

VOLUME 32 No. 4 - NOVEMBER 2020



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 Gordon Park and Herston. *part of this suburb.

Resource Material for Private Study by Members

The Queenslander Pictorial.

FIFTY YEARS OLD
 JUBILEE
 OF
 ST. ANDREW'S
 LUTWYCHE.
 See Page 25



Mr. Campbell, Organist of St. Andrew's for 25 years.



The Pretty Little Church as it stands Today.



Another view of St. Andrew's.



Memorial Tablet of the late Mr. Justice Lutwyche and Mrs. Lutwyche on the wall of St. Andrew's.



Mr. Justice Lutwyche's grave.

Wm. Arnold photo.



Interior View showing the Lutwyche Memorial Tablet.

JUBILEE OF ST ANDREW'S CHURCH, LUTWYCHE
 The Queenslander: p 21, 25 November 1916

NEXT MEETING

4 p.m. 15 November

The Annual General Meeting of the Windsor and Districts' Historical Society will be held on Sunday, 15 November next,

Details of this meeting are included in the covering letter.

1.

Make sure you are a Financial Member.

Payment details are on the notice that was posted to you.

2.

Election of Officer Bearers: Nominations are now open but close at 4 p.m. on 4 November.

All positions

are vacant:-

- * **President**
- * **Senior Vice-President**
- * **Junior Vice-President**
- * **Secretary**
- * **Treasurer**
- * **Committee Members**

Nomination

forms are available on line or at the Chambers.

3.

Remember the Chambers are open every Sunday and Monday from 1 p.m. until 4 p.m. for Research and Reading.

Additional volunteers to assist in opening are always welcome.

JOURNAL

Volume 32 Number 4

November 2020

Recent issues are viewable at the National Library of Australia, Canberra, State Library of Queensland and on line at

www.windsorhistorical.org.au

Archive available at Windsor & Districts Historical Society Inc. Old Windsor Council Chambers, Lutwyche Road, Windsor.

Much of the historical material used was found at Trove Newspapers, National Library of Australia which is now quite difficult to use due to search changes.

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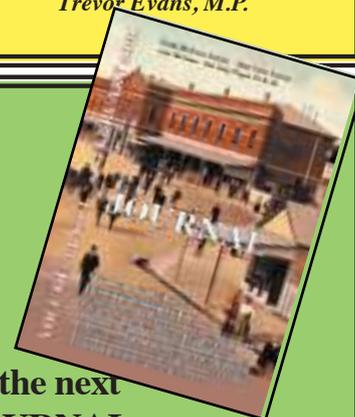
by David Teague, B. Ed.

Life member

Delivered by e-mail to members.

Print version courtesy of

Trevor Evans, M.P.



In the next JOURNAL

Windsor Municipal Band, Peach Family, Tram's Terrific Impact, Wheelbarrow Derby, James Freeman Cavill, Butter Coupons, Ian Gall, Laxatives, Photographs - Woolloowin, Charles Taylor, Bits'n'Pieces, Aluminium Entry Fee, Ingold Family Tree.

SECOND WORLD WAR YEARS

This issue of the JOURNAL features several articles of severe restrictions placed on the Australian public. Many started in 1942 but what a lot of our readers might now remember that some continued right up to July 1950.

The sugar allowance may seem generous but remember many items - jams, desserts, cakes and biscuits were made at home.

The tea allowance was rather meagre with about 90 grams in mod-

ern measures a week. No one teaspoon for each person and one for the pot.

Item	Date gazetted	Date abolished	Quantity per adult
Clothing	12 June 1942	24 June 1948	112 coupons per year
Tea	6 July 1942	July 1950	1 lb per 5 weeks
Sugar	29 August 1942	3 July 1947	2 lb per fortnight
Butter	7 June 1943	June 1950	1 lb per fortnight
Meat	14 January 1944	24 June 1948	2 lbs per week

T. H. COCK & SONS



Anyone who has lived in Lutwyche has certainly heard of T. H. Cock and Sons.

Thomas Harris Cock, (Harris) was born in 1902 in Brisbane and died in 1964. On 22 April 1933 he married Charlotte (Lottie) Pushack in Bundaberg. He started advertising in the **Telegraph** that he was an electrician who wired houses. In fact in the early days he was about the only electrician who advertised regularly in the classifieds.

At this time there was a great demand for electricians to wire up houses and connect the the main supply in Brisbane. He initially operated from Alice (Ferre Street, Grange) Street, Wilston and from September 1933 from Wesley Street, Lutwyche. From November 1934, he operated from his residence in Gracemere Street. From about 1940 he operated from a shop at 521 Lutwyche Road Lutwyche.

At the shop, he sold a wide range of electrical appliances - radios, refrigerators, washing machines, stoves and many smaller appliances.

In August 1959, public television came to Queensland with the first commercial station commencing transmission from Mt Coot-tha and other stations following quickly afterwards.

Each evening Cock's would have a set in the front window of

the shop turned on and locals would turn up and sit and stand outside to watch the programs. Sales of sets progressed rapidly and Cock's soon had a fleet of utilities and vans ready to install and service the television sets.



Harris's son, Brian, an electrical engineer, joined the company and became managing director after Harris's death in 1964.

In 1975 the business re-located to Lever Street, Albion. In the 1980s the company focussed more on commercial and industrial sectors of the market. In 1996, Brian retired from the company and it became a subsidiary of Everett-Smith & Co.

FAMILY HISTORY

The Cock Family has a long history going back to Devon in Eng-

land. Let's start with James Cock. He was born on 8 February 1827 the second son of Thomas Cock and Elizabeth More. Thomas was a butcher and a farmer and employed twelve men. James married Eliza Tancock in 1857 in Northam and they had five children: Thomas born 1858, James born 1860, Helen born 1863, John born 1865 and Emma

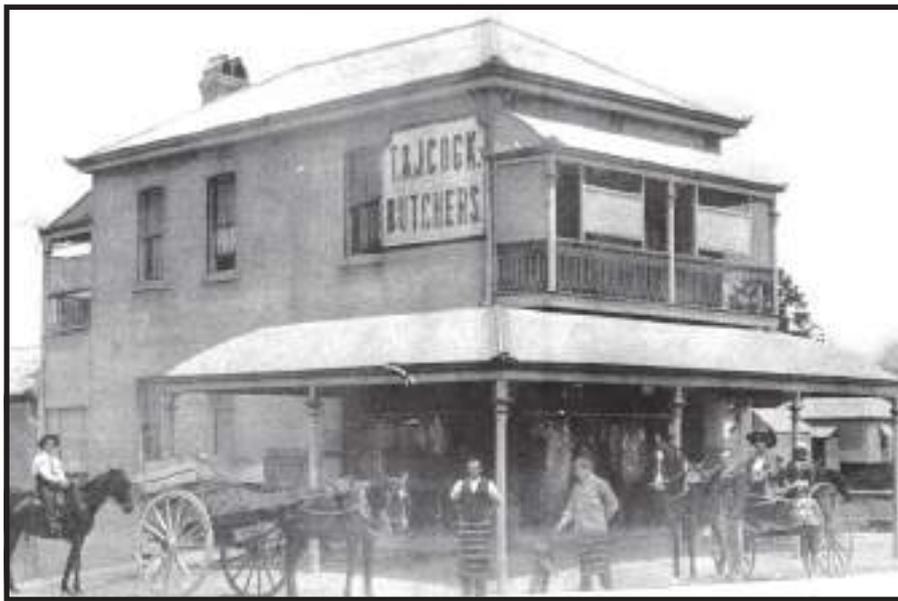
born 1869.

Now brothers Thomas and James migrated to Queensland in the 1880s. On 4 March 1882, Thomas married Elizabeth Chalk just before they migrated. On 31 May 1885, James married Jane Harris a Devonshire lass who came out to marry him. They were married at John Chalk's property at Hamilton.

The brothers conducted a butcher shop on the corner of Bowen Bridge Road and Bowen Street. The building is still there. They had



At Lutwyche



Thomas Cock 1885, John Sanders Cock 1887 and Alice Mabel Cock 1890.

