30 YEARS: 1988-2018

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.

Feature Story: See Pages 10 & 11
EILDON HILL

From the earliest days of settlement, the bald Eildon Hill has always been a favourite spot for locals and visitors to use as a lookout. It was so popular that in 1862 a road over the hill was declared through private properties. Later a lookout tower was built there. In the 1890s it was the place with Wilston Hill to view military mock battles conducted by the Queensland Defence Forces.

In the 1930s after the reservoir was built, it retained its popularity as a lookout. It was the place to view Ekka fireworks.

NOW as several members have remarked lately, it is a disgrace. The site is so overgrown with rampant species of trees and weeds that the views are completely blocked out. At one time in the past viewing windows were cut in the all-enveloping bush at allow visitors a reasonable outlook.

Eildon Hill now needs to be restored as a local lookout. The road needs improving, a few parking spots need to be provided, viewing gaps need to be created and derelict buildings need to be repaired.

The two bodies responsible need to do something!
William Williams, son of well-sinker Francis Williams and Hannah Roberts was born in Bristol, England about 1839. On 6 September 1861, he married Matilda Walker, daughter of John Walker, blacksmith and Mary Hallsworth, in Manchester. Shortly after they migrated to Brisbane (as their eldest son, William was born there in 1864.)

He purchased two acres of freehold land at Lutwyche and commenced brick making.

Several died young: Matilda in 1871, Joseph in 1876, Prudence Matilda in 1887. Another son, Albert Victor Williams died in 1889.

Eldest son, William worked with his father in the brickyards and since 1882, Mrs Williams managed the business.

The family home now called The Grange is on the corner of Crowther and Fuller {once William(s)} Street. It was constructed in brick - presumably his own, and has verandahs on four sides. Not long after the initial construction a kitchen was added using his own bricks. The kitchen was erected by John William Young at a labour only price of £69/10/- . The building had four rooms and two fireplaces. There was a staircase to the attic. Internally the walls were horse-hair plastered and both the main house and kitchen had corrugated iron roofs.

Williams’ bricks were used in many buildings locally and in the city. The most prominent building that used them is the Government Printing Office building in William Street.

There were many other brick makers in the district. The Estate of B. Rhodes and Son was sold on April 19, 1866. It consisted of 2 acres of land, equipment, tools and 37,000 bricks on the ground and another 30,000 opposite the School of Arts. Samuel Hedge was also offering to sell 100,00 bricks in 1868.

Matilda died in 1890 and William (sr) was buried in Toowong Cemetery on 5 January 1892. Son William carried on the business. He died in 1899. The house was sold in 1904 and the land was subdivided, possibly as Brickfield Hill Estate.

Soon he purchased another 9 acres in 1874 and in 1888 he had 26 acres in four brickfields, two of which he managed himself.

His family included:
* William Williams, born 1864
* Mary Jane Williams, born 1867
* Matilda Williams, born 1871
* Joseph Williams, born 1875
* Francis James Williams, born 1879
* Prudence Matilda Williams, born 1881
In 1912 the Newmarket end of the Town of Windsor was booming. The Newmarket Saleyards were very busy; the tram lines had been extended; the brickworks were productive and funds were being raised for the Wilston School of Arts Hall.

It seems that sometime in 1913 that this local progress association was formed and the first project was to build a meeting hall on land at the corner of Wilston Road and Daisy Street. Around 24 locals turned up to construct the hall.

Already there had been a West Ward (Newmarket) Progress Association.

The new hall proved a hit and was soon deemed to be too small and on Saturday, 10 June 1922 another huge working bee started construction of the new hall. By the evening, work was so advanced that it allowed an impromptu dance to be held. During the day there were 70 volunteers helping. By 7.30 pm the walls had been erected, the floor constructed and the roof fixed.

The new hall was 60 feet by 30 feet and the finishing touches were added on the following Saturday. It was decided that the official opening would be held at a later date.

The official opening was performed on 4 November 1922 by the Mayor of Windsor, Alderman W. A. Jolly. A fete which was open in the afternoon continued into the night. At night a dance was held in the hall and the stalls remained open. During the day the Brisbane Citizens’ Band played for the entertainment of the large crowd. Even with the volunteer labour the hall still cost £3,000.

Since it was built, a library had been installed in the building.

The hall, now known as the Grange Progress Hall is still in service and thirty years ago, the Windsor and Districts’ Historical Society had initial rooms there before moving to the Windsor Council Chambers.

Newspaper information from The Daily Mail and The Telegraph.

Researched by David Teague.
THE PEACE LOAN

On 18 August 1919, the Peace Loan was launched in Queensland to assist with the Commonwealth’s debt from the World War.

The campaign was officially opened at a free concert in the Exhibition Hall (now known as old Museum building). The loan was publicised by a travelling inquiry office, painted red, white and blue, which was moved to different locations around the city each day.

As well the Tramways company made available a Dreadnaught tramcar which was decorated with hundreds of coloured lights. Each night the tram would travel to different terminuses and on board was a band which provided entertainment. The Excelsior Band was the first band that played there.

The Railways Department was involved as well by allowing placards to be placed in front of the railway engines. Also the committee organised speakers to travel on various suburban trains to deliver short speeches in the carriages.

School pupils throughout the state received copies of a special children’s newspaper which urged them to become involved.

As well, arrangements were made with the Defence Department to send an aeroplane to tour the various main centres around the state. A couple of days later it was announced that Flight Captain F. R. Smith of St Leo’s College on Wickham Terrace would leave by the Sydney mail train to bring up the Peace Loan aeroplane from Melbourne.

Commercial companies also supported the Peace Loan. The AMP Society pledged to match a percentage of new premiums with contributions to the loan.

The Commonwealth Treasury approved a scheme to issue commemorative tablets in each district where the loan quota was met. The Windsor Town subscribed double the quota and received an enhanced tablet which is shown on the next page.

The Federal Government also outlined that if necessary, would secure compulsory subscriptions. Persons of means who failed to contribute would be the first to whom this compulsion would be applied.

By the end of the month Captain Smith had arrived from Melbourne and his Avro aircraft was due to arrive by rail early in September. The search for suitable landing places around the state commenced.

The children’s newspaper had commenced production and copies were despatched to all schools each week.

Manager of the Kedron Park Racecourse, Mr E. J. Lawrence placed the racecourse at the disposal of the Peace Loan Committee.
On Saturday 6 September, the lawns of the racecourse were thrown open to the public and the Excelsior Band played selections. Several thousand people attended. Captain Smith took off early for Ipswich and flew across country to provide an exhibition of flying above the racecourse and performing stunts.

Smith was born in Toowoomba and prior to enlistment worked for the Bank of Queensland. He attained the rank of flight-commander at the front and was awarded the Military Cross and the Distinguished Flying Cross medals.

The machine, an Avro biplane, had a nine cylinder, 80 horsepower engine. It was a dual control, two seater. It was not a fighter but was considered as safe as houses.

The weather was not the best that day and some of the stunts had to be omitted. However he was able to twice loop the loop. While over Ipswich on Saturday morning he dropped Peace Loan leaflets. The leaflets were in Captain Smith’s handwriting and bore his signature. All U Gentlemen, in the street, on the earth. I’m up now. It would have been all up with you if the sailors and soldiers had not fought for you; show your gratitude by investing in the Peace Loan.

Kind regards.

It was signed by Smith, Up in the air. Unfortunately the wind dropped at Kedron Park and the telegrams were spread outside the racecourse. Smith made many joy flights and dropped many leaflets all over the state using Kedron Park as his base. On one flight photographer F.W. Thiel took photos of the city. See August 2018 Issue for one photo.

The Peace Loan Aeroplane at Kedron Park Racecourse
Captain Frank Smith with Frank Bowcher, Chairman of Central Peace Loan Committee.
The Daily Mail: 10 September 1919.
ROWALLAN

Our story starts with the original purchase of land adjoining Kedron Brook. On the fifth of April 1859, John and George Harris purchased Portion 195, Parish of Enoggera of 47 acres for £47.

In 1862 a new road, Lutwyche Road was declared and it cut the Harris land into two. The Harrises decided to take advantage of this and had Surveyor Huxtable subdivide the land into thirty-two lots of one to two acres each and put them up for sale.

Subdivisions 5 & 6 of 2 acres 36 perches, were purchased by Humphrey Edward Owen on 4 November 1864. Subdivisions 7 & 8 of 2 acres 24 perches were purchased by Harry George Horton. These sub-divisions faced Kedron Park Road. They passed through several owners until the Coutts family owned all four.

James Muir was born in Scotland in 1832 and arrived in Brisbane in 1855, 23 years old, with his brother on the ship William Miles. In 1884 he married Katherine Gray Coutts.

In December 1884 subdivisions 7 & 8 were transferred to Katherine from John Coutts and in January 1885, subdivisions 5 & 6 were transferred to Katherine Muir from her mother Wilhelmina Coutts, now a widow.

The Muirs had a large house built which they called Rowallan. It was named after Rowallan Castle in Scotland, the traditional home of the Muirs. The house had nine rooms, a kitchen, servant’s room, pantry, bathroom and storeroom.

Their family included Donald Coutts Muir - born 1885, Elisebeth Wilhelmina Muir - born 1886, twins Oswald Lennox Muir - born 1888 but died December 1890, Walter Gray Muir who died in December 1888 and Agnes Muir born in 1895.

For some reason the Muirs shifted out of the house and it was advertised for rental in June 1893 and for sale in September 1893.

The Wooloowin Boys Home occupied Rowallan in 1898. The Boys’ Home was started in 1890 by the Thompsons in their own home in Stanley Street, South Brisbane. It was maintained by public subscriptions and donations. Mr James Ferguson of Watson and Ferguson printers and booksellers was the treasurer and secretary of the home. He found work for the boys and acted as a trustee in depositing their wages in bank accounts.

With the increasing demand a shift to larger premises was warranted. Mr H. Thompson, superintendent of the home was delighted at the spot selected as the house was situated in the midst of spacious grounds.

They celebrated Christmas in a big way that year. There were 16 youths under care and they decorated the premises. Many kind persons visited on Christmas Eve and a good Christmas dinner was had. Fireworks were planned for the evening but as the weather was inclement, the display was held a couple of days later.
In 1906 the boys were moved to a nine acre property in Hurdcotte Street, Enoggera and changed its name to the Enoggera Boys Home.

In 1910, the property was purchased by the Queensland Government. It replaced the Diamantina Orphanage at Brighton and was renamed the Diamantina Receiving Depot and Infants’ Home. It was used as a place for protestant children until they could be boarded out and as a place when they returned. The Diamantina Orphanage was established in Roma Street in 1865 and the government assumed control in 1879. It moved to South Brisbane in 1883 and to Brighton in 1893.

It opened as a 24 hour crisis care centre in 1978. At 30 June 1979 there were 64 children at Warilda. School aged children attended the Wooloowin State School which was at the back of the premises. The Queensland Archives has admission cards from the early days and children can be found on the Wooloowin State School Admission Registers.

(Copies of these Registers are held at the Council Chambers.)

LADY DIAMANTINA ROMA BOWEN

Born in 1833 on Zakynthos in the Ionian Islands off Greece, Diamantina was the tenth of 11 children of Count Giorgio-Candiano Roma and his wife. Given the family’s privilege and influence, she enjoyed a happy and comfortable early life with access to education and high culture.

Diamantina married English scholar Sir George Bowen at Corfu in 1856, just two years before he was appointed Queensland’s first governor.

After a long voyage from Greece, the Bowens arrived in Queensland in 1859 on a hot December day with many joyous Queenslanders lining the banks of the Brisbane River, thus commencing his tenure as the first governor. He declared Queensland to be a separate colony. The various homes were named after Lady Bowen because of her charitable work as well as towns and rivers.

The Bowens moved to New Zealand in 1868 and to Victoria in 1873.
In our February 2018 Journal, mention was made of Ahmed Hu Sadik who built service stations with an accompanying shop.

After the Windsor one he built at the Kedron Park corner, a service station and a shop which he and his wife established in 1923, before selling and moving on.

The date on the front sign used to say Established 1932. In my recollection it was always run by Mr Alex Symons and it was always an independent service station - that is, it pumped several brands of petrol. In the photo below it had Ampol, C.O.R. and Purr Pull pumps. Commonwealth Oil Refineries (C.O.R.) was taken over by British Petroleum (BP).

The photo on the left shows Alex Symons, seated, and his son Lex in 1951. They specialised in rare car parts.

The main photo shows the station when it was owned by Lex and his wife Pauline Symons. (pictured above). They lived in a house behind in the next street. In 1992 with the widening of Gympie Road, the station was resumed and closed.
DEDICATION OF THE NEW CHURCH OF ST ANDREW, AT KEDRON BROOK.

The inhabitants of Kedron Brook and its adjacent localities have just shown their appreciation of the advantage of having a place of worship near them, and St Andrews’ Day, 1866, will long be remembered by many, as that on which their new church was solemnly dedicated to its sacred purpose.

The building has lately been erected by public subscription, at a cost of something over £200, and will comfortably accommodate 133 persons. In designing it, the architect has endeavoured to produce, as far as the materials at his disposal would admit, a building which should remind those who frequented it of the quiet English village church, and at the same time prove the possibility of combining ecclesiastical character with the use of common everyday materials. In this it will be for our readers to say how far the attempt has been successful; but the general impression yesterday seemed to pronounce a favourable verdict.

Previous to the opening the church had, by the kindness of several friends, been prettily decorated with flowers, and on the invitation of Mr Justice Lutwyche, who gave the ground, and by his great munificence may be said to be the founder of the church, at the time named for the opening service many of the inhabitants and their friends were on the spot. Kedron Brook is in the Valley district, and therefore under the spiritual care of the Rev. James Matthews, who was assisted in the service by the Rev. T. Jones and the Rev. E. Hoare.

In conducting the service, which was choral, the assistance of some members of the choirs of St John’s and Wickham Terrace Church was gladly given, and as gladly and gratefully accepted - the harmonium being effectively played by Mr Cox, from South Brisbane.

At the hour named for the ceremonial - half past 11 - a procession of the congregation was formed, headed by the choristers and clergy, vested in their surplices, and singing the 100th psalm while walking round the church. On arriving at the porch the Rev. J. Matthews opened the doors of the church, from which every one had previously with-
drawn, the choir at the instant singing the verse, “O enter thou His gates with praise,” and indifferent indeed must have been any of those present who could feel other than deeply affected at the sound of those noble words, sung to the grand old tune, in that spot for the first time since the world began.

The service of the day was then commenced, proper psalms and lessons being appointed suited to the occasion - the psalms being the 84th, 122nd, and 132nd, and the 1st Lesson I Kings, viii. 22 to 31, and 54 to 62; 2nd Lesson, Hebrews x. 19-26. At the end of the 3rd Collect was sung the hymn “Christ is made the sure Foundation; and at the end of the Litany the hymn “O Word of God above."

A sermon was then preached by the Rev. T. Jones, taking his text from 2 Chron. vi. 40. The offertory collection was then made, and we understand with a very satisfactory result. On the greater part of the congregation retiring, the Holy Communion was administered to about thirty communicants, and Mr Matthews having pronounced the Benediction, the service was ended.

The number present during the early portion of the service was about 154, while many were gathered in groups round the building outside. To Mr Justice Lutwyche, and to Mr Matthews especially, and to all who have interested themselves in promoting this undertaking, the result of the day must have been peculiarly gratifying, and we trust that so fair an example may not long be in want of others to follow it. A proof has thus been afforded that it is possible even in this country to build a church which shall at once be inexpensive, afford the requisite accommodation, and at the same time, by its ecclesiastical character and details, be an ornament and source of gratification to those who frequent it.

Acting in the pleasant and genial character of the old English squire, the Judge afterwards entertained many of his friends and visitors at a sumptuous déjeuner, having erected a large tent for that purpose in his grounds at Kedron Lodge. By a rule previously laid down, no toasts were proposed, but it was felt by all that the best thanks of those present were due in no slight measure to their host and hostess, who spared no pains to give their guests the heartiest of old English welcomes.

Before parting, however, the cheers that could not be repressed were given for His Honor, and the company separated, well pleased with the occupations of the day.

The Brisbane Courier: 1 December 1866.

Photos: The Queenslander.
Sir Manuel Richard Hornibrook
by Raymond L. Whitmore

Australian Dictionary of Biography

Sir Manuel Richard Hornibrook (1893-1970), master builder, industrialist and company director, was born on 7 August 1893 at Enoggera, Brisbane, and registered as Emanuel, second of seven children of Irish-born parents John Hornibrook, storeman and builder, and his wife Catherine, née Sullivan.

In 1896 John took up farming in the Obi Obi Valley, near Nambour; the family returned to Brisbane in 1903 where he set up as a tea merchant and died that year of typhoid fever. Manuel was educated at Nambour, Obi Obi, Bowen Bridge and South Brisbane state schools. A ‘big lump of a lad’ at the age of 13, he was apprenticed to H. W. Fooks, Adelaide Street, to learn the building and joinery trade. In August 1912 he established his own business as a builder and contractor; his brother Reg joined him in the following year. On 27 November 1915 Manuel Hornibrook married with Methodist forms Daphne Winifred Brunckhorst at her parents’ Enoggera home.

From the outset Hornibrook showed the drive and initiative that were to characterize his career, though his business was, from the first, very much a family affair. Four other brothers joined him—Ray in 1918, Eric in 1919, Frank in 1921 and Gus in 1948. The company began carrying out drainage schemes in Brisbane suburbs for local councils in 1918, and then contracted for large sewerage works at Longreach, Roma and other towns in western Queensland. In 1922 the firm excavated the State’s first open-cut coalmine at Blair Athol, and constructed water-supply systems for Goondiwindi, Mackay and Rockhampton. By 1926 business had developed to such an extent that M. R. Hornibrook Ltd (a proprietary company from 1932) was formed with a paid-up capital of £25,000. In the late 1920s Hornibrook extended into New South Wales, establishing a subsidiary company (Hornibrook Bros & Clark Co. Ltd) in Sydney in 1938. In 1947 Hornibrook Constructions Ltd was registered in Papua. Other branches were set up in Victoria and South Australia in the 1950s. Over a period of forty years these companies built wool stores, wheat silos, wharves, sugar-sheds, tank farms, water mains, factories and electricity power-stations. They constructed shipping beacons at the entrance to Moreton Bay and at Weipa. A major achievement was the successful completion in the 1960s of the superstructure of the Sydney Opera House, including the sail-like roof.

It was, however, as a bridge-builder that Hornibrook made his reputation. His first sizeable bridge, erected for the Department of Main Roads across the Burrum River in 1925, was the earliest, publicly funded, reinforced-concrete bridge in Queensland. The Hornibrook Highway—a toll road which he launched as a private venture during the Depression—included what was Australia’s longest bridge at the time of its construction, and provided full-time employment for hundreds of men. The group built more than one hundred bridges, some of the better-
known including the William Jolly, Story and New Victoria bridges in Brisbane, the Northbridge and Iron Cove Bridge, Sydney, the King’s Avenue and Commonwealth Avenue bridges in Canberra, and the Markham River Bridge in the Territory of Papua and New Guinea.

As did (Sir) Leslie Thiess, Hornibrook brought modern, mechanized methods of civil-engineering construction to Queensland and Australia. Reflecting Hornibrook’s natural mechanical and engineering instincts, his company established its own workshops for maintaining the heavy machinery which had become an essential part of large-scale contracting. It also developed facilities for designing and manufacturing the specialized tools required for specific contracts. A first-rate craftsman, Hornibrook insisted that his company should employ the best methods in carrying out its work. Nor was he afraid of adopting new techniques, as indicated by his pioneering use of the ‘sand island’ method of preparing foundations for the piers of the William Jolly Bridge in 1927. His application of air-lock technology to the construction of the piers of the Story Bridge provided another model for later contractors.

In February 1955 Hornibrook (Pty) Ltd was floated as a £1 million public company and was heavily oversubscribed. By the following year it was employing over two thousand people. The strength of the Hornibrook group, which stemmed from being the creation of a single, dynamic personality, became a weakness after it was launched as a public company. Lacking a sufficient technical and financial support base, the firm began to lose contracts to its rivals, particularly those from abroad. Hornibrook’s individuality could not come to terms with the need for modern financial and management structures in his companies. As a result they were unable to meet the competitive pressure of international contracting. In 1964 Hornibrook Ltd and M. R. Hornibrook (N.S.W.) Pty Ltd were acquired by the British-owned Wood Hall group.

He devoted much time and effort to raising the professional status of civil-engineering contracting in Australia and to improving educational facilities for young men planning to enter it. In 1914 Hornibrook had joined the Queensland Master Builders’ Association and was its president in 1922 and 1923; he was president (1926) and a life member (1959) of the Master Builders Federation of Australia; he was also a foundation fellow (1951), councillor and president (1952-56) of the Australian Institute of Builders, and a driving force in the construction of its headquarters at Milson’s Point, Sydney. For his contribution to the science and the practice of building, he was awarded the A.I.B.’s first medal of merit (1955). President (1953-59) of the Queensland Civil Engineering Contractors’ Association, he was an honorary member (1968) of the Australian Federation of Civil Engineering Contractors and an honorary fellow (1969) of the Chartered Institute of Building (Britain)—the first Australian to be so honoured. He was appointed O.B.E. in 1957 and knighted in 1960.

Known to his associates as ‘M.R.’, Hornibrook was a big man, not only in physique—he stood 6 ft 2 ins (188 cm) tall and weighed 17 stone (108 kg)—but also in personal magnetism, vision and spirit. Courage, ability and determination carried him to the highest levels in his profession. He dominated his immediate environment, had a cool head in crises and did not suffer fools gladly. His lack of formal education was amply compensated by a large measure of common sense, energy and enthusiasm. Hornibrook’s warm humanity and interest in people was legendary. He enjoyed golf and bowls, and was president of the Queensland Golf Council. His organizational abilities were always in demand for fund-raising and, in 1931, during his term as president of the Hamilton Bowling Club, a spacious clubhouse was built. Sir Manuel was a Rotarian and an ardent worker for International House, University of Queensland, of which he was foundation master (1966-70).

Survived by his wife, daughter and two sons, Hornibrook died on 30 May 1970 at the Holy Spirit Private Hospital, Wickham Terrace, Brisbane, and was cremated. His estate was sworn for probate at $230,564.
Cases completely cured by one bottle of Hearne’s Bronchitis Cure.

Severe cold with loss of voice cured by half a bottle.

Hearne’s Bronchitis Cure didn’t seem to appear in advertisements in Queensland newspapers until about 1901.

It was prepared by W.G. Hearne, a chemist from Geelong, Victoria. Like all miracle cures of the times the advertisements were supported by myriads of testimonies from relieved users.

*Suffered for Seven Years.  
*Completely Cured.  
*9 Months’ Torture  
*Relieved at once and completely cured.  
*Distressing, Suffocating Dry Cough.  
*No other treatment could even ease it.  
*A seventeen years’ case - Cured by 3 bottles.

What was in this miracle cure? The first ingredient was camphor.

Camphor is a waxy, flammable, white or transparent solid with a strong aroma. It is a terpenoid with the chemical formula C_{10}H_{16}O. It is found in the wood of the camphor laurel (Cinnamomum camphora), a large evergreen tree found in Asia.

The second main ingredient was ephedrine hydroxide. According to wikipedia ephedrine is a medication and stimulant often used to prevent low blood pressure during spinal anesthesia. It has also been used for asthma, narcolepsy, and obesity but is not the preferred treatment. It is of unclear benefit in nasal congestion. It can be taken by mouth or by injection into a muscle, vein, or just under the skin. Common side effects include trouble sleeping, anxiety, headache, hallucinations, high blood pressure, fast heart rate, loss of appetite, and inability to urinate. Serious side effects include stroke and heart attack. Ephedrine was first isolated in 1885. It is on the World Health Organization’s List of Essential Medicines, the most effective and safe medicines needed in a health system.

Squill is derived from a plant. The bulbs are used to make medicine. Squill is used for lung diseases including chronic bronchitis, asthma and whooping cough.

Despite serious safety concerns, people take squill for mild heart failure, irregular heartbeat and certain vein problems. It can also thin mucus secretions in the lungs.

So by looking at the ingredients Mr Hearne’s Bronchitis could have been quite effective for the times.
TOWN OF WINDSOR

Heroes who have paid
the supreme sacrifice
Greater love hath no man than this

Copied from Souvenir of The Great War 1914 - 1919
Edited by Alderman W. A. Jolly, Mayor of Windsor

ABBOTT, F., Windsor.
ACREMAN, Benjamin A., Harris Street, Windsor.
ADAMS, Arthur J., Edward Street, Albion.
ALEXANDER, Alfred, Bowen Street, Windsor.
ANDERSON, Archie Colledge, South St, Newmarket.
ANDREWS, Edwin Charles, Laurel Avenue, Wilston.
ANGUS, William Darrock, Gracemere St, Newmarket.
ANTHONY, Norman John, Albion Road, Albion.
ARCHIBALD, Jack, Rosemount Street, Windsor.
ARTS, Bert, Second Avenue, Albion.
ATWELL, Alan, James Street, Wooloowin.
BARRY, Edward Joseph, Kent Road, Wooloowin.
BARRY, Howard Joseph (brothers) Hill St, Wooloowin.
BARRY, Kevin Joseph (brothers) Hill St, Wooloowin.
BETTWHISTLE, E. J., Stain Street, Wooloowin.
BOYD, James, Isdale Street, Wooloowin.
BRENNAN, William, Miles Street, Wooloowin.
BROOKS, Percy, Kedron Park Road, Wooloowin.
BROWN, James Robert, Gaunt Street, Newmarket.
BRUCKSHAW, James Robert, Gaunt St, Newmarket.
BURGESS, David William, Kedron Park Road, Wilston.
BURTON, Stephen Henry D., Turner Street, Albion.
BUTTERWORTH, Charles E, Sandgate Road, Albion.
CAIRNS, John Alexander, John Street, Albion.
CAIRNS, Norman Robert, John Street, Albion.
CAIRNS, Roy, Felix Street, Wooloowin.
CARROLL, John O'Connel, Rosemount St, Windsor.
CHANDLER, Ernest William, McGregor St, Wilston.
CLAREY, Robert, Somerset Street, Windsor.
COLEMAN, Edward Longden, Railway Tce., Woolo’win.
COLLINS, Leslie Thomas, Grove Street, Albion.
CRAWFORD, Norman Leslie, Morris St, Wooloowin.
CURRAN, Grenville Edison, Rosemount St, Windsor.
DAWES, Thomas James, Wickham Street, Newmarket.
DIMMICK, Leonard James, Eildon Road, Windsor.
DUTTON, William, Lutwyche.
EDNEY, Tom, Wilston.
ELMS, Bert George, Oakwal Terrace, Windsor.
EWART, Cosser Smith, Windsor.
FRASER, Duncan, Sixth Avenue, Windsor.
GARDNER, Alfred, Windsor.
GIBNEY, William, Main Avenue Windsor.
GOUGH, Thomas John, Wilston.
GRANT, George Fergusson, Park Road, Wooloowin.
HADDOCK, John William, Bridge Street, Wooloowin.
HALLIDAY, Arthur Laughton, Wride St, Wooloowin.
HAMILTON, Ernest Henry, Newmarket.
HAMILTON, Henry Herbert, Gunyah Street, Windsor.
HANLY, J., McLennan Street, Albion.
HARDAKER, George William, Station Street, Albion.
HARLEN, Victor, Sandgate Road, Albion.
HARRIS, Hubert J. I., Kedron Street, Wooloowin.
HART, Morris, Lutwyche Road, Windsor.
HILL, Stanley Noble, Newmarket Road, Windsor.
HOCKIN, John Treverne, Old Sandgate Rd, Wool’win.
HODSDON, Charles Harold, McLennan Street, Albion.
HOLLINGSWORTH, J., Albion.
HOPE, Arthur E., Fifth Avenue, Windsor.
JACOBSEN, Leslie Norman, Eildon Road, Windsor.
JONES, Frank Russell, McIntyre Street, Wooloowin.
KELLY, Renton Moffatt, Constitution Road, Windsor.
KENNEDY, William Walker, Albion Road, Albion.
KING, Samuel Edward, Gaunt Street, Newmarket.
KIRK, George Hamilton, Emma Street, Eagle Junction.
LAW, Edward Manning Wm., Lutwyche St, Wooloowin.
LAWSON, George T., Persse Street, Newmarket.
LEWIS, Frederic George, Railway Tce., Wooloowin.
LILWALL, W. G., Rigby Street, Wooloowin.
LOW, W. H. G. F., Thorn Street, Windsor.
LUXTON, Robert Joseph, Wellington St, Wooloowin.
LYNAM, Frank James, Grove Street, Albion.
MARGERRISON, William, Short Street, Wooloowin.
MAVER, James, Ray Street, Wilston.
MAYNARD, Charles, Edmonstone Street, Newmarket.
METCALFE, Albion Street, Albion.
MIDDLETON, Clyde Warren, Newmarket Rd, Windsor.
MILLER, David, Swan Hill.
MITCHELL E., Abuklea Street, Wilston.
MOATE, Frank, Abuklea Street, Wilston.
McFARLANE, John, McDonald, Isedale St, Lutwyche.
McGREGOR, Alexander, King Street, Lutwyche.
McGREGOR, Alexander Stewart, Lutwyche Rd, Wind’r.
McHARDY, James Clelland, Laurel Avenue, Wilston.
McKENZIE, Robert McNeil C., Windsor.
McKENZIE, Samuel Aubrey, Windsor.
McMUNN, Jack T. F., Wooloowin.
NORRIS, Archibald James, Thistle Street, Windsor.
O’KEEFE, Patrick John, Fifth Avenue, Windsor.
OLSEN, C., Bowen Bridge.
PACKER, Charles, Laura Street, Wooloowin.
RICHARDS, Arthur Victor, Dickson St, Wooloowin.
ROBERTSON, William, Fourth Avenue, Wilston.
RUSSELL, Walter Milne, Marne Road, Albion
SINNAMON, Leslie, Bowen Bridge.
SMITH, George, Hill Street, Wooloowin.
SNELLMAN, Alexander, McLennan Street, Albion.
SNEYD, Arthur Hartley, James Street, Wooloowin.
SNOW, Luke, Marne Road, Albion.
STEWART, Arthur, Grove Street, Albion.
STIRLING, William, Rose Street, Wooloowin.
STITT, Clifford, Fifth Avenue, Wilston.
STRINGFELLOW, George Jas, Green Tce, Swan Hill.
Surch, J. R., Cooper Street, Newmarket.
SUFFOLK, John Joseph, Ruth Street, Wilston.
SUTTON, Oscar Oswald, Felix Street, Wooloowin.
TAYLOR, William George, McLennan Street, Albion.
THORPE, Herbert, Dickson Street, Wooloowin.
THOMSON, Harry Alfred L., Wride Street, Wooloowin.
TUCKETT, George Henry, Fifth Avenue, Windsor.
TURNER, Percival Charles, Fifth Avenue, Windsor.
VANE, Thomas W. E. A., Silvester Street, Windsor.
DE VIS, Leslie Holmes, Rosemount Street, Windsor.
WADDELL, James, Persse Street, Newmarket.
WALBURN, James, Persse Street, Newmarket.
WALKER, Albert Reginald, George Street, Wooloowin.
WALPOLE, Thomas, Dover Street, Wilston.
WARNOCK, Thomas, Bridge Street, Albion.
WATSON, Norma Mayor, Old Sandgate Rd, Wool’win.
WEBBER, Albert Edgar, Albion.
WEBSTER, Eric, Albion Road, Albion.
WILKINS, Henry Townsend, Park Ave, Eagle Junction.
WILLIAMS, Henry George, Parket Street, Newmarket.
WILSON, Morris, Windsor.
WOODERSON, Henry Simms, Vale Street, Wilston.
WRIGHT, Thomas Stanley, Gore Street, Albion.

Additional names are recorded on the Memorial.
D.L. BROWN & CO.

In David Laughland Brown’s business history, he was beset by two large floods and a catastrophic fire.

He arrived in Brisbane in 1862 with 32 crates of goods for sale. His business was established but ruined by the flood of 1866. He re-established the business only to be wiped out by a huge fire in 1888.

See the David Laughland Brown story in November 2016’s issue.

Now we come to the 1893 floods. His warehouses were crammed with goods and clothing when the floods arrived.

Being a thrifty Scot, he didn’t throw out all the clothes affected by the flood, he organized his workers to wash them all.

The street was crowded with workers and wash tubs and lines were erected across the street outside his warehouse.

In March 1898, David withdrew from the firm and it was re-formed as Thomas Brown & Sons with his nephews, sons of older brother Thomas in control.

The Browns lived at Langley Bank.
The Bartley name is entrenched in the history of the local area. Bartley, Robert Thorrold and Judge Lutwyche attended the sales of lands along Kedron Brook in 1859. All three bought lots. Bartley bought portion 201 which he sold shortly after. It later became the site of Judge Lutwyche’s home, Kedron Lodge. He also purchased portions 144, 188, 189, 190, 258 and 259 in his wife’s name, totalling over 250 acres - the whole of the western side of Lutwyche. With an additional nine acres, he subdivided the lot into two to five acre blocks and sold them from 1864 as The Blackheath and Lewisham Estates.

One of his books, Opals and Agates tells his story and so does the entry in The Aldine History of Queensland, published in 1888, which is reproduced here.

Nehemiah Bartley was born in New Cross, Surrey, on May 10th, 1830, and was educated at the City of London School, Cheapside. He served his time in the office of his uncle, a merchant of Mark-lane, and had some experience in an accountant’s office in Bashing-hall-street. He spent two years in France, and sailed for Hobart Town, where he arrived in October, 1849. In the same year he was placed by Dr Crowther, of Hobart, in charge of a heavy cargo of Tasmanian timber and produce, with which he sailed for California. He spent a few days in Tahiti and explored that island. Here he met Mr B. Boyd, of Twofold Bay, N.S.W. (just before that gentleman was murdered by the natives at Guadalcanal), in his yacht, The Wanderer, and was advised by him to touch at Honolulu and sell his cargo there, as the San Francisco market was glutted, and a new field opened in the Sandwich Islands. He arrived at Honolulu, Oahu, in March, 1850, just after the French bombardment, and he sold timber from which one row of houses in Nuanu-street was entirely built. Two months later he arrived at San Francisco, where he disposed of further consignments arriving from Hobart Town, his cargo being lightened entirely by Yankee captains who had lost their crews, and at £2 each per day for wages as stevedores. He saw the whole of that city burnt in six hours in June of that year, the loss being six million dollars; and, leaving in September, he touched at Honolulu again, where he saw Captain Denham, of H.M.S. Herald, just returned from his unsuccessful search for Sir John Franklin in Behring’s Straits. He sailed for Launceston in the Harriet Rockwell with the gold-dust and doubloons he had received for Dr Crowther’s cargoes, there being at that time no bank drafts available. On this voyage he personally saved the stores and sails of a burning New York ship in San Francisco Bay, and saw another vessel wrecked off Honolulu, with loss of life.

Touching at Norfolk Island in November, 1850, he met Mr Price, comptroller of convicts, who was murdered at Pentridge, Melbourne. He visited Melbourne in March of the next year, and gained some colonial experience on Mr Jeremiah Ware’s station, out east of Geelong. Subsequently he went to Geelong, but, hearing of the discovery of gold near Bathurst, N.S.W., he in July, 1851, voyaged to Sydney in the ship Blackfriar, and in the same month walked over the Blue Mountains, and part of the way with Mr R. Travers (afterwards of Aramac), who was also bound to the Turon diggings. He afterwards spent a year at the goldfields, digging and storekeeping. In the latter business he was with John West (son of the popular editor of the Sydney Morning Herald), John Williams (son of the Errowanza missionary), Lancelot Threlkeld, and David Jones, junr., who together started the first bakery on any Australian goldfield. In June, 1852, he was offered a situation in the Bank of New South Wales, Sydney, and after one year at this employ as teller and ledgerkeeper he was ordered by his medical adviser to recruit his health at some outdoor occupation. The bank hours at that time of gold excitement were often from 9 a.m. to 10 p.m., owing to the scarcity of clerks and the great pressure of
new business. Some clerks - notably W. Colley Lang (son of Dr Lang) - died of the overwork. In June, 1853, our subject overlanded it with 10,000 sheep, in company of F. N. Burne (afterwards of Lansdowne, Barcoo River), from Dubbo and the Lachlan to Paika, near the Lower Murrumbidgee and the Murray. Tyson Brothers (three) were then tending their flocks on the Lower Lachlan, and Mr Bartley gained some experience, in sheep-farming in this district. In company with John Lecky Phelps he boarded the first steamer that came up the Murray (commanded by Captain Cudell), and returned, via Melbourne, to Sydney.

During his two years’ absence from Victoria since 1851 great changes had come over the country, for eighty miles north of Melbourne and Prince’s Bridge and the Bay Beach, which was all grass in 1851, now in 1853 was covered with tents. He next resolved to settle in Moreton Bay, and, arriving at the then village of Brisbane in 1854, he opened several agencies for his uncle, Mr Tooth, of the Kent Brewery, Sydney, the Colonial Sugar Company, and the Chili Flour Company of Valparaiso. The only direct cargoes from Chili to Brisbane came to him, and the flour, costing about £11 in Chili, realised up to £50 per ton in Brisbane, the Australian farmers at that time having all gone gold-digging. Our subject was the earliest regular commercial traveller in Queensland, and visited Gayndah, Dalby, Nanango, Drayton, and Warwick (1854-1859). He was also one of the active agitators for separation from New South Wales, and he became by Crown purchase the owner of nearly all the picturesque hills: Highgate, Eildon, etc., etc.-round Brisbane. He was instrumental in obtaining from the Government of New South Wales, in 1854 the grant of a racecourse to Brisbane, and took an active part in the founding of the Sydney Union Club in 1857 and the Queensland Club in 1860.

He, like many others in Brisbane, lost by the failure of the Bank of Queensland in 1866, and did not afterwards resume business. Since then he has chiefly devoted himself to journalism and sketch literature in Science and Art. He is an enthusiastic collector of minerals in the direction of rare and instructive forms of gold associations, for which he holds a number of international and intercolonial prize-medals.

A sunstroke and brain fever in France in early life made him nervous and retiring ever afterwards, and he was always more often heard of than encountered by his fellow-citizens. Mr Bartley married a sister of the Hon. E. Barton, formerly Speaker of the New South Wales Assembly, and is cousin to G. C. T. Bartley, M.P. for North Finsbury in the Imperial Parliament; also of Mr Tooth, late M.P. for Monaro, N.S.W.; and, in conclusion, may be said to have lived in the most exciting period of Australian history, and to have been an exceptionally fortunate colonist in that respect.

In the Next Issue:
Then and Now
Street Names
Menthoids
Whytecliffe
Bowen Bridge Hotel
Paraprosdokians
Corunna Estate
Runnymede
Potato Salad
Lutwyche Post Office
Church Affairs