that morning’s papers (Monday 26 July) at 9.30 a.m. Papers were delivered to the Prince of Wales before the Royal train left Wallangarra and were also delivered at Warwick at 8.30 a.m. Lieut. Roberts then returned to Brisbane passing over Ipswich just before noon. After that he took Mr James Campbell on a flight to Bribie Island where photos of the freshwater lagoons were taken. He then took eight more passengers on flights making a total of 6 1/2 hours flying time that day.

**UP, UP and AWAY**

Lieutenant Roberts landed on Windsor Park - also known as the Albion Flats in November 1920.

*Sources: Brisbane Courier, Daily Mail and Queensland Times newspapers.*

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**Great excitment spread thru Windsor and Albion when Lieutenant Roberts in his Avro aircraft landed back on Windsor Park on Tuesday 9 November 1920.**

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**Windsor Park - 1920**

*Researched by David Teague.*
Woman’s Body in Breakfast Creek — Head Gashed

Following the recovery from Breakfast Creek this morning of the scar-marked body of a 60-year-old woman, Mrs Ellen Gladwell, of Bale Street, Albion, a special squad of Brisbane detectives, headed by Inspector A. Jessen, Chief of the C.I. Branch, instituted intensive investigations to determine the cause of her death.

Detectives who took charge of the case after the uniformed officers from Breakfast Creek had reported the injuries, discovered that the woman left the Breakfast Creek Hotel about 7 o’clock last night. She also was seen in company with a man walking along the road towards a nearby shop. Investigators, reconstructing the case after preliminary investigations, imagine that she went to the creek bank inside the two-rail fence which borders it. There she may have fallen down the bank, which, although grassed, is stone-lined and scattered with pontoons and small jetties. She may have struck her head in the fall and rolled into the river and drowned.

However, they do not overlook the possibility that she may have been struck on the head and thrown into the creek. A post-mortem will be made, and police hope it will assist in proving or disproving this.

In the meantime several sections of the C.I. Branch are continuing investigations. Detectives, who look up the initial investigations under the direction of Inspector Jessen, were Detective Sergeant T. Lloyd and C. Risch.

Telegraph 13 March 1942

Her suitcase was found nearby containing an opened bottle of beer and a broken stout bottle. She usually walked along the inner fencing bordering the road and on the grass from which she was likely to have fallen from the bank. This was in the direction of her home. Courier-Mail: 14 March 1942

Clad in a blue and red coloured floral frock, the body was seen floating in the backwash close to a moored launch off Breakfast Creek Road, near St Christopher’s Church. When it was recovered at 9.50 o’clock, there was a large gash on the top of the head and bruises, and several other cuts on the forehead.

The arrow shows where the body was found.
LEWISHAM STORE
R. B. Richardson
Corner of
Lutwyche Road and
Norman Avenue.
Plume petrol pump
Groceries
Ironmongery
Tinware
B.A.L.M. Paint
Ship brand Corn
Flour
Harper’s Empire
Flour
Tram Stop

THE IDEAL CASH STORE
Heslop Bros
Corner of
Lutwyche Road and
Felix Street
Note petrol pump
on kerb. Later a
service station sell-
ing Purr Pull and
then Golden Fleece
petrol beside it.
Groceries
Produce
Simpson’s Flour

The TIMES CASH STORE
ALBION
Phone Albion 3
Mainly canned
goods
Silver Star Starch

The Better Service,
Quality and Service
Store
Note: Bent wood
chair for
customers.

Continued from JOURNAL,
May 2017.
Photos by F. W. Thiel
from
WINDSOR
ILLUSTRATED
WANTED
Old photographs of the area for our collection and possible publication.

WILSTON to VALLEY
1933 Reo Bus.
Motor from U.S.A. and body built in Australia.

THISTLE STREET BRIDGE
looking towards Lutwyche Road on horizon. Can you see the Methodist Church and the Crown Hotel? Bridge was replaced in 1939 with the new tram-line down Bradshaw Street.
Below: New Bridge nearing completion with Old Bridge still in place. See May 2018 Journal for photo of foundations of new bridge.
1950 ELECTION

Central Queensland Herald: 19 April 1951.

