

**MAY 2023**

**VOLUME 35 No. 2**

**Alexander  
Wynyard-Joss**

(cover)

**Carl  
Zoeller**

**Charles  
Sweida**

# JOURNAL

**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.**

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*Yours faithfully*

# Come to the Next Meeting - May

## Brisbane Trams Jubilee

This is the jubilee week of tramway transport in Brisbane. Fifty years ago there were not passengers in millions or electric cars on lines radiating in all directions but a small patronage on one line with primitive horse-drawn cars.

In August 1885, a few single-deck, two-horse trams were placed on Brisbane's first tram line, between the Five Ways (Woolloongabba) and the Valley, with subsequent extensions to Breakfast Creek, the Exhibition, New Farm, Bulimba, West End and Logan Road.



Tram travelling was slow and something of an adventure. If a tram ran off the line, the patient steeds waited while the passengers worked with a will to replace it. Time did not count for so much as in these days of hustle and stress. The hills were a tough problem for the two horses, so in Stanley Street and New Farm, a boy mounted on a "tip" (extra) horse, and the added strength, "made the grade."

Other cars put into commission had two decks, and in rain or summer heat the passengers on top



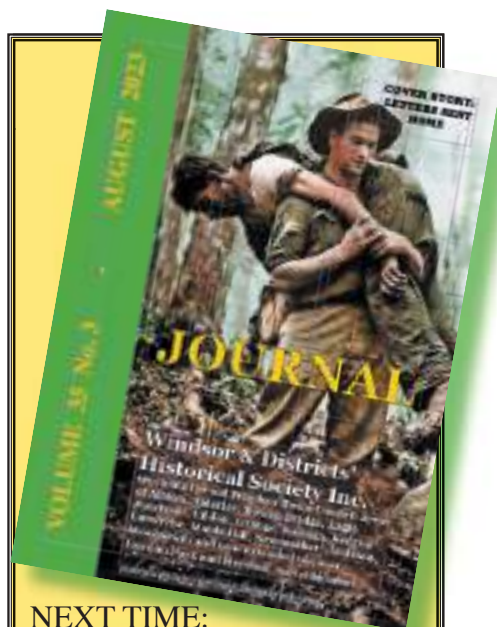
were not over comfortable.

A comparison of size and carrying capacity is interesting. The single-deckers were 16ft long and seated 16 passengers, while the double deckers were 19ft long and seated 40. The standard drop-centre car of today seats 64. No account is taken in these figures of "strap-hangers," who are not unknown today, and who possibly existed also in the 80's. The motors of the electric cars mentioned have 120 h.p. capacity, against the "two-horse" power of the early cars.

Forty years ago the **Brisbane Tramway Company** came into being to acquire the tramways, and electrification began two years later. The **Tramways Trust** in 1923 took over the routes of 42<sup>1/2</sup> miles, and extensions were made. In 1926 the City Council took over control and now has 57<sup>1/2</sup> route miles (with double lines. 101 miles of track). The 306 cars cover 19,000 miles and carry 240,000 passengers a day. The mileage for the last financial year was 6,714,330, and the passengers carried 77,052,715.

In Logan Road there is still standing the old depot of the horse-trams, and the residence of the manager of the concern of that time, leased for industrial and private occupancy respectively.

Courier-Mail:  
14 August 1935.



NEXT TIME:

**AUGUST 2023**

- \* Looking Fifty Years Ahead
- \* Letters Sent Home
- \* L'Estrange Family
- \* P.T. Lowther & Son
- \* Paling Estates
- \* Rainfall & Floods 1888
- \* Century 1788 - 1888
- \* First Settler - William Durston
- \* Stoneleigh - The Next Chapter
- \* Drysdale & Ridgeway
- \* George Arthur Vaughan
- \* Alfred Scells
- \* Kedron Brook - Farming Report
- \* Maida Hill Accident

## JOURNAL Volume 35 Number 2 May 2023

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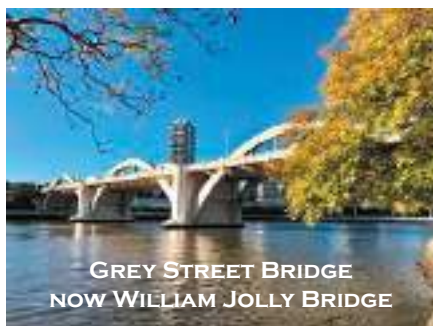
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# HORNIBROOK WORKS

In 1927 came the first spectacular public work — the Grey Street Bridge, M. R. Hornibrook Ltd submitted a tender of £420,000 and got the job. It took nearly four years to build. It was designed by Mr A. E. Harding Frew, consulting engineer. It became famous in engineering by reason of a new method of pier construction invented by Mr M. R. Hornibrook, known as the sand island method, which received world recognition.