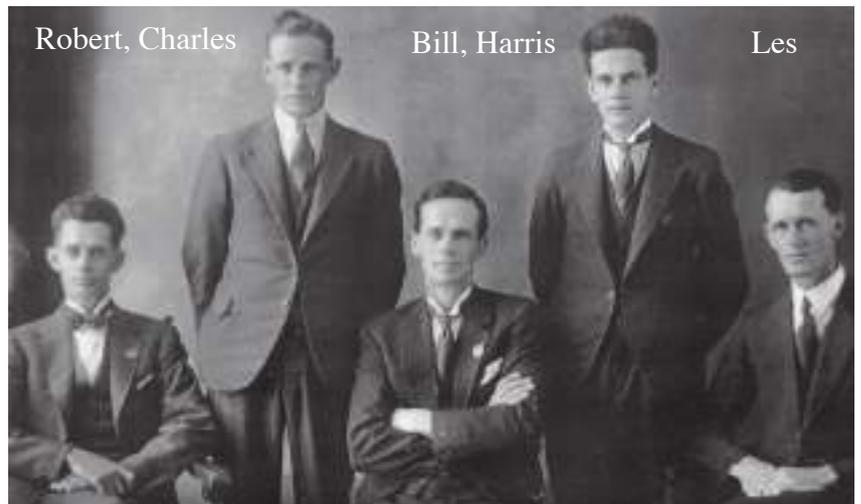
Many of the Cock family members and descendants lived in the Wilston and Grange area. Robert Cock's son, Bill recalled that before the Eildon Hill reservoir was built there was a shelter shed on the top. The hill was bald with rocky outcrops and tufts of grass. It was solid rock on top and nothing would grow.

Late member, Bev Allatt, daughter of Ethel Cock provided many family photos for our archives including the three on this page.

a slaughter shed at the rear of the property. Meanwhile Thomas had a slaughteryard in Rode Road. He also had a cannery there where he canned corned beef in large 7 and 14 pound tins as well as sheep's tongues under the **Devonia** brand. The initial shipment of canned meat was donated to the Lord Mayor of London. The cannery closed in 1901 due to the drought. In 1905 James left the partnership and went to the Esk area. The various members of the family continued being involved in butchering and dairying. James had a dairy on the western slopes of Eildon Hill from about 1915 until 1931.

Now James and Jane (Harris) had a large family. Marion Harris Cock 1886, Helen Cock 1888, Leslie James 1890, William Harris Cock 1893, John W. Cock 1895, Robert Harold Cock 1896, Doris Elizabeth Cock 1898, Ethel Eliza Cock 1900, Thomas Harris Cock 1902, and Charles Kingsley Cock 1904.

Thomas and Elizabeth (Chalk) had several children including James Montague Cock 1883,



Robert, Charles

Bill, Harris

Les



Harris, Robert, Bill, Charles at Cock's Dairy, Eildon Hill

Researched by David Teague.



© T.H. Cock

FASHION POLICE

From 27 July 1942, the Fashion Police were out in force dictating what Australians could wear especially by limiting the design, colour and sizes of clothing that could be produced in the hope of reducing the amount of materials used due to the Second World War.

For starters let's look at men's socks known then as half hose.

Socks were limited in length to 14 inches with no patterns. Only three shades were allowing in a range of socks made from white yarn. The exceptions were socks that were made for the armed forces.

Now the ladies weren't allowed to have dresses with double cuffs on the sleeves or balloon, raglan, or semi-raglan, dolman or leg of mutton sleeves.

Now that was only the start. The dresses were not allowed to have more than two pockets, pockets made of wool cloths, pocket flaps, scarves or other accessories considered as part of the garment other than belts. Hand or machine spoke-stitching, embroidery, applique, beading, braiding over a minimum size were prohibited. Buttons were also in the firing line and buttonholes, apart from those required for fastening.

Also prohibited were evening cloaks and evening wraps, bridge coats, dinner gowns, hostess gowns, children's party frocks and speech night gowns.

That's the social set covered now for the outdoors. Riding breeches, ski suits, culottes and play suits also were banned.

Now the men didn't miss out on the fashion police. First of all double breasted coats were out as were extra buttons, buttonholes, flap and jet pockets. Pockets were limited to three and cuffs were out.

Coats were not allowed to have vents, bi-swing, pleat back or Norfolk style. wool coats with woollen linings were out. Children's wear was also restricted with hoods on coats being banned. Hems and turn ups were limited.

Simpler Clothes

Those of us in civvies and our womenfolk and children will now be more simply dressed from now on. Last night the Government announced that "victory clothes" will be worn in the future based on the styles adopted in England and America.

Men's suits will be skimpier, and there are a host of regulations cutting down cloth and doing away with fal-lals.

To offset any qualms we may have about increased taxation there has been a 1/- increase in the basic wage in Brisbane. It will be effective when gazetted. Men will now earn £4/12/-, women £2/10/- an increase of 1/- and 6d. The northern, Mackay and western parities are not affected. It is estimated that the 1/- for adult male workers alone will increase the Government's wages bill by about £95,000 a year.

Australians will pay tax only to the Commonwealth for the duration of the war. The Federal uniform taxation plan was upheld by the Full High Court in Melbourne. State taxation employees will transfer to the Federal Service.

The Courier-Mail: 27 July 1942.



Play garments were restricted to no more than one unit and shorts were on the restricted list.

School garments were also limited. Blazers had to have single breasted lapels; plain sleeves; one row of stitching of the edges; no cuffs, welts or button and button holes on the sleeves; no cords or binding on the edges and no interlinings or stays. Phew!

Knitwear was restricted. Men's: v-neck pullover with sleeves - one style and v-neck pullover one style without sleeves. No pockets were allowed nor were jacquard patterns, stripes or coloured patterns. Style restrictions were imposed also for women, youths, maids, girls and boys.

Underwear also got the chop. Fancy stitch fabric was out as were embroidery, motifs, shirring, pleating and tucking. Pyjamas were also restricted.

Now for the biggie. No person shall put into process, yarn for the manufacture of any hosiery finer than 45 gauge. Limited fully fashioned rayon stockings with cotton heels, toes and undersoles were approved.

Researched by David Teague.

fal-lal: useless piece of finery or flippery.

RESTRICTIONS

1942

Almost daily new restriction were added to the lists of conditions for living in Brisbane in 1942. Here are some press clippings.

SOFT DRINK BARS MAY GO SHORT

It is possible that this summer soft drink shops and bars will have to adopt the hotel custom of closing early to conserve stocks. For some months manufacturers have been troubled with shortages of bottles, stoppers, labour and transport, and they have been working on the basis of an empty bottle-for-a-full-one; but shortly this will be found to be a generous restriction. The shortage here is not so acute as that in Sydney, and the larger manufacturers promise that for the time being retailers will continue to get about the equivalent in stocks to their returns in empty bottles.

The Telegraph: 15 October 1942.

SIMPLER SHIRTS ORDERED

New and simplified styles for men's shirts, pyjamas, and collars are now compulsory. This is the effect of a clothing control order made on October 14, and announced by the War Organisation Minister (Mr Dedman) last night. Principal objectives are savings in material, man-power, and packing. According to size, shirts will be from three to five inches shorter in the back and from one to three inches in front. They will be without double cuffs, and cannot have fancy trimmings. The usual type of coat-shirt is eliminated, but coat-shirts not more than 24in. deep are permitted for hot weather, to be worn instead of coats.

Collars, stiff and semi-stiff, will be restricted to six shapes for each manufacturer. Elimination of double cuffs and shortening of shirts will save 10 per cent, in the

amount of cloth now used. Based on pre-war production figures, it is estimated that this means that 250,000 more shirts can be made from the same amount of cloth.

Although sleeve lengths are not restricted, Mr Dedman says that short sleeves would save approximately a further 12½ per cent. in cloth. Indication of the saving by collar restrictions is that in 1941, one manufacturer had a range of 37 different shapes. The order does not affect working-men's flannel, shirts, range shirts, infants' or boys' blouse shirts, or servicemen's shirts. Double-breasted fronts, trimmings, and pockets are eliminated from pyjamas, but otherwise style is not restricted, and lengths are not greatly affected.

The Courier-Mail: 21 October 1942.



BABIES' NAPPIES PROTECTED

In order to provide better supplies of babies' squares (napkins) a new clothing regulation forbids the selling of white or cream flannelette unless permission is obtained from the Rationing Commission. Baby welfare was a first consideration in the community, and the new regulation was made for that purpose, said

the Deputy Director of Rationing (Mr S. F. Cochran) today.

In future, only babies' squares would be made from this material unless permission to use it for other purposes was obtained from the Rationing Commission. The regulation forbids the sale of white or cream flannelette except where it is already made up into squares or napkins or cut into pieces not less than 27 inches square or more than 32 inches square. These would be rated at half a coupon each.

The restrictions were necessary owing to a shortage, he said, and it was felt that coloured or striped flannelette or winceyette could be substituted where the material was required for any other purpose.

The Telegraph: 28 October 1942.

ECONOMY UNDERWEAR ATTRACTIVE AS ANY

Australia's Victory knitted underwear, samples of which are now being sealed and stored away in the offices of the Controller of Knitted Goods, will be austere in its economy of material and man-power, but it will yield nothing to the prewar product in attractiveness.

Prominent manufacturers appointed by the Department of Supply and Shipping have just finished examining the samples. They comply with the control of clothing orders. Experts say the manufacturers have shown high skill and ingenuity in producing, within the restrictions of the orders, an extensive range of garments that will amply meet all needs. Their durability is high, and while appeal has not been sacrificed, simplicity of design and reduced numbers of types will give big savings in materials mid labour.

The Telegraph: 27 November 1942.

MEN'S VESTS RESTORED

The Production Executive of the Federal Cabinet today decided to remove restrictions on the manufacture of men's waistcoats. This means that three piece suits may now be manufactured, but they

must conform in other respects to the specifications previously laid down for Victory suits.

This was announced by the Minister for War Organisation (Mr Dedman), who added that as making waistcoats entailed the use of cotton or artificial silk linings which were in short supply, he proposed to discuss with the tailoring industry shortly the possibility of economising in these materials. He hoped as a result of these discussions that it would be possible to produce a man's suit made entirely with Australian materials.

The Telegraph: 10 December 1942.

FEWER TYPES OF FOOTWEAR

Restrictions on the manufacture of various classes of luxury footwear to save labour and materials needed for the war effort are imposed by an order issued tonight. Among the footwear banned are basket shoes and boots; sahara sandals; evening shoes; high legged boots, except for specified persons; open shank shoes; foot gear, having more than one colour in the upper footwear, other than sandals; footwear having cut-outs, inserts, overlays, cording, or fancy stitching; footwear having perforations: or punching, except on the edge of the toecap; sandals for infants, boys, girls, youths, and maids exceeding size five, and sanials for men and women, other than certain specified kinds. Types of slippers and women's house shoes are restricted severely.

Exemptions are footwear for theatrical productions, for the defence forces; or for persons taking abnormal sizes, or with physical deformities.

The Courier-Mail: 3 September 1942.

DOMESTICS BAN IN 10 AREAS IN QLD.

It was announced today that the restrictions on the employment of domestic servants in this State should apply only in 10 areas.

The areas in which the restrictions will apply are the local au-

thority areas of Brisbane, Warwick, Toowoomba, Ipswich, Maryborough, Rockhampton, Mackay, Townsville, Cairns and Charters Towers. No applications need be lodged for permission to employ domestic servants until such times as application forms are available.

The Telegraph: 29 December 1942.



CLOTHING RATION CARD

NEW RESTRICTIONS ON EXPORTS

A proclamation issued tonight prohibits the export, except with the consent of the Trade and Customs Minister (Senator Keane) of boot polish, silver, organic fertilisers, and vegetable seeds.

Senator Keane said imported raw materials used in the manufacture of boot polish were in short supply, and it was desirable to conserve what was available for use within Australia. Silver was likely to be required as a substitute for tin in the manufacture of solder and bearing metals for munitions and essential services, and to relieve the serious shortage of silver coinage.

Organic fertilisers, such as blood and bone, were required to replace artificial nitrogenous manures. The Vegetable Seeds Committee was endeavouring to secure adequate supplies of seeds for essential use in Australia.

The Courier-Mail: 10 July 1942.

MANUFACTURE OF BATHING SUITS MAY BE STOPPED

Manufacture of swimming suits from woven materials is likely to be prohibited by orders to be issued shortly. This will supplement the prohibition on the manufacture of knitted bathing suits which was imposed as part of the general cloth-

ing regulations recently.

The prohibition is not likely to affect the stocks of bathing costumes for the coming summer, however, because most of these stocks are built up during the winter months for sale in the following summer. Making of knitted swimsuits was prevented because of the need to conserve available yarn for more essential purposes and because the Department of the War Organisation of Industry believed there would be sufficient stocks in shops to meet immediate needs.

The department believes manufacturers should not proceed on peacetime lines to the building up of large stocks of beach wear that have a purely fashion appeal when there is a shortage of manpower and materials for more essential garments.

The Telegraph: 3 August 1942.

RESTRICTIONS ON DELIVERIES

Attention was again drawn today to the restrictions on the delivery of meat and groceries to householders. Delivery of meat can only be made to those who live over a mile from butchers' shops, and not more than three times a week. Similar conditions apply to cutting butchers and hawkers' carts. Only one delivery a week of groceries and other commodities is allowed if the weight of the parcels is over 4 lb, and the length of the package exceeds three feet. These instructions do not apply to suppliers to boarding houses, hospitals, defence establishments and the like, but in such cases, there must not be more than one delivery in each 24 hours, and it must not weigh less than 20 lb.

The Telegraph: 23 December 1942.



Captain Edward Parker Bedwell



In our November 2017 **Journal**, we profiled Captain Edward Parker Bedwell on the Royal Navy who was seconded to the Queensland Government to conduct surveys of the coastline.

While here he lived at **Kingsholm Lodge** and **Merehay** but when the British Government decided to no longer fund 50% of Bedwell's salary, he was forced to sell up and return to England.

Bedwell's great great great niece, **Christine Bowman**, who lives in San Diego, California saw our profile and contacted us. She sent the above portrait and extracts from a couple of his letters.

The first extract comes from an undated letter (before 21 June 1877 when he married Emily Harrison).

I am still single and have become so egotistical that I do not think there is much chance of my marrying especially if I stick much to my profession which has treated me through out very well.

The second extract comes from 1871-4 when he was working along the Queensland coast revising maps made by Matthew Flinders in 1801.

I sometimes go with big wigs in Queensland having twice accompanied the Marquis of Normandy to Torres Straits, he is a fine specimen of the English country gentleman and has been very kind to me.



MARQUIS OF NORMANDY
Governor of Queensland, 1871-74

The next extract refers to Sir George Bowen who was Queensland's first governor appointed in 1859. In 1869 he was appointed governor of New Zealand and in 1873 governor of Victoria, then governor of Mauritius in 1879 and Hong Kong in 1882 until he retired in 1886. He died in 1899.

Sir George Bowen your present Governor was also very civil to me when I first went to Queensland. He is I think a little bit of a humbug but I think that is to his credit as a Governor rather than otherwise.

Thank you Christine for your communication and congratulations on your work on your great great uncle. We are so pleased that our Journal has such a wide readership.

Editor.

ERNIE DOWNEY

DEATH OF ALD DOWNEY

A member of the City Council since 1938 and Chairman of the Works Committee since 1940, Alderman Ernest Downey, Fortitude Valley Ward representative on the City Council, died in hospital last night after a brief illness. He was one of the City Council representatives on the Brisbane and South Coast Hospitals Board. Ald Downey was connected with municipal government for many years, and was an alderman of the Windsor Town Council (1922-24) prior to the creation of Greater Brisbane.

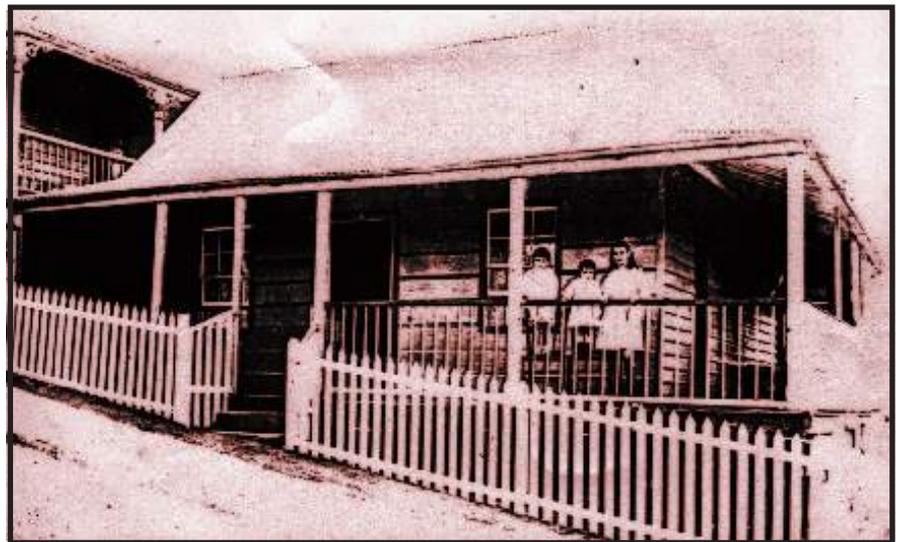
He played a leading part in the formation of the Citizens Municipal Organisation.

He was born in early 1883 in Tyne, Newcastle, England, the youngest of three surviving boys. Sister Margaret died three days before Ernest's birth. At the end of the year the family: father Thomas, 39 years, wife Hannah 38, James 8, John 6 and baby Ernest boarded the **Shannon** and departed Glasgow for Brisbane. The **Shannon** was a ship of 1623 tons and carried 372 migrants - 37 married couples, 86 single men and 76 children. The ship arrived in Brisbane in March 1884 and was delayed at Peel Island Quarantine Station for a week as there was scarlet fever aboard.

Ald Downey was educated at the Valley State School. Since about 1910 he had conducted a business in the Valley until his death. His mother was an astute business woman having operated several shops in England and here in Brisbane. One was on Lutwyche Road between the present Northey Street and Breakfast Creek Bridge. At different times she had shops in various locations including New Farm. It is said that she only saw her children at meal times as she was so busy. She had home

help to care for the children. Thomas on the other hand was a quiet man and worked as a tailor.

Ernest was a past president and life member of the Shop Assistants' Union, and a past president and member of the Queensland Grocers' Association. He was a life member of the Windsor Bowling Club, of which



101 VICTORIA STREET - HOME OF ERNIE'S OLDER BROTHER TOM.

he was a foundation member. He was an officer of the United Grand Lodge of Freemasons of Queensland.

Ernest married Louisa Jane Walker in 1905.

He is survived by his wife, seven sons, and four daughters. The sons are (ranks at 1942) Private Ralph Downey, Messrs Harry. Ernest, and Leonard Downey, Sergeant Victor Downey (A1F), Private Roy Downey, who is serving in New Guinea, and Gunner Douglas Downey. The daughters are Mrs James Smith (Windsor), Mrs F. Clark (Albion Heights), and Misses Nell and Phyllis Downey.

The decision of the police authorities not to allow the funeral procession Ald E. Downey to proceed down Adelaide Street and through King George Square, so that civic honours could be accorded him at the Town Hall steps, was criticised by the Rev. W. Slater, of the Windsor

Methodist Church. Instead the cortege was permitted to travel along Ann Street past the city hall. The flags were at half mast.

Speaking at the graveside service at the Toowong cemetery, the Rev. Slater said that the late Ald Downey was worthy of the highest respect that the city could pay him. It was to be regretted that the passing of the procession by the Town Hall had been prevented by the authorities. An explanation was certainly required.

Ald Downey had spent his life in service to the community, and

on behalf of the Church with which he had been associated and the city he offered sympathy to his relatives. Rev. B. Powell (Grand Chaplain), on behalf of the United Grand Lodge of Freemasons of Queensland, also paid tribute to the late Ald Downey. Among those who attended the funeral were the Lord Mayor (Ald Chandler) and aldermen of the City Council, the Pro-Grand Master (M.W. Bro. W. H. Green) and other members of the United Grand Lodge of Freemasons of Queensland.

Based on obituaries in the *Courier Mail* and the *Telegraph* 14/15 December 1942 with additional research by David Teague.

According to Edna Downey, she (Tom's niece) and his daughter Doreen worked every day from 8 am until 8 pm helping him to win the Brisbane City Council seat of Fortitude Valley. It was the first time that Labor didn't win the seat.

£10,000 WINDSOR BLAZE SHOP AND 2 HOMES DESTROYED

One of Brisbane's worst fires for months today razed a shop and two houses at Windsor. The fire swept through the three buildings shortly before 3 p.m. Damage is estimated at more than £10,000.

The fire broke out in Downey's store in Lutwyche Road, about 2.30. Firemen were unable to control it and the flames spread quickly to two adjoining houses.

The houses were owned by Mr Al Stark and Mr Alec Dunsmuir. Mr Dunsmuir and his family were absent when the fire broke out.

A son, Barry Stark, was in the Stark family's house when it caught fire.

He tried to put out the blaze with a garden hose but was beaten back by the fierce heat.

More than 40 firemen fought the fire at its peak. A crowd of several hundred people who watched the fire scattered when live electric wires' crashed to the roadway.

The fire caused a serious hold-up of trams in Lutwyche Road. Police diverted all motor traffic along an alternate route to by-pass the blaze.

The Brisbane Telegraph: 22 August 1953.



As a nine-year-old I remember the fire at 176 Lutwyche Road. The shop was a wooden one fronting to the footpath but was high above the land underneath. I remember peering down at the remains and I could see charred cans of food scattered around. The house with minimal damage seemed to be only charred around the front corner landing.

The shop was re-built out of brick and concrete and remained in use until not so long ago the with re-development along Lutwyche Road.

The Editor.

Edna Downey remembered the smell of syrup and cheese burning in the air when she came out of the Crystal Palace Theatre with her mother on that day.

DOWNEY SNIPPETS

Middle brother John Thomas Downey was six years old when he arrived in Brisbane. He was always known as Tom. A tale exists that once in the shop a snake was coiled around Tom's leg. It had probably arrived in a case of bananas. His mother told Tom to unwind the snake. He was frightened and did as he was told.

As an adult Tom worked at Dalgety's wharf and was injured when three bales of wool fell on him. His back was broken and he was in plaster for 14 months and wore a collar support for another 12 years before his death.

Thomas married Emma Weatherill when they were 19 and 18 years of age on 2 September 1897 and had nine children: Elizabeth Margaret 16 December 1897, Violet May 1900, Thomas 1902, James Ralph 1904, Ethel Eileen 1906, Ernest Theodore 1909, Harold Sydney 1913, Doris Hilda 1916 and Alma Edna 1918.

The Weatherills were in the leather and shoe making trade. They had a factory on the corner of Edward and Charlotte Street in the city with 17 men working for them until they were burnt out. Emma worked for her father at his boot factory at Milton.

There were eight children in the Weatherill family

Ernest Downey and Louisa Jane Walker were married in 1905. Birth years for some of the family are: Ralph 1906, Ada 1907, Jack 1908, Henry 1910, Ernest 1911, Leonard Stanley 1913, Doreen 1914, Reginald 1916 + three more.

Tom's son, Tom was a very strong young man and could fight three men at one time recalled his sister. He was a blacksmith and lost a finger in an accident. He was the first patient to have local anesthetic at the Brisbane Hospital while the wound was stitched. The stitches later came undone and the finger was unable to be saved.

Tom was very good with the treatment of animals.

Some snippets taken from an interview with Edna and Doris Downey by Beres McCallum, A.O.



TOM WALLACE

If you grew up in the Windsor Town area or even further afield in the 1920s and 1930s you would certainly remember the name Tom Wallace. You probably even bought your pushbike from him at his first premises under his house in Lower-son Street (or 20 Wilson Street as it was then known) or took it back and forth to get free air in your tyres or have running repairs done. He was that friendly fatherly bloke in faded overalls with black grease on his hands. He treated you, as he did all the local kids, almost as part of his family. His advice to first-time push bike riders was to take your bike out into a paddock but first put a kerosene tin in the middle of the paddock - get your balance and ride towards it and you will hit it for sure.

Thomas Samuel Wallace was born in Gympie on 24 November 1902 to Thomas Samuel Wallace, a local butcher, and Emily Frost. He got his first second-hand clapped-out bike in his early teen years to deliver meat to customers for his father. He got to know there was a bike club in Gympie and went to look on. They

CYCLISTS!!!
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Cycle Manufacturer
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Phone 6 4250

Designer and Builder of the Famous
"SPECIAL" CYCLES
"THE CHOICE OF CHAMPIONS"

invited him to join a race - old bike, bare feet on metal pedals - and believe it or not, he won. From then on he was hooked.

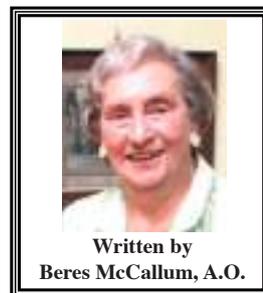
The family moved to live in Brisbane at O'Connell Terrace and later at Bellevue Terrace, Clayfield. There was an old wooden velodrome near the Exhibition Grounds and he raced there. If you fell off you got splinters but didn't stop to pull them out. You just waited until they festered and then squeezed and they



popped out. In this rough and tough pre-war cycling fraternity, he met lads and young men who were to be his lifetime friends and the hub of the business he established at Lutwyche. Tom's first job was with the bicycle making firm of Ashby Brothers.

Tommy commenced his cycling career with the Hamilton Juniors in 1919 and on two occasions was a member of the junior team that won the state premierships. In 1922 he joined the ranks of the Kangaroo Point Club and was a member of the senior team that won the Queensland premiership in 1922 and 1923. He also won road championships for five miles and 25 mile events.

In 1924 he was selected to represent Queensland in the Australasian Championships which that



Written by
Beres McCallum, A.O.

year were in Melbourne. In 1927 he had a successful comeback by winning the St Patrick's Day championship and the Kangaroo Point championships and took the fastest time on the roads events.

The following year he had numerous successes and won the St Patrick's Day championship again, and five miles senior championship of Queensland. He also gained time honours in every open event during



UNPACED CHAMPIONS.

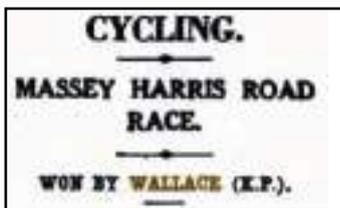
T. S. Wallace (Kangaroo Point), winner of the Queensland Amateur Cyclist Union's 14-mile unpaced 1 championship at Rocklea, holding up **J. Powell** (Hamilton Juniors), who won the junior championship. **Wallace** also won the C. W. R. Just unpaced handicap trophy.

that road season. His success continued with newspaper headlines headed **Wallace, Versatile and Clever, Wallace best sprinter, Wallace Shines, Wallace Displays Great Sportsmanship.**

On 27 August 1928, Tom

married Lillian Maud Burton and they made their home at 20 Wilson Street, Lutwyche (where the top-car park of the Lutwyche Shopping Centre now is). It was here that Tom began manufacturing bicycles under the house. He made everything himself from the lugs, which are the head of the bike through which the handlebars fit, through to the main frame.

The Wallaces had only one daughter Valda. She recalled there was a huge allotment called The Dump where Challis Street now is and when she was around five or six, her father bought her a little car which had a motor in it. She was too small to reach the pedals, so Tom had to shorten the body. Tom was like a Pied Piper. If he went for a ride on his bike, he always had a tribe of budding cyclists following on.



Val has scrapbooks and trophies of her father's successes in competition cycling in the 1920s but as his business grew he gave away racing and took to training. Tom trained many to compete and they travelled far and wide.

The name **Tom Wallace Cycles** appeared as graffiti on fences, rocks and outstanding features all over the eastern seaboard. This was the way they thanked their mentor who gave total support by training them and caring for their bikes.

If a contestant had a fall competing in Mackay or some other country centre and broke the cross-bar or some such, he would put the cycle on a plane and phone Tom who would pick it up at the airport, often spend all night repairing it and send it back on an early flight the next morning so that the rider could compete again the next day.

Tom's business expanded as he began building bicycles for wholesalers in the city, but he had no money to buy motor transport. He and one of his riders got a long pole



1928

and threaded the frames and wheels on the pole. With a rider on the bike in front and Tom bringing up the rear on another cycle, they transported the parts to the city. Later he bought a motor cycle and a sidecar.

His **Special** brand was hand painted and in later year he was also willing to paint the name of the owner and other details on the top bar.

In the 1940s he bought the blacksmith's shop which once belonged to Charlies Lyons on the corner of Swinburne Street and Lutwyche Road. Here with wife Lillian always in the shop, he prospered.

Tragedy struck when Mrs Wallace and her household help were dry cleaning curtains in the laundry of the dwelling above the shop, when the fluid exploded. Tom raced out of his workshop to see them on the back verandah with Mrs Wallace beating the flames of Alma Goeldner's back.

Mrs Wallace was badly burned about the face and hands and was in hospital for several months. During this time Valda stayed with

her grandparents and an aunt and was not allowed to see her mother for two months, at which time they knew she would pull through.

When she came home, she went to Dr Berg's wife, who had been a matron of a hospital in Germany. Mrs Berg massaged the burn scars on the face and hands to stop them tightening.

It was a terrible time for the family but before long Mrs Wallace was back in the shop beside Tom. Valda left Wooloowin School in Grade Six and went to St Margaret's where she did a commercial course and later helped in the business also.

In the 1960s the shop had to be demolished for road widening and Tom was operating the business from a shed behind the shop. Dozens of Charlie Lyons' horsehoes were dug up when they put the foundations in for the new shop.

The Wallaces were convinced by family and friends that it would be a good time to take an overseas trip while the new shop was being built and on their return they moved into the new premises. Sadly they had only been there a short time when Mrs Wallace died. Daughter Valda continued to support her father.

Tom rode his bike every day - right up to his seventies. One day when Valda and the staff arrived at the shop, Tom was nowhere to be seen and they found he had died of a heart attack during the night. (2 December 1981) His funeral cortege was accompanied by cyclists from the Kangaroo Point Cycling Club and the Hamilton Amateur Wheelers.

Original article by Beres McCallum, A.O. with added race information by Frank Walsh in National Cycling and additional research by David Teague.



100 YEARS AGO

WINDSOR STATE SCHOOL

The annual picnic to Redcliffe of the Windsor State School was held on Wednesday when a large and representative gathering of parents and children of the district, numbering 1800 assembled on the steamer **Koopa**. The boat, which was chartered for the day by the school committee left the wharf at 9 a.m., and reached Redcliffe at 11 a.m. Bathing was immediately indulged in by the children, and after lunch the school teachers with Mr Papi as head master, assisted the committee in carrying out a lengthy programme of sports, including school championship races, egg and spoon, sack, and three-legged races.

At 2 p.m. the presentation of medals took place. Alderman Lane (Mayor of Windsor, and chairman of the committee) announced that Alderman Taylor, member for the district, had expressed his intention of presenting a medal to the girl who attained the highest marks in the scholarship examination. In expressing the thanks of the committee, to the teaching staff and scholars for making the day such a success. he stated that there would be sufficient funds to enable the committee to provide prizes for the annual distribution. The Brisbane Tramways Company was also thanked for pro-

viding special cars.

Alderman Taylor, M.L.A. stated that Windsor had three of the finest schools in the whole of the State. In presenting the **Thorpe Medal** (generously donated annually by the town clerk of Windsor) to Eric Evans (81 per cent) and the committee medal to Clyde Leahy (80.5 per cent), he congratulated the winners and also their teacher. Miss L. Bond. The return trip to town was commenced at 4 p.m.

The Daily Mail 5 November 1920

Windsor School. HIGH SCHOOL DEPARTMENT.

The Minister for Education (Hon. J. Huxham) was at Windsor State school on Tuesday, investigating several suggestions submitted to him by the committee. He was accompanied by Mr Taylor, M.L.A., the Mayor (Ald Lane), and Mr M'Phaill (member of the committee. The chief matter discussed was the possible filling up of the lower part of the school ground with soil which it was suggested could be removed from the adjacent land, which has been reserved for high school purposes. The filling in would be quite a considerable undertaking, and Mr Huxham, while making no definite promise, agreed to consider a rough estimate of the cost

of removing the soil, with a view to possible provision being made for the work in the estimates of the coming session.

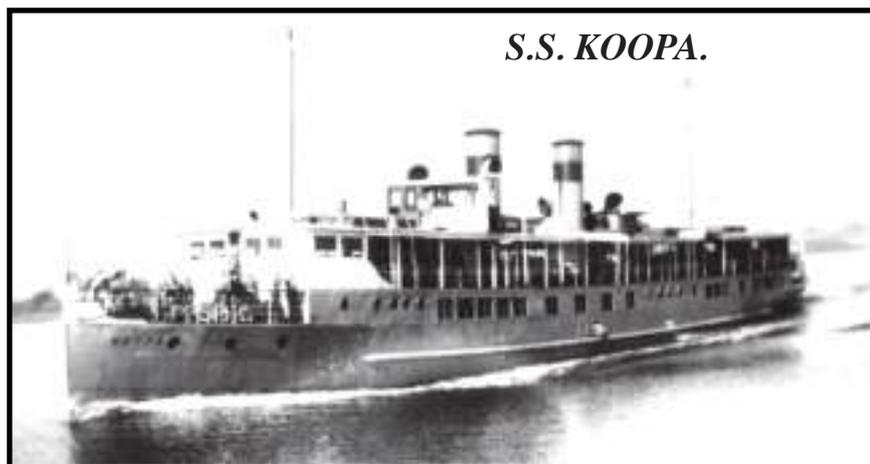
While at the school, Mr Huxham discussed with Mr Papi, the head master, the possibility of arranging secondary school accommodation for some of the scholarship winners who will be taking up their advanced studies in July. It seems that some thing like 100 places will be vacated shortly as the result of the opening of the **Wilston school**. If this expectation is realised, the space made available will be used for secondary education Mr Huxham said there would be no difficulty in securing the necessary teaching staff.

The Telegraph: 26 May 1920.

Town of Windsor ELECTRIC LIGHTING SCHEME.

The Windsor Town Council held its monthly meeting last night, the Mayor (Ald R.B. Lane) presiding. The Acting Under Secretary to the Treasury wrote, recommending that the council should defer further consideration of its electric lighting scheme for the present. Probably Parliament would meet early in August, and the bill dealing with the Greater Brisbane scheme, which it was intended should be introduced, might have a most important bearing on the matter. Ald Jolly said it would be unfortunate if Windsor had to wait some years for its electric lighting scheme. He urged that the Minister should be again approached. On the motion of Ald Prentice, it was decided to wait on the Minister, and press the matter. In response to an application from the secretary of the Windsor School of Arts, for a donation towards the cost of improvements and extensions, the council voted £50. The Mayor reported the purchase, on behalf of the council, of a second Napier motor for the combined purposes of street watering and carting metal, at £940, and the sale of the council's motorcycle and sidecar for £60.

The Telegraph: 19 May 1920.



The Late Outrage on the Blacks

The Moreton Bay Courier: 18 October 1860.

On Thursday last an important investigation into the late outrage upon the blacks near Breakfast Creek was commenced at the Central Police Court, and concluded Tuesday, before the Police Magistrate, the Mayor, and Mr. T. B. Stephens. The enquiry is an important one, if it were only to illustrate the circumstances under which the unfortunate blacks are permitted to exist in their native land, and to suggest some improvement in their future government.

Thomas Francis Quirk, chief constable in the Brisbane police, deposed as follows:—In consequence of information received, and the complaints of persons at Eagle Farm, to the effect that the blacks, were very riotous, exposed their persons, and otherwise behaved in an unbecoming manner, I directed Sergeant Apjohn and four constables on Saturday last to proceed to the blacks camp for the purpose of removing them. The sergeant and constables left at 3 o'clock, and returned at 6 o'clock. Sergeant Apjohn was in charge, and my instructions to him were to order the blacks to remove, and to take with them their blankets, tomahawks, &c. The sergeant on his return reported to me that the blacks had removed without any harsh measures having been adopted. [Witness here read the report.] It is in Apjohn's hand-writing. The police went with guns and ball-cartridge; I did not tell them to take ball-cartridge; I merely ordered them to take their arms and usual appointments.

The carbines taken on the occasion were loaded because they were those used by the police guard in charge of the prisoners from the gaol, and they were discharged at the blacks' camp because it is customary to discharge them once a week beyond the precincts of the town. They were not fired at the blacks. The report just read was sent in yesterday; there was another one sent in immediately after the occurrence took place. The report read to the court is contradictory of certain statements in the 'Courier' newspaper. I have had repeated complaints regarding the conduct of the blacks, and on one occasion it was reported to me that they were fighting opposite Cameron's, and behaving themselves in a most indecent manner. I am sixteen years in connection with the police; it is not usual in Sydney for the inspector or chief constable to report to the

police magistrate or inspector-general of police before taking action. The inspector acts according to his own discretion, and is responsible only to the inspector-general of police or the police magistrate. After having acted he reports the matter to his superior officer, and if it turns out that he has exceeded his duty, he is liable to be called to account.

Mr Brown (P.M.): I must inform you that in future you will not act without in the first instance reporting the matter to the bench.

William Apjohn, Police Sergeant, deposed as follows:—In consequence of orders received from Mr Quirk, I with four constables proceeded at 3 o'clock on Saturday last to the blacks' camp beyond Breakfast Creek. We were ordered to chase the blacks from thence and to set fire to their camps. I proceeded thither with four constables, namely, Cox, Balfrey, Burke, and Dunning. The first camp we came to was about two yards from the road on the river side, and half a mile from the bridge. Mr Quirk told us that the blacks had committed depredations and that we were authorised to remove them. We took with us ball-cartridge. [Mr Quirk here proceeded to interrupt the sergeant, upon which Mr. Brown said—

"Sit down, Sir, we cannot allow the witness to be thus interrupted." Mr Quirk then endeavoured to explain his inclining to the bench, and having persisted in doing so, Mr Brown at length said, "If you will not be silent, Mr Quirk, I shall order you out of court." Mr Quirk was understood to reply in a subdued tone that he was never before so much insulted by a gentleman on the bench.] The witness proceeded. The carbines were not capped at the time we went to the camp. I told the blacks to remove, which they did not seem to understand; but another constable said they must "settle," which I believe they understood, as they soon after went away, some into the bush, and others into a boat on the river. After they went away we set fire to their gunyahs, and destroyed them; the carbines were not fired at this time. I do not know whether any of their blankets were burnt or not, but I gave orders that they should not be burnt, as they were given by the government. While the camp was on fire I saw a tomahawk, which I ordered a constable to throw to the black fellows, and it was done. At the same time I cau-

tioned the men not to fire on the blacks. The burning of the camp occupied about twenty minutes; the camp was not set on fire until about ten minutes after the order "to remove" was given. The number of blacks present was about fifty, and the number of gunyahs burnt about twenty-five. I cannot say whether any of their blankets, bread, &c., were destroyed, or whether any of their tomahawks or other implements were thrown into the river. I believe they took their blankets with them. Before burning the camp a diligent search was made, and I saw no blankets, or bread, or anything else, with the exception of a fig of tobacco, which was handed to me by a constable. I acted strictly in accordance with the instructions given to me by the Chief Constable.

The blacks left quietly when the order to remove was given. We followed them up the hill, where there was another camp, and fired our carbines into a tree; I followed them because I knew there was a camp on the hill. I told the men to fire at the tree without any other purpose than that of discharging our carbines, which we generally did once a week. I gave the order to cap the carbines and one of them was discharged by a Mr Black. We destroyed the camp on the top of the hill in the same way as we did the former, after the blacks had removed. I then returned to Brisbane, and reported the occurrence to Mr Quirk, first verbally, and then in writing. I sent another report in yesterday. It is not usual to send in two reports with reference to one matter. It was done at the request of Mr Quirk, in consequence of a paragraph that appeared in a newspaper. There were five carbines fired altogether, and of these I think two were reloaded and discharged. There were not more than seven shots fired, and four of these were fired at one time. I do not know how many rounds of ball cartridge we had with us. It is not usual to attempt to quell a riot without knowing whether the men have sufficient ammunition. There was not one of the shots fired in the direction of the blacks. The shots were discharged before the gunyahs were set on fire, and I believe the first was fired by Constable Cox. This took place about two minutes after the gunyahs were set fire to.

The shot was fired in an opposite direction to that in which the blacks were, as were also the other shots. I saw no bread, or anything belonging to the blacks, thrown into the river. There were four constables present when I received instructions from Mr Quirk.

The article continues with a different version from non-police witnesses.

ROBERT LOCK THORROLD

Robert Lock Thorrold was born in West Dereham, Norfolk, England on 2 September 1829 to parents Daniel Reeve Thorrold, a tenant farmer, and Rebecca Lock. He was the second of sixteen births to the couple.

After three years at Mr Johnson's school, he was apprenticed for eight years as a book-binder to his uncle William Lock, a stationer in London.

At the age of 22 years he travelled to Melbourne as an unassisted passenger on the barque **Scindian** in October 1852. **Scindian** gained its reputation taking convicts to Western Australia in 1849.

Thorrold worked as a book-binder in Melbourne for three months and early in 1853 he went overland to Sydney where he worked as a messenger in the Crown Law Office.

On 3 January 1856 in Sydney he married **Elizabeth Murphy**, daughter of John Murphy. In 1859 they travelled to Brisbane and on 21 February he was appointed tipstaff to Judge Lutwyche.

A tipstaff assists the judge by conducting legal research and preparing judgements. They also perform a range of court-related duties during proceedings. (law.unsw.edu.au)

In April 1859, he attended a Brisbane Land Sale with Judge Lutwyche and Nehemiah Bartley. All three bought extensive holdings in our local area. Thorrold purchased portions 194 and 197, Parish of Enoggera, totalling 98 acres 2 roods adjoining Judge Lutwyche's purchases, bounded by what is now Kent Road, Woolloowin.

The Thorrolds initially lived Bowen Terrace before moving to a new house on their Kedron Brook property in 1875.

He continued working for Judge Lutwyche becoming his associate as well as being librarian for the Supreme Court. He was also clerk in the Insolvency Court. He was secretary to the Board of Law Examiners. Also he

was appointed to the Lutwyche Board of Health and to the committee of the Bowen Bridge Road National School.

Lutwyche died in 1880 and Thorrold continued his work as librarian. Elizabeth Thorrold was found dead of 12 March 1881. They had no children.



ROBERT LOCK THORROLD

On 12 October 1881, Robert sold his land holding for £4,000 to land developer George Cowlshaw who released it as **Thorroldtown Estate**. At this time the new Sandgate Railway was being planned and Cowlshaw donated the land that the line would occupy on the condition that a station was built on the estate. Later a platform was built but subsequently due to lack of patronage it was combined with Lutwyche Station to form Woolloowin Station whose name, according to J.C.H. McClurg came from the aboriginal word **Kuluwin** which represented a species of pigeon.

Thorrold then went to live in Leichhardt Street. In his role as Supreme Court Library, Thorrold was always ready to assist law students, particular with texts to help them with their examinations.

In March 1891, Thorrold obtained a year's leave of absence. Just

before he left for England between 30 or 40 members of the legal profession held a dinner for him at the Gresham Hotel where many tributes were paid to him. On 19 April 1891 he left for England aboard the **R.M.S. Jelunga**. It was a new steel screw steamer of 5206 tons with three masts, built in Scotland in 1890. Also on board was Mr James Swan. It had a long life finally going aground at Hong Kong in 1923.



R.M.S. JELUNGA

Thorrold visited Downham and had Christmas dinner at the Crown Hotel.

He returned to Brisbane on 31 March 1892 on the **R.M.S. Tara**, 4712 tons, Captain A. A. Hansard, only four days before his leave was up. He resumed duties at Supreme Court librarian. He was not pleased with changes made in his absence and he shortly resigned.

On 17 May 1892, Thorrold left for London on the **R.M.S. Jumna**, 5327 tons, Captain A. Saunders. He lived with his sister and brother-in-law, Charles Blanchfield, in High Street, Downham Market. According to the electoral roll, he occupied a furnished bedroom with the use of sitting room on the first and second floor.

He established a new life for himself joining the Conservative Club where a photograph of him was placed in a prominent position in the library as a tribute to his efforts. He regularly read many of the local and London papers and even had the **Queenslander** sent to him.

Robert Lock Thorrold died on 30 March 1913 at the age of 83 years. The probate of his will left effects of £5,592 13s. 5d. to his sister Elizabeth Blanchfield.

References: *They are so numerous from newspapers, Government Gazettes, shipping lists, births, deaths and marriages that there is no room for them here. They have been collated in the THORROLDTOWN ESTATE FOLDER kept in the Society's records.*

Researched by David Teague.

WICKED WINDSOR

The Moreton Mail newspaper sent a reporter to each fortnightly meeting of the Windsor Shire Council in the 1880s. Reports of business and other items were regularly included in print.

Here are two items selected from 1889.

Wicked Windsor.

The late Mr Wisker in writing of personal qualifications of men who assumed greatness, mentioned once, in reference to John Warde of the **Telegraph**, that instead of dipping into Mangnall's questions he had never dipped into anything more than a tar bucket! In Windsor, it appears that we have tar bucket financiers, who only dabble in figures to make historical smears. - Keen objections have been made to the salutary principle of division into wards by a member whose opposition is a species of "sheer cussedness." In support of this contention we append particulars of disbursement during the past six months in the following districts :—Swan Hill, £100 11s. 7d; O'Connell Town, £164 6s. 6d. Lutwyche, £171 2s. 5d. ; Eildon Hill, £108 10s. 0d; Bowen Bridge-road, £847 9s. 2d.; Albion Flat, £23 17s. 6d; Thorrold Town, £63 16s. 4d. Newmarket, £46 15s. 6d.; Albion and Maida Hill, £89 16s. 3d.; Lutwyche Station, £39 14s. 8d. We request our readers to dip into the map and observe the careful line of demarcation where money is spent profusely and on the other hand to notice the light expenditure in portions of the shire where the rates are disproportionately heavy. Unfortunately, we are unable to produce the pretty parallel required to set off this picture, or we would show how much has been gathered in each of the aforementioned districts and then the coin could be seen on both sides!

May we be pardoned for

suggesting that the Bowen Bridge cormorant already swallows at the rate of £1,700 per annum, and the prospective luxury of transmogrifying Swan Hill into a decently get-at-able place involves the gobbling up of the rates by a very voracious vortex. In truth let us say it, Windsor is crucified between two opposing influences - selfish interests, and natural obstacles. The long suffering resident who has had the misfortune to settle in a spot that can be easily glossed over, whilst the local land kings can use the glossing irons to their own advantage, is being taxed to pay for improvements that they cannot enjoy. Is this fair?

Moreton Mail: 1 February 1889

A Dream of Windsor.

When we went to report the proceedings of the Windsor Shire Council last night we expected to find the board there in all its native simplicity; but lo, and behold such was not the case, so we glided peacefully away home and forgetting eve-

rything the subject came uppermost in our thoughts as to how the shire would do without Corney Ryan. Visions of Jemmy Scott (councillor in embryo) came through the mosquito curtain and seized the editorial mind with many fitful dances (and other things) of the meetings in the sweet by-and-bye.

In the solemnity of the little trinity that was gathered there, Messrs Birkbeck, McLennan, and Rigby, the Council hung in suspense. But it is a long lane that has no turning, and the weakness of those gentlemen, we mean the wrinkled brows and fretful looks, caused a terrible halo of fidgetiness, and some laid it to the weather, whilst others wickedly said that the three outsiders were more potent than all the crowd within.

We do not very often dream aloud, but we dreamt that the whole council came under our big umbrella *a la Caudle*, and praying in language unmistakable that the drought might be burst up from the hospital to the bay, we saw three fiends—no, night-carts—which drove over our stomach and reminded us forcibly that the eight-hour demonstration, was near at hand. Such is the fate of the press.

Moreton Mail: 1 March 1889



Photo: David Teague.

The first Windsor Shire Council premises was rented from Mrs Wilson. This is the second council premises built for the local police sergeant who lived opposite to be rented to the council before they built their own chambers.

PETROL RATIONING

PRODUCER GAS USE URGED Petrol Rationing Inevitable in War

The rumblings of war in various places around the world started in the 1930s and by July 1939 the Australian Government thought that the rationing of petrol would be inevitable if it escalated. In this article dated 17 July the Minister for Supply warned big consumers to anticipate the necessity to convert a percentage of their fleets to gas producer units. He also warned users of seaborne raw materials to have at least three months supply in reserve.

By 1 August a sum of £100,000 was being sought for the establishment of a factory for the mass production of power-gas units in the case of an emergency. On 31 August oil companies confirmed that even if war occurred it might not be necessary to ration petrol and oil for the public.

Three days later Britain and also Australia declared war on Germany - 3 September 1939. On 12 September, New Zealand started rationing petrol allowing private motorists ten gallons per month.

On April 22 1940, Prime Minister Menzies declared Australia may have to cut petrol purchases by 50 per cent. He said it would save foreign exchange or failing that introduce heavier taxation. By May the suggestion was to obtain petrol from the Dutch Colonies (Dutch East Indies - Indonesia).

It was no surprise that on 11 June the War Cabinet announced that there would be petrol rationing. It was emphasised that it was not intended to deprive any vehicle or user of a share of the available supplies. It was important to preserve non-sterling supplies alone but conserving Empire resources including tankers.

A week later it was revealed

that motor vehicles would be divided into three classes - essential, preferred and basic. Licences would be issued from State Transport Departments and owners issued with ration tickets. In the interim period drivers were urged to reduce their usage by 33 percent.

By July further plans were revealed that petrol would only be sold in two grades and that ethyl lead and benzol would not be added. It was also announced that rationing would commence from 1 September 1940. There was to be only one pooled brand. Annual mileage for private vehicles was limited. Road vehicles were divided into two categories: private and commercial vehicles under 15 hundred weight and commercial vehicles over 15 hundred weight. Vehicles were classed by horse power and by special categories of use. The scale started with allowing 4 gallons for 8 horse power vehicles to 170 gallons for 30 horse power vehicles. Over 30 horse power commercial vehicles started with 16 gallons and up per month.



Tickets in six denominations of one to 100 gallons were printed at the printing branch of the Commonwealth Bank on special paper to prevent forgeries. One gallon - black; two gallons - red/brown; five gallons - red; 10 gallons - green; and 100 gallon tickets had a currency of six months and then the colour of the tickets would be changed.

A new scheme of rationing and tickets started on 1 April 1941. Previous licences and unused tickets had to be surrendered and the new



tickets were only for two months. Petrol was very short for commercial usage. One Windsor milk vendor used to take milk to the workers at the Ford Factory at Eagle Farm. Because of shortage of petrol he had to stop this delivery. He then bought a delivery vehicle over 30 cwt and was then entitled to a greater issue. He didn't use this vehicle but used the tickets in addition to the ones he received for his lighter delivery utility. He also bought a gas producer which was attached to the rear of the vehicle and could use gas or petrol.

All sorts of rorts were in play. A Shell tanker and trailer used to do the run from the terminal to Archerfield Aerodrome with aviation fuel. At the drome the tanker was emptied but not the trailer. It was emptied into the tanks at the petrol station near the junction of Constitution and Bowen Bridge Roads. The word soon got around each time and there were long lines of taxis re-fuelling. Now aviation fuel was a different colour and a different rating but it still worked in cars. The scheme was discovered when the regular driver was sick and another driver arrived back at the terminal with a full trailer tank.



Another Windsor resident had a cruiser moored in Breakfast Creek and he would make an excursion at night down river to the terminal and remove a drum of fuel.

In August 1941 the price per gallon was raised 1d a gallon making the price 2/6 per gallon. Australia at the urging of Britain kept restrictions on after the end of the war. In fact rationing continued until 9 February 1950.

Researched by David Teague.

JACOB WALTERS

THE IMMIGRANTS - The hiring of immigrants per Irene commenced on Wednesday last, and has been very brisk, 183 adults having been engaged. There was a very limited demand for shepherds, only six having been engaged. An unusually small number of mechanics arrived - the demand was chiefly for farm laborers and domestic servants. Thirty-three single women, forty-six married couples, and fifty-eight single men were hired. There remain 41 married couples, 4 single men, and 2 single women.

Moreton Bay Courier 20 Feb 1858

The wooden barque, **Irene**, was built in 1853 by John Watson for Edward Mousey of Newcastle. It was 823 tons and under the command of Captain Jones. In November 1857 it was loaded in Liverpool for a voyage to Australia. As well as freight and ordinary passengers it held 344 Queensland Government immigrants. After a voyage of fourteen weeks it arrived in Brisbane on 16 February 1858. Thirty-four deaths occurred during the voyage mainly from measles.

On a lighter note there was at least one birth. That was a son born to Jacob Walters and his wife Eliza. The passenger list contained Jacob 25, mason, Eliza 25 (Elizabeth Jones), Arthur 2, Alice 1 and infant male born on board. It also noted that Jacob had a sister in Brisbane.

Jacob Walters, son of John Walters and Sarah Burrowes was born on 11 May 1831 in Elmdon, Essex, England. He married in late 1852 to Eliza Jones, daughter of William Jones and Elizabeth Arden, born 1833. They had four children: Arthur born 1856, Alice born 1857 and a son born on the voyage in 1858 and James born 1862 in Brisbane and died in 1863. Unfortunately Eliza died on 9 January 1863 in Brisbane.

Jacob then married Susan Smith, daughter of John Smith and Sarah, born 1839 in Ireland, on 31 March 1863. They had several children: Albert born 1864, Osborne born 1865, Sarah born 1867, Harry born 1869, John born 1870, Osborne born 1872, Alice born 1874, Susan born 1876, Harriet born 1878, John Gebbie born 1879 and Lily born 1882. Unfortunately John

died in 1873 and Harriet in 1878.

Not long after their arrival Jacob pooled resources with Thomas Field Chapman and purchased portion 272 of 27 acres 2 roods 29 perches on 31 May 1859 for £23/13/8. It was on the corner of Alderson Street and Enoggera Road as it came to be called. Jacob purchased Chapman's half share for £24 on 8 December 1860.

In 1863 Walters subdivided his land into twelve, two to three acres farms, claiming them to be of the richest alluvial soil most suitable for market gardening purposes with never-failing supply of the purest fresh water and plenty of firewood on the spot. There was a large water reserve at one end of the property, the site today in just below the Newmarket Railway crossing. Sales and further subdivisions continued over the next few years.

Then in the Brisbane Courier on 17 October 1864, appeared this notice:

To the Worshipful Justices of the Peace acting in and for the District of Brisbane, the the Colony of Queensland.

I, JACOB WALTERS, now residing in Fortescue-street, Spring Hill, in the City of Brisbane, do hereby give notice that it is my intention to apply at the next Licensing Meeting to be holden for this District on TUESDAY, the 8th day of November 1864, for a PUBLICAN'S LICENSE, for the sale of Fermented and Spiritous Liquors, in the house and appurtenances thereunto belonging, situated on the North Road, in the Parish of Enoggera, containing two sitting rooms and four bed-rooms, exclusive of those required for my family. The house is my own property, and which I intend to keep as an Inn or Public-house, under the sign of the "Enoggera Hotel."

I am married, having a wife and five children. I have not held a license before.

Given under my hand this 13th day of October, 1864.

JACOB WALTERS.

Jacob received his licence and his address was given as Enoggera Hotel, Three Mile Scrub. All was not well on the home front and in December 1865 until January 1866 there were frequent advertisements in **The Brisbane Courier** offering the hotel for sale.



IRENE

Susan must not have been happy looking after her several step-children and two new ones of her own, living in the bush. This notice appeared in *The Brisbane Courier* on 14 February 1866:

NOTICE. - I, JACOB WALTERS, hereby give notice that my Wife, SUSAN WALTERS, having deserted me and her children for the sixth time during the last twelve months, I will not hold myself responsible for any DEBTS contracted by her after this date.

JACOB WALTERS.

Enoggera, February 14 1866.

Did this do the trick? Well we might assume it did as Sarah 1867, Harry 1869, John 1870, Osborne 1872, Alice 1874, Susan 1876, Harriet 1878, John Grebbie 1879 and Lily were born in succeeding years. Susan died on 14 November 1886 leaving behind a horde of children with the youngest at 4 years.

Not to be discouraged, Jacob married Adelaide Jeanett MacGregor on 13 September 1893 and enthusiastically fathered Rose and Alfred Royston Walters in 1902. In 1905 the family was living at Free Street, Spring Hill.

The trick for Jacob might have been selling the Enoggera Hotel. John Massey is listed as licensee in 1866 - 1867 and after a distraint for rents, the bailiff was selling the premises of Massey, known as the Enoggera Hotel and horses, cattle, poultry and household furniture.

It then can be seen that Edmund Rossiter was the proprietor in November 1867 until 1875.. It was around this time that gold was discovered on the Mary River and the need for access was paramount. In September 1868 the engineer for roads called for tenders for forming a road 24 feet wide and cutting side drains beyond the Enoggera Hotel. This new road to Cash's Crossing and further north was a boon for the hotel trade, but that is another story. (See previous editions for more about the Enoggera Hotel.)

Researched by David Teague.

BACK PAGE

Ah! the last page, the back page. What shall we write about? On the previous page an interesting name appeared - Thomas Field Chapman. On 31 May 1859 he purchased Portion 272, Parish of Enoggera jointly with Jacob Walters for £23/13/8. A year and a half later he sold his share to Walters for £24 at a good profit.

Now a search of arrivals into Brisbane reveals that a Thomas Chapman, 46 years arrived in Brisbane on 6 October 1857 on the 808 ton ship, **Blenheim** from Plymouth. With him was his wife, Hephzibah 44 and children Thomas 16, Ebenezer 13, Sarah 12, John 10 Hephzibah 8. The ship left Plymouth on 24 June 1857 and on board there were 141 men, 85 women, 35 boys and 41 girls.

The passengers and cargo were brought up the river to the city by the **Bredalbane**. Captain Henry Biles must have been unwell as it is recorded that he died on the 7 October.

Now the next document sought was the 1851 English Census which lists the Chapman family. There are more than a dozen Thomas Chapmans but only one with a wife Hephzibah and they lived in Hertfordshire with children William 9, **Ebenezer** 7, Sarah 6, John 4, Hephzibah 2 with an aunt Sarah White 75 and a servant. Thomas was a butcher.

Another birth is recorded in Brisbane to Thomas F. Chapman and Hephzibah Kent of a Thomas Field Chapman in 1862.

A couple of years after arrival Ebenezer Chapman gained an apprenticeship with carpenter and builder Sydney Hutton.

A search of Birth, Death and Marriages finds these entries. Marriage: 6 December 1871 Ebenezer Chapman to Sarah Griffin and Deaths: 11 July 1929 - Ebenezer Chapman, son of Thomas Field Chapman and Hephzibah Kent.

A further search reveals their ten children.

Mary Ida Jane born 6/9/1872
Sarah Ellen born 31/7/1874
Arthur Ebenezer born 14/9/1875
Walter Andrew born 30/11/1876
May Hephzibah born 8/1/1878
Clara Griffin born 31/10/1880
Henry William born 27/11/1883
Benjamin Field born 22/12/1883
Reuben Dyson born 1890
Essie Jane born 4/2/1891

First born Mary Ida Jane died on 4 November 1875.

Another search reveals information on the Chapman Builders site.

Ebenezer's hard work and dedication was met with success in the industry. His descendants remember him as a determined and forthright person, and a humanitarian whose sense of moral responsibility and duty led his actions. It was this persevering nature that helped him not only to establish a business but to survive its near collapse during the depression in the early 1890s.

Ebenezer's connections as a self-employed contractor served him well. Even before he made a name for himself in business, he was working on high profile projects such as the Queensland Parliament House construction in 1869. One of his business's largest contracts was to build Brisbane's first Temperance Hall, designed by well-known Brisbane architect, James Cowlshaw in 1869.

By 1925 his business that became a family affair, in its second generation and was trading as E. Chapman and Son. During the years that followed Reuben took the company in new directions, making the most of the pre-war housing boom. Many Brisbane churches were also constructed in this time including Wilston Uniting Church Memorial Hall, Windsor Methodist Church and Bulimba Uniting Church.

Much of the company's post war business related to the housing

market with plenty of commercial and heritage projects to meet the community's needs. In 2009, the company became Chapman Builders.



Another record search reveals Reuben Dyson Chapman was married on 15 May 1916 to Lily Rowe. Reuben died on 18 May 1984 at the age of 94 years and was buried in the Albany Creek Cemetery.



Aerial photo 1951 showing Wilston Builders' Supplies - Kedron Brook Road shown with Heather Street.

Associated with Reuben's business activities was Wilston Builders' Supplies on Heather Street where it meets Kedron Brook Road.



Charging a Gas Producer with coke.

Researched by David Teague.