WINDSOR VOTE CHARGES

BRISBANE: April 13. - Mr K. Morris, Liberal MLA, today handed over to the Commissioner for Police (Mr Smith) statutory declarations and other documents which, he claimed, proved an electoral fraud in the 1950 Windsor State Election.

Mr Morris asked for an exhaustive police investigation of his claim.

Mr Smith said subsequently that his interview with Mr Morris was a matter for his administration of the Police Department.

Mr T. Rasey (Labour) won the Windsor seat with a majority of 29.

Mr Morris made these points to Mr Smith in an accompanying letter: There were 18 statutory declarations made by Windsor electors who voted at the chief electoral office under Section 70 of the Elections Act in which they swore they recorded their vote for the Liberal candidate, Mr A. J. Devene. (Section 70 covers absent votes cast at the Chief Electoral Office before the election.)

Four other Windsor electors stated they also voted under the same section for Mr Devene.

In the batch of 41 Section 70 votes counted by the Windsor returning officer on Thursday, May 4, the envelopes contained only 11 votes on which Devene’s name was written whereas there were 30 bearing the name of Rasey, the Labour candidate.

Mr Morris saw Mr Smith, by appointment at 4 p.m. today and remained with him for about five minutes.

On leaving he said that when he spoke on the matter in Parliament on February 28 he had publicly offered to hand evidence on the Windsor electorate to the police.

The evidence shows that at least genuine Liberal votes were replaced by 11 faked votes for the Labour candidate at that election.

Ever since I raised the matter the Government has stepped in and evaded it and the police have shown no interest - obviously on Government instructions.

Mr Morris said that the statement by the Attorney-General (Mr Larcombe) that the Liberal Party did not avail itself of the opportunity to present the case to the Elections Tribunal was designed to mislead the public. Mr Larcombe knew that the procedure by petition could prove only 11 cases of fraud while Mr Rasey’s majority was 29. The opposition leader (Mr Nicklin) and the Deputy Opposition Leader (Mr Hiley) are expected to confer next week on moves to assemble Parliament before the expected sitting date of early August to discuss the Windsor election.

Not after Mayoralty

By Our City Hall Reporter

Mr T. A. Rasey, M.L.A., said yesterday he would not be a candidate for the Lord Mayoralty.

He had been approached by a section of the Municipal Labour Party, but he intended to devote his time to his Windsor State electorate.

The secretary of the Queensland Central Executive of the Australian Labour Party (Mr S. Bryan) said yesterday that Lord Mayoral and aldermanic nominations would close on August 18. If a plebiscite were necessary it would be held on September 15.

President of the Citizens’ Municipal Organisation (Mr. C. G. Sweetman) said the committee of management would report progress to a full meeting of the C.M.O. Council on August 20.

The Courier-Mail: 9 August 1951
11 April 1857

THE BRIDGE OVER THE UPPER PART OF BREAKFAST CREEK.

In answer to the petition sent to Sydney a few weeks ago, praying for the erection of a bridge in the vicinity of the Three Mile Scrub, in order to open up the country to the northward, the following letter has been received from the Secretary for Public Works, Department of Land and Public Works, Sydney, 23rd March, 1857. Sir, I am directed by his Excellency the Governor-General to acknowledge the receipt of the memorial presented by you, from certain residents at Moreton Bay, praying that the leading line of the road from Brisbane to the Northern Districts (which has been abandoned for ten years in consequence of the difficulty in crossing the upper portion of Breakfast Creek), may be again opened and a bridge built across the said creek, and in reply to inform you that communication has been made, through the Colonial Architect, to the Surveyor of Roads in the Moreton Day District, calling for his report as to the character and importance of the road. 2. The Government Resident at Brisbane has also been asked to favour the Government with his opinion as to the desirability of incurring expense thereon, and every enquiry will be instituted as to the importance of the road in question, and the practicability of providing for its improvement out of the general road vote. 3. With regard to the bridge, however, it can scarcely be hoped that so expensive a work as it would be, can be so provided for. - I have the honour to be, Sir, your most obedient servant,

JOHN HAY.

To: John Richardson, Esq., M.P.

We are informed that a punt, capable of conveying a horse and dray, will be stationed at the upper part of the Creek in the course of a few days.

14 November 1857

NEW FERRY OVER BREAKFAST CREEK.

A new punt has been built by Mr Feeney at the Fishery, and approaches have been formed to Breakfast Creek from the road leading across York’s Hollow, and from the continuation of the same road on the opposite side of the creek. A new facility for traffic in that neighborhood has thus been made, and a beautiful and uninterrupted tide into the bush opened up to our riding parties. The ferry will be available from Wednesday next, for foot, passengers at 1d., and for horses at 4d. each.

1 December 1858

A PROPOSED NEW BRIDGE.

A petition is in course of signature to the Government, for the erection of a bridge at the point on Breakfast Creek where now Feeney’s ferry boat is used. The position described is midway between the new bridge already built, and the passage of the ford at the “Three Mile Scrub.” The new ferry route, and proposed place for a bridge, is the most direct way for those who have lands at Breakfast Creek, Upper Kedron Brook, the Bald Hills, and for other settlements in that direction. The distance which could be saved, and the impassable state of the old road, in wet weather, are noticed by the petition. The petition asks that £250 may be placed on the estimates for 1859 for the purpose. When it is considered that Government land has been sold at a high price in the direction indicated by the petition, that homesteads are increasing, improvements going on, and the increased value of unsold land, if easy access is afforded we do not think there is any doubt but that the boon will be granted.

26 March 1859

A NEW BRIDGE FOR BREAKFAST CREEK.

The £500 which has been voted for the new bridge at Breakfast Creek will yield as much value to the Government as to the public; as a readier access will thereby be afforded to large tracts of unsold lands. The spot for the proposed bridge is the nearest way to Sandgate and the Bald Hills, and it will afford great convenience to the small farmers on the Kedron Brook and those on the other side of the Creek.

6 July 1859

Tenders for Bridge across Breakfast Creek.

TENDERS will be received at this Office until noon on Saturday, the 16th instant, from persons desirous of contracting for the erection of a BRIDGE ACROSS THE UPPER PART OF BREAKFAST CREEK. Plan, Specification, and form of Tender, may be seen daily between 11 a.m., and 2 p.m. Tenders must state the time within which it is proposed to complete the work, and at the foot of every Tender there must be a memorandum signed by the party tendering, and two responsible persons as Sureties, agreeing to be answerable for the due performance of the contract, in the event of the Tender being accepted, and undertaking in that event that they will severally execute and deliver at the Office of the Crown
Solicitor, in Brisbane, within fourteen days from the usual notification of acceptance, a Bond to Her Majesty in the penal sum of £200, for securing such performance, otherwise the Tender will not be taken into consideration.


Tenders to be endorsed, “Tenders for Breakfast Creek Bridge.”

24 August 1859

To Stonemasons,

TENDERS will be received by the undersigned, up to the 31st instant at noon, for the erection of TWO STONEPIERS, according to plan and specification, for Breakfast Creek Bridge (Upper) at a place known as Feeney’s Ferry.

Plans and Specification to be seen at the Police Office, Brisbane.

Tenders to be endorsed “Tenders for Stone Piers for Breakfast Creek Bridge (Upper).”

FRANCIS E. ROBERTS,
Surveyor of Roads.
Brisbane, 17th August, 1859.

24 March 1860

UPPER BREAKFAST CREEK BRIDGE.

The construction of this bridge is now being rapidly proceeded with, as the tides no longer interfere with the workmen. The three stone piers are finished, and the piles at either end are driven, so that the superstructure is all that now remains to be done.

26 May 1860

UPPER BREAKFAST CREEK BRIDGE.

The forward state of this structure will, we understand, permit of its being opened to the public on Friday next, the 1st of June. The substantial character of this bridge, and the rapidity with which it has been erected, reflect the highest credit upon Mr F. E. Roberts, the road surveyor, and Mr D. F. Longlands, the foreman of works in the roads department. The plan adopted by Mr Roberts is remarkably simple, while at the same time, strength and solidity are effectually secured. The high road at this point crosses the creek at an angle of about forty-five degrees, and it was therefore found necessary to build what is termed a skew bridge. The abutments at either end rest upon three strong piles, and the stream is spanned by four equal sections, & the three stone piers of solid masonry and built up to high water mark. On the top of the piers is placed a strong truss cap of timber, which rises about five feet, and is seemed to the stone work with iron bolts. On the top of this truss carrels are fixed, which receive the ends of the main timbers, and the bottom is notched out so as to form the abutment of the main timber truss. The roadway, which is 183 feet long, and 13 feet between the kerbs, - is formed of logs about 9 inches square, placed close together, and seemed with iron bolts. A neat handrail traverses each side of the bridge, and strong kerbing timbers prevent the too near approach of wheels to the side rail. Thus, as we before said, the utmost solidity has been secured, while the plan is of the simplest. The first stone of the first pier was laid as late as the 4th February last, and when we take into consideration that the works were frequently delayed by the inclemency of the weather - the delay amounting to a month altogether - we certainly must compliment Mr Longlands upon the ability with which he has performed his part of the task. The whole structure will cost about £750, inclusive, we believe, of a culvert over the small swamp on the Brisbane side of the approach. The completion of this structure will open up another delightful ride or drive, and considerably lessen the distance to the village of Sandgate.

2 June 1860

UPPER BREAKFAST CREEK BRIDGE.

The upper Breakfast Creek Bridge, of which we gave a lengthened description in our last Saturday’s issue was opened for traffic yesterday afternoon at four o’clock, in the presence of a large number of visitors, who attended both on horseback and on foot. Mr Justice Lutwyche announced, immediately previous to the ceremony, that he had been requested to name the bridge, the opening of which they had met to witness. He explained that the structure would have been a very different kind of affair if the original grant had not been supplemented by the Queensland Government, at the earnest solicitation of Mr F. E. Roberts, the engineer, to whom they were indebted for that act, as well as for the neatness and durability of the bridge itself.

His Honor also complimented Mr Longlands, the foreman of works, for the able manner in which he had carried out the plans and, at the close of his remarks, christened the bridge with a bottle of champagne, naming it after His Excellency, Sir George Bowen, who has all along manifested much interest in its progress. A procession was then formed, and Bowen Bridge was formally thrown open to traffic. The men who had been engaged upon the work were afterwards met by Mr Roberts, who thanked them for the satisfactory manner in which they had done their part, and presented them with a donation wherewith to drink “prosperity of the traffic,” or any other toast they might fancy. As the men received similar largesse from other individuals whose property lie in that direction, the probability is that they enjoyed themselves heartily, and toasted away to the top of their bent.
In previous issues of the *Journal* (February and May 2017) the story of Chalk's ‘Busses has been included. This story is about a latecomer to the horse bus operations. In 1912 there was a huge transport strike in Brisbane (see forthcoming article in *Journal* November 2019 - Lethal Weapon). In desperation the remaining horse bus proprietors decided to amalgamate forming the Brisbane Motor Bus Company introducing motor buses for the first time.

The company rationalised its routes and many outlying areas of Brisbane found themselves without any public transport. A meeting of northside residents was convened at Tom Hamilton's home on Gympie Road on 21 May 1912 to consider the advisability of forming a company to establish a local bus service. The eight people present promised to take up £120 worth of shares if such a company were formed.

Driver Tom Tunney was instructed to offer the Brisbane Motor Bus Co. £120 for a bus, six horses and the necessary harness. The next day a message was phoned to William Sammells* that the price would be £150 and the mail contract and licence would be included. Hamilton and George Conradi* went and inspected the horses and the bus and negotiated with the company representative, Triumph, until the price was reduced to £120.

That night another meeting was convened and twelve residents attended bringing the promised support to £196. The following Tuesday, 28 May, fifty people attended a meeting in the Chermside School of Arts Hall and it was formally decided to form a company. John King* was elected provisional chairman.

At a meeting on 3 June it was decided that the bus should run to Wooloowin Station from Aspley. On 18 June Conradi and Hamilton inspected Mrs Morton’s buses at Milton and it was decided to purchase at a later date from her a double-decker bus No. 54.

This bus was made in Sydney and when it was imported to Queensland, customs duties were paid by Mrs Morton, the proprietress of the Rosalie, Milton and Bayswater line of horse buses. It was then licenced to carry 25 passengers - 12 inside, 12 on top and one beside the driver.

RESTORED HORSEBUS No. 54

At 3 p.m. on Thursday 27 June 1912, two buses - numbers 63 and 73 of the Lutwyche line, six horses and harness and the transfer of the mail contract was made to the Kedron Omnibus Company. £150 was handed over and the buses were delivered that Saturday, 29 June and the first run was made on the same day.

On 15 July the company occupied new stables on the Hamilton property in Hall Street.

The buses ran mornings and evenings from Aspley to Wooloowin Station. At the end of the year the company was making a small profit and then was running three buses and fifteen horses. They then added two trips a day from Stafford as well.

The company continued running until May 1915 when the company was voluntarily wound up and sold to Mr Murrin of Ipswich who was not successful operating it. Soon after it was auctioned and purchased by Arthur Lavarack, licensee of the Royal Exchange Hotel, Aspley and the stables were shifted onto his land. After World War 1, returned servicemen Charles Albion and Bill Bielenberg bought the bus line and in 1922 sold it to Dave Little and Les Boyce. They soon converted to motor buses and the route now ran from Bald Hills to Wooloowin Station. In those days people were taught to drive on the regular bus route. In 1945 the company was sold to Rex Mitchell and the route then terminated at Lutwyche Cemetery - the end of the tram route. The Bald Hills - Sandgate Bus Service continued to leave from the Lutwyche Cemetery even though the tram route was extended to Chermside in 1947.

Bus No. 54 remained derelict and owned by J.H. McClurg until it was given a spruce up and ran in the 1959 Centenary procession.

It was then restored and painted by Alex Hamilton, a coach painter and son of one of the original directors. Alex told me that his paint scheme did not copy the original paintwork which included the words - Aspley - Wooloowin, but was in the best style and included the suburbs Chermside, Kedron and Stafford, where it had operated. All the fine lines and flourishes and lettering were hand done. For many years it was on the north verandah of the old Queensland Museum (near the lung fish aquarium) and it now is a feature of the Cobb and Co. Museum in Toowoomba.
Alexander Charles Barron was born in 1890 and died on 28 May 1952. He was the son of James McIntosh Barron (1863 - 1933) and Alice Mary White. He is the grandson of Alexander and Amelia Barron early landowners and residents of Gordon Park.

Waverley was in the second Bradshaw Estate, facing Lutwyche Road and Norman Avenue.

CITY MARKETS VETERAN DIES

Mr Alex Barron, of Kedron,* a prominent figure in the Roma Street produce markets, died early this morning, aged 63. Until 1950 he was the principal partner of the produce agency of Barron, Orr, Pty Ltd. He was treasurer of the Brisbane Produce Merchants’ and Produce Agents’ Association for 25 years.

At the beginning of the century, he entered the firm of Howse Brothers, where he remained until 1920 when he started his own agency, in partnership) with Mr W. Orr.

Mr Barron was also the first treasurer of the Kedron Bowling Club and at the time of his death was its patron. He leaves a widow.

The Brisbane Telegraph: 30 May 1952.

BARRON. — The Relatives and Friends of Mrs A. C. Barron are respectfully invited to attend the Funeral of her beloved Husband (Alexander Charles Barron), to leave his late residence, 638 Lutwyche Rd., Wooloowin, This (Saturday) Morning, after service, commencing at 9.15 o’clock, for the Lutwyche Cemetery.

CANNON & Cripps, Ltd.,
Funeral Directors.

BARRON. — The Relatives and Friends of Mrs H. Barron, Mr and Mrs R. W. Pearce, Mr and Mrs N. Barron, Mr and Mrs C. W. Barron, Mr and Mrs D. McDougall, and Mr and Mrs C. R. Barron are invited to attend the Funeral of their beloved Brother, Brother-in-law, Alexander Charles Barron, to leave us per previous notice.

CANNON & Cripps, Ltd.,
Funeral Directors.

BARRON. — Kedron Bowling Club, President and Members of the above are invited to attend the Funeral of their late Patron and Life Member, Alexander Charles Barron, to leave as per family notice.

BARRON. — Kedron Ladies’ Bowling Club.— Officers and Members of the above are invited to attend the Funeral of Alexander Charles Barron, beloved Husband, of Mrs E. Barron, to leave as per family notice.

The Courier-Mail: 31 May 1952

Barron purchased this corner of 3 lots - 33, 34, 112 totalling 49.8 perches and also lots 125-8 of 64 perches in Larrington Avenue on 14 December 1916.

LOTS ABOUT LUTWYCHE

by Beres McCallum, OAM

OUT NOW

$20