While the Grey Street Bridge was being built Mr Hornibrook was associated with an almost endless succession of other works. But the completion of the bridge saw Australia in the depths of the great depression. There was a sudden end to most public works for a time. It was in this, crisis that M. R. Hornibrook decided to go ahead with his plan to build a bridge, viaduct, what you will, from Sandgate to Redcliffe. It was a scheme that had been spoken of among engineers for years.

The plans for the viaduct were drawn by Mr G. O. Boulton, chief engineer of M. R. Hornibrook Ltd, and a public company was formed to which £285,000 was subscribed. At first there was much public scepticism about the proposal. But no one will say today that it has not turned out to be one of Brisbane's greatest developmental works. The amazing progress of the areas it serves is evidence of that. Hornibrook Highway took three years to

build. It had this advantage for M. R. Hornibrook Pty Ltd and its employees. It kept a big team of skilled workmen and engineers together in the tough times, provided them with steady employment, and meant that the big organisation was intact, for the great works later.



Although it did not present a great engineering problem, Hornibrook Highway is the longest bridge in Australia — 8,850 feet with two miles of road at each end. The company, Hornibrook Highway Ltd, received a 40 years' franchise from the Government, which means the highway will eventually become the property of the State. The company only failed to pay a dividend in one year — that was during the war. Last year it paid 14 percent.

The Story Bridge is a joint triumph for two of Brisbane's best known engineering firms. The tender which was accepted by the Government in 1935 for £1¼ million was in the name of Evans Deakin Hornibrook Constructions. Evans Deakin & Co. Ltd did the fabrication of the steelwork and M. R. Hornibrook Pty Ltd built the bridge. It could not be built for £2 ¼ million today.

M. R. Hornibrook is extremely modest about his part in these great works. But it was undoubtedly his organising mind that meant they were performed by Queensland firms. At the same time as the Story Bridge, Hornibrooks were building the Harbour Board Works at Mackay — the 47-span railway bridge and



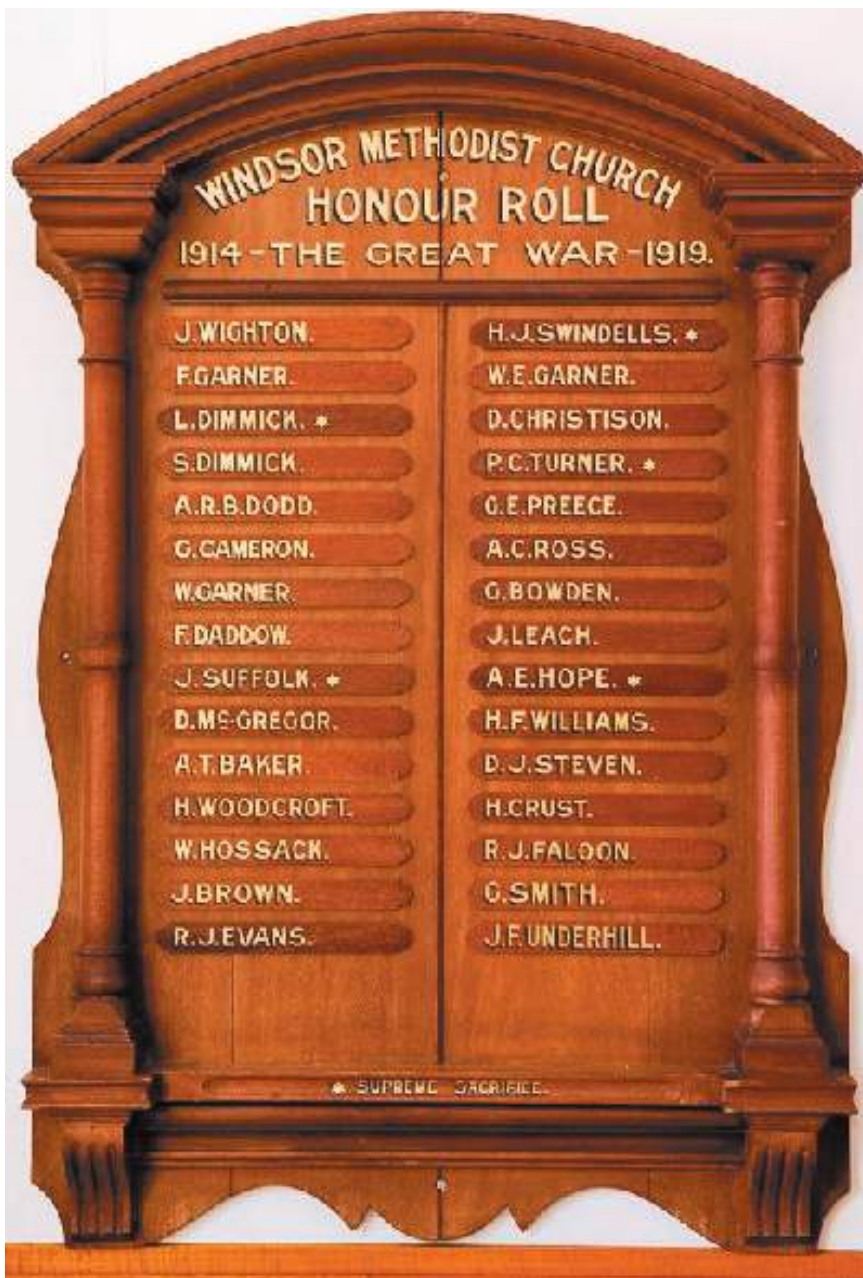
the pier in the outer harbour with its 1,001 20 ton concrete piles. This was a £300,000 work.

Then came the war and a succession of Hornibrook works for defence, which make too great a list to be published here in full. M R. Hornibrook and his team did a colossal amount of work for the Americans as well as a great deal for the Commonwealth Government. The now famous igloo type building came out of Mr Hornibrook's office. He gives the credit for the design to a Frenchman, M. Brizay, who was on his staff at the time. The first one was built at Breakfast Creek in nine days. The idea behind the igloo was to use small timber because of the shortage of steel. It eliminates the use of columns and supports and gave a big area for use. Hornibrook's chief engineer, Mr Boulton, also designed another wartime building known as the lattice truss and nail construction.

Early in the war, Mr Hornibrook did a truly amazing job organising the smaller Brisbane builders for defence works. Home building was suspended, but most of the contractors were in too small a way to tackle big defence jobs. Mr Hornibrook organised 56 builders with their employees ranging from about three to a dozen or more to work on war projects. He arranged materials and saw to it that the builders did not lose their identity by making them foremen in charge of their own men. Under this scheme £1,300,000 worth of work was carried out in 11 months before the Allied Works Council took over.

*Brisbane Telegraph*, 27 January 1951. Previous article on Sir Manuel Hornibrook in JOURNAL - November 2018.

# HONOUR ROLL Windsor Methodist



## WINDSOR METHODIST CHURCH.

The anniversary services of the Windsor Methodist Church were held on Sunday last, when the preachers were Revs. Dr. Stewart, A. Lewis, and Chaplain Captain Harris. Large congregations were present at the services. Special anthems and solos were rendered by the choir, under the direction of Mr. A. W. Kyne, organist and conductor.

On Tuesday evening the an-

nual social gathering was held, when Rev. Dr. Stewart presided. The annual report was read by the secretary (Mr J. A. Rigby). The church was in a flourishing condition, good work was being done in the various departments, and an increase in teachers and scholars of the Sunday school was also reported. The financial statement read by Mr D. Hossack showed a credit balance in hand. An attractive musical programme was gone through during the evening.

Telegraph: 20 October 1917.

## TRAMCAR AND CART COLLIDE.

A collision between a tramcar and a butcher's cart occurred in Brunswick Street yesterday afternoon. The cart, which was owned by Mr Felsman, was left standing for a moment outside his shop, in Brunswick street, and the horse became frightened when a car was passing, and turned round, bringing the cart in contact with the rear of the car. Fortunately, the consequences were not serious, amounting only to the breaking of one of the shafts of the cart. The horse was stopped immediately afterwards.

## WINDOW -SMASHED CAR'S ESCAPE EXCITEMENT IN VALLEY

Mr Felsman, of Lutwyche, with Mrs Felsman, went to the Valley Theatre last night, and left his motor car standing outside the theatre in Duncan-street.

He had been in the theatre a short while when the car, of its own accord, began to move off down the slight incline of Duncan-street gathering speed as it went, and after crossing Wickham-street, jumped over the kerb, and crashed into the window of the Easie-phit Boot Store,

The impact shattered the glass completely, and brought most of the shoes tumbling out on the footpath. The woodwork at the base of the window was also broken. The Valley police were quickly on the scene and the motor car was pushed back on to the street. The management of the Valley Theatre lent assistance to the police by having particulars flashed on the screen, with a request for the owner of the car to come out. Arrangements were made to have the scattered footwear taken inside the shop for safety. Mr Felsman took his car back to the kerb outside the theatre, and, besides securing the brake very firmly, took the extra precaution of placing the car behind a line of other cars standing there.

Daily Mail: 11 December 1925.



# 1898 FLOODS Swan Hill & Albion

Speculation was rife yesterday afternoon as to the condition of the low-lying lands at Swan Hill and the Albion. These parts demand attention every flood, for when the flats become inundated and the water reaches the heights of the railway embankment between Mayne and Albion, the state of affairs becomes very inconvenient, and especially so to business people. It generally happens that railway communication between these two stations is cut off, and there is nothing left for it but to boat it from one station to the other, which is generally carried out under very uncomfortable conditions.



It is not to be wondered at that the flats were eagerly scanned yesterday morning, and again in the afternoon, by hundreds going and coming from their daily employment. Yesterday the water continued to rise rapidly over Markwell's paddock, and late yesterday afternoon it was within about three feet of the top of the railway embankment, and was still rising rapidly. Indeed from the railway line there appeared to be a sheet of water stretching from Swan Hill to the river. Swan Hill, however, upon inspection was found not to be so bad as it was on Monday; and one peculiar thing was noticed, that while the water here was falling yesterday afternoon, it was said to be rising on the Albion flats.

On Monday afternoon the Commissioner of Police, Mr Parry-Okeden, visited Swan Hill, and subsequently Inspector Urquhart, with men and a boat, arrived on the scene, to render what assistance they could to the flooded-out inhabitants. On Monday afternoon the water rose in the Bowen Bridge road to a depth of about 2½ feet, but this did not stop traffic, and early on Tuesday morning it began to fall.

Owing to the disquieting information received from the Brisbane River watershed, the police warned all people who were likely to be affected to remove, as it was

thought that there would be a greater rise than on Monday. The police boat, under the charge of Acting-sergeant M'Lean, rendered valuable work during yesterday and last night. The police were ably assisted by Mr H Cameron (president of the Windsor Shire Council), and Cr W. H. Lane, and the shire clerk, Mr R. Lane, who all worked indefatigably throughout Monday and Tuesday.

The homeless people were housed in the Oddfellows' Hall and the Wesleyan and Congregational churches. Late last night the water was considered to be falling, and it was stated to have subsided over 2 feet yesterday. All removals were carried out well. The police and the councillors of the shire mentioned

gave the inhabitants timely warning, and not an accident was to be reported.

Late last evening it was thought that the worst was over, so far as Swan Hill was concerned. Passing round to the Albion the water, backed up by the rising tide, was rising at 9.30 p.m. The railway line at that hour was free from water, though the Breakfast Creek road from near the foot of the Albion hill



**TYPICAL SCENES IN ALBION  
DURING ANY FLOODS.**

was several feet under water, completely blocking traffic. The Albion Park racecourse was completely covered to a depth of 4 feet.

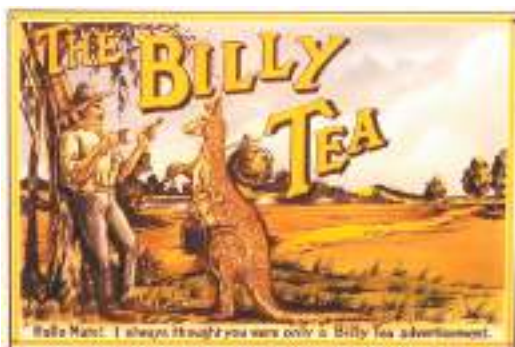
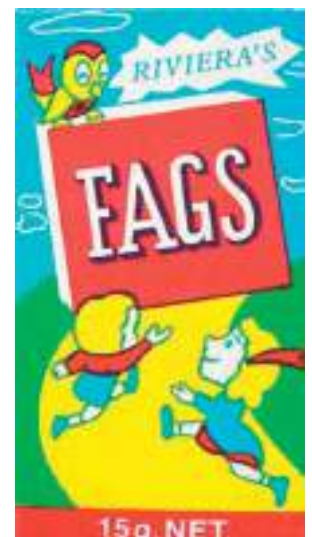
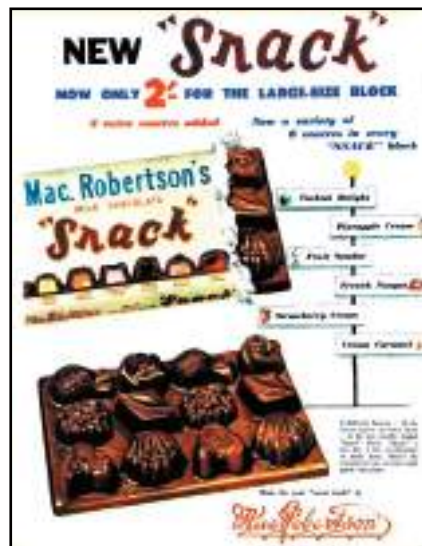
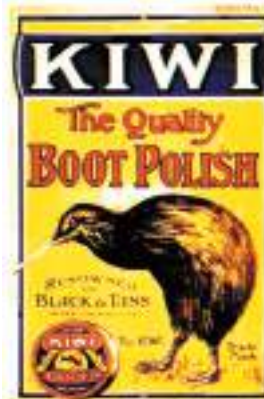
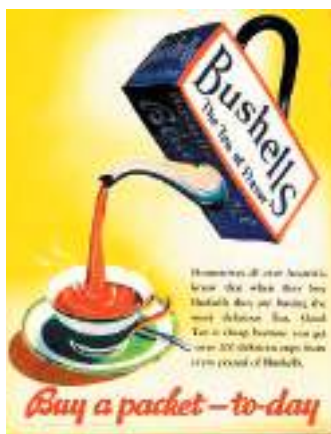
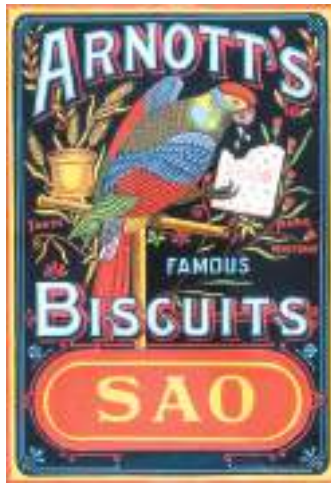
A police boat and other private boats were plying about rendering aid to those who had decided to stand by their possessions till the eleventh hour. Many persons found temporary lodgings in the Albion Hall and other places, while others went to friends in places above flood mark. Early this morning the waters had risen to the rails of the railway line, which it was expected would be covered by noon.

Kedron Brook rose rapidly, and soon ran a banker. On Monday the road bridge at Kedron Park was submerged, and all the low-lying country was covered with a sheet of water. The police, assisted by Cr Perry, were in attendance, and did all that was possible to prevent accidents. Road communication was cut off that day, but on Tuesday morning the flood slightly subsided, and vehicles were soon able to cross the bridge.

**Telegraph: 12 January 1898.**



# Did You Ever Buy Any of These?





# CHARLES SCHWEIDA

## RETIRED WIG MAKER DIES

Mr. Charles Schweida, retired principal of Brisbane wig making firm, died at his home at Norman Street, Woolloowin, on Sunday. He was 74. Other members of the family carry on the business under the trade name of Sweida.

Brisbane Telegraph: 25 September 1951.

**Charles Schweida**, son of Heinrich Schweida and Clara Kirch, was born in Leipzig in Germany on 24 March 1877.

In 1901 when he was 24 years old, he is listed in the English Census as being a single hairdresser, one of five boarders living with Joseph and Jennet Dunlewyer at 21 Southampton Street, St Pancras, London.

Next we hear of Charles is in South Africa where he met his future wife. **Frances Boyle** was born in Dublin, daughter of William Boyle, in 1882. Charles and Frances were married in 1903 and in 1909 they came to Queensland.

They had at least eight children - five sons and three daughters. Some were Veronica - born 1912, Thomas Theodore - born 1913, Frances - born 1917, May Rose - born 1918. There was also Anthony Charles and Leo. All were born in Brisbane. In 1921, Charles Anthony, as it was listed, had to serve 14 days in detention for being over 30 hours in arrears of attendance at Cadet Drills.

In the 1912 and 1913 Electoral Rolls, we find Charles listed as a hairdresser living in Norman Street, Woolloowin. Charles set up his business upstairs at 251 Edward Street, Brisbane. He advertised frequently often going under the title of Prof. Charles Sweida. He claimed he

was the leading hair colouring expert in Brisbane claiming 36 years experience in Australia, London and Paris. If we believe that, he must have started at nine years old.

He guaranteed to cure the following hair troubles - greyness, scurf, alopecia, eczema, falling hair etc. with eight sittings for 21 shillings (or as some would say - one guinea) He also did face massages and camomile steamings which were a guarantee cure for pimples and blackheads with six sittings for 21 shillings.

In 1924, Charles became one of the first tenants in the new **Brisbane Arcade**. The arcade, designed by architect Richard Gailey jr was on the site of Patrick Mayne's butcher shop. Mayne's youngest two children, Dr James Mayne and Miss Emelia Mayne had the arcade built at 160 Queen Street.



All was not colour this and perm that for in 1925, Charles was summoned for an alleged assault by Edward Charles Worthington, a violet ray manipulator and spiritualist and a fuss about a comb and a slapped face. Sweida was fined ten shillings and costs.

On October 1926, the fire brigade was summoned to Charles's shop in the Brisbane Arcade. The blaze was caused by some clothes which were being cleaned with benzine too close to a gas jet and they caught fire. The fire was extinguished

before any serious damage could be done.

On 24 January 1932, Frances Schweida died. Also in 1932, son Anthony Charles Schweida split from Sweida and Son and started his own business in Edward Street, trading as C. Sweida jr.. That November one of his staff was alleged to have burnt the scalp of a client during a hair perm. After complaining she was offered her guinea back and two guineas to cover her medical expenses. After a lot of fuss the offer was withdrawn and then this dispute ended up in the Magistrates' Court. After lengthy hearings the plaintiff was awarded £25.

Poor Anthony Charles and his wife Philomena (who joined the business in 1933) were in court again in 1935, this time before Chief Justice, Sir James Blair.

To cut a long story short the problem was that the young Schweidas were selling Macassar Oil and Schweida senior claimed it was an inferior product and infringed on his rights and reputation. He wanted £500 for lost profits and that young Schweida be stopped from making the product. The defence claimed that prior to 1932 both the Schweidas were in partnership and had the rights to the recipe. The Chief Justice adjourned the case before a jury, suggesting a settlement. After the weekend the counsel for the plaintiff announced that a settlement had been made and the case had been withdrawn.

During the Second World War, another son, Leo and his dancer wife Elva, took over the business expanding it into fancy dress, ballet and dancewear. Later the business was moved to Annerley and in 1996 to Salisbury. The business was then continued by Leo's daughter Christine and her husband Jeff. A granddaughter, Samantha has recently joined the business.

*Although the family name is Schweida, the business always operated under the name Sweida. An article on wig making featuring Leo Schweida appeared in the Courier-Mail on 28 Aug 1951.*

Researched by David Teague.

# WINDSOR LEVEL CROSSING SMASH

## Car Crushed by Engine. DRIVER'S

### MIRACULOUS ESCAPE

BRISBANE, Saturday—Shortly after 7.30 on Saturday evening a railway train crashed into a motor car, driven by Mr Roy Johnston, at the Windsor railway station level crossing. Mr Johnston, who was the only occupant of the car, escaped serious injury, but the car was completely destroyed. The locomotive was dam-



aged to such an extent that it was unable to proceed on the journey.

Mr Roy Johnston, who lives in Tenth-avenue, Windsor, was driving his car towards the railway crossing at the Windsor station, and was going in the direction of Lutwyche-road. When he arrived at the crossing the warning bell was ringing, and he waited until the train which leaves Windsor at 7.38 for Brisbane, had passed by. The warning bell had not ceased to ring when the car driver proceeded to cross the lines, but he thought it was still ringing for the train which had passed by.

The car had not cleared the lines when a train from the city, due also to arrive at Windsor at 7.38 crashed into it. The engine struck the rear portion of the car, locking with it, and dragging it about five yards. As the car was dragged along, it struck a guide post near the cattle grid and this post was pulled out of the ground. It was subsequently ascertained that as the train drew near the crossing Driver Crombie noticed a man crossing the line, and he slowed up his engine. This accounted

for the locomotive being pulled up in so short a distance after it had struck the motor.

When the train stopped Mr Johnston jumped from the car little the worse for his alarming experience. He had sustained a cut on the forehead and an injury to his ankle. The car, which was valued at £850, was utterly smashed, and one of the driving rods of the engine was broken.

A breakdown gang under loco-foreman Humphries, was sent from Roma-street to effect repairs to the rolling stock, but it was found that the engine was unable to complete the journey to Mitchelton, and the passengers had to wait at Windsor for over an hour until another engine was brought from the depot.

Toowoomba and Darling Downs Gazette:  
7 July 1924



## SMASH NEAR WINDSOR STATION MOTOR CAR HIT BY TRAIN.

The level crossing near the Windsor Railway Station—one of the city's death traps—was the scene of a smash last evening. A train crashed into a motor car, whose occupants, a family of five, and one other, had a narrow escape from death. The two parents were seriously injured, but the worst that happened to the others was shock.

The motor car was driven by Edward Albert Davis, of Wellington street, Clayfield; the other occupants being his father (Robert Edward Davis), his mother (Mary Ada Davis), his younger brothers (George Davis, Eric Davis), and Catherine Miller,

all of Wellington-street, Clayfield.

They had spent the evening with friends at Windsor and were returning home, via the crossing which they reached just as the 9.20 p.m train from Brisbane to Mitchelton arrived. The crossing is on the town side of the Windsor Station platform.

Suddenly there was a crash. The train and motor car met on the crossing, the car being dragged several feet, until it capsized alongside the fence at the side of the line.



Trainees who were returning to the Enoggera encampment, soon righted the car and extricated the occupants, who were all suffering severely from shock. Ambulance bearers rendered first aid treatment.

The casualties were:

**Robert Edward Davis**, large laceration on the left side of the neck, injuries to the ear and head, and shock; taken to the Ingarfield Private Hospital.

**Mary Ada Davis**, laceration on the forehead, internal injuries, and shock; taken to the Ingarfield Private Hospital,

**Edward Albert Davis**, injury to back, and shock.

**George Davis** (youth), abrasions on forehead; and shock.

**Eric Davis** (child), bruised upper lip, and shock.

**Catherine Miller**, abrasions on right leg, and shock.

In a statement after the accident, Edward Albert Davis said that he did not hear the bell ring or see the train coming. He was almost on top of the train when he swerved the car round, and put on the brake.

There were many lights in the locality, which made it difficult to distinguish the lights on the warning board. According to station officials, the warning lights were on and the bells were ringing.

Daily Standard: 18 May 1925.



# CARL ZOELLER: A Chronology

## AN ACCIDENTAL DISCOVERY.

A lady in Toowoomba, who used ZOELLER'S MANGE SPECIFIC on a pet dog, was so surprised and delighted with the wonderful growth of hair which resulted from its use that she decided to try the Remedy on her own hair. The results exceeded all expectations, and she writes to us that she had never used anything so good for stopping hair from falling out and for promoting the growth of her hair. Personal friends were soon persuaded to give ZOELLER'S MANGE SPECIFIC a trial, with the most gratifying results. Today we sell large quantities for human use. The Remedy is so very cheap and so good that we can honestly recommend it to anyone needing a good Hair Tonic, or to any lady who values a nice head of hair. Sold in bottles at 4/- postage 6d.

DIRECTIONS:—One tablespoonful in a whisky bottle full of water. Of this solution use two tablespoons to a basin of soft water to wash the hair in.

Sole Proprietors:  
**CARL ZOELLER AND CO., LTD.**  
Surgical and Veterinary Supply House,  
236 QUEEN-STREET, BRISBANE.

Sydney Mail: 18 June 1913.

Wow! A dog and horse Mange Specific that is good as a Hair Tonic for a Toowoomba lady. It was made by a surgical and veterinary supply house based in Brisbane - Carl Zoeller and Co.

Who was **Carl Zoeller** and what was his connection with the Windsor Town District?

## 1868

Carl Zoeller was born in Grenzhause, Germany. His family business was the production of renaissance style blue-grey stoneware. Left home at age 17 years.

## 1885

He arrived in Melbourne on **Marsala** and obtained employment as a clerk with an importer.

## 1886

Carl was appointed book-keeper at the Brisbane branch of the company.

## 1887

He was promoted to be a traveller for the firm and his territory was all of Queensland.

## 1890

Carl sailed to New Zealand on the **Anthons** and got a position with a general importing firm that specialised in surgical instruments. For five

years he travelled extensively around New Zealand.

## 1895

He left New Zealand as the only passenger on the barque **Alice** for New York via Cape Horn. On the east coast of USA he visited surgical instrument stores and sailed to Europe and visited his family in Grenzhause. Whilst there he travelled around seeking surgical instrument agencies.

## 1896

He arrived in Sydney on the **Oldenburg** on 12 January and four days later in Brisbane on the **Aramac**. He opened a business, firstly in the *Courier* building, Queen Street.

## 1897

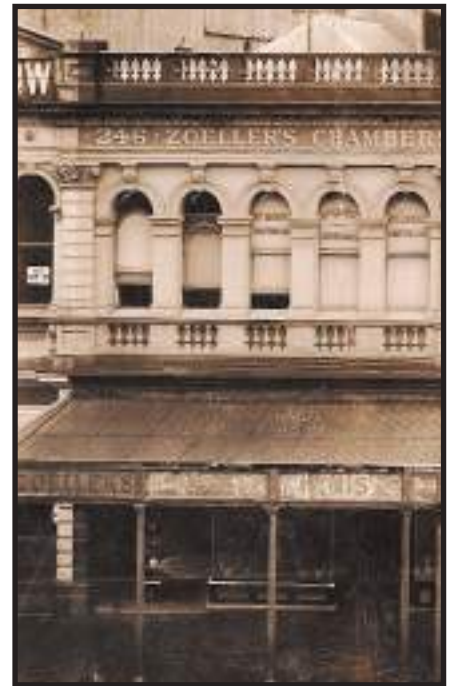
He advertised that his business stocked a large and up-to-date stock of surgical instruments and batteries for electric light, cautery and x-rays. Another news item told of his exclusive agency for **Zealandia** condensed milk which was made in New Zealand and claimed to be of high quality and attractively priced.

## 1898

He married a Queensland born lady, **Minnie Luya**, daughter of Abraham Fleetwood Luya and Eliza Clare who was born in 1875. They had a honeymoon in New Zealand. Minnie's grandfather was Abraham Luya, the superintendent of St John's Market in Liverpool. He allegedly embezzled a large sum of money and absconded.

## 1901

The St Helen's Hotel building, on the corner of Peel and Stanley Street, South Brisbane was purchased by Zoeller to become his private residence. He renamed the building **Tabbelkoome**. His residence there was short-lived as he sold it the following year. This building then became part of St Helen's Hospital. Also that



ZOELLER & Co., 246 QUEEN STREET.

year it was revealed that Zoeller had already sold 50 x-ray machines.

## 1902

Richard Luya Zoeller was born but he died in 1903. Zoeller was promoting a new indelible ink suitable for branding meat to indicate it had been inspected by a government officer.

## 1903

In partnership with Dan Ross, a Sydney office was opened. Later branches in Lismore and Perth were established.

## 1905

Lisette Zoeller was born on 12 April. Zoeller set up a room in his premises equipped with the later **Schall** x-ray and high frequency apparatus for the exclusive use of the medical profession. A trained assistant, Miss Payne, would carry out treatment according to the referring physician's instructions. Carl purchased a house on subdivisions 11 to 14 in Murray Street, Wilston totalling 2.25 acres, which he called **Munna**. In later life the house was used as a reception centre and called 29 Murray Street.

## 1907

Carl wrote a letter from Hamburg saying he was visiting leading factories which specialised in dairy and veterinary instruments with the aim of assisting the rational development of the dairy industry. That year, he and John Hodge were granted a

United States patent for a calf de-horner. Another specialist product was a horse emasculator.

## 1908

Carl briefly returned to Germany after the death of his father and renounced his interest in the family business. Also in 1908, he became a naturalised British subject. Herbert Luya Zoeller (known as Buster) was born.

Carl Zoeller & Co. were in strife with the Collector of Customs on the classification of imported drugs. Their stock was advertised now to include apart from surgical instruments and appliances - cutlery, razors, scissors made in his workshop in Upper Roma Street.

## 1909

Zoeller made the news in the **Brisbane Courier** commenting on the arrival of a shipload of German immigrants. He congratulated the state for getting such a sturdy lot of people at a trifling cost. Zoeller advertised a cure for mange in horses - **Zoeller's Mange Specific**.

## 1910

Mary Lang Zoeller was born on 21 April. At his own expense, Zoeller took a trade delegation to Manilla. The government exhibit included grains and farm machinery. Resulting from this visit and initial cargo of 400 live cattle was exported from Pinkenba to the Philippines.

## 1911

In January an enthusiastic celebration of the Kaiser's birthday was held in the **German Hall** in Woolloongabba. Zoeller was the president of the German Club and the German Consul, Dr E. Hirschfield presided. There was large number of guests present. A message of a sincere and heartfelt wish for the health of the Kaiser from the Governor, Sir William MacGregor was read. There were many toast and speeches. Zoeller's toast was to *The Land We Live In* and related the progress of Queensland and especially that now with the establishment of a University and Technical College. Dr Hirschfield proposed the health of Zoeller, the ex-president Monzell



and ex-secretary Viertel. A Bavarian Band rendered musical items.

## 1912

The company advertised that they would make knives to order and that they have cutlery of every description from England.

## 1914

On the night of 12 June a huge fire burnt out the Queen Street premises of Carl Zoeller & Co. Within 36 hours the firm was back in business in rented premises with new supplies of vaccines, surgical instruments, trusses, bandages and veterinary medicines. In September Zoeller wrote to the **Brisbane Courier** relaying a message from a doctor who had enlisted hoping that one of the peace conditions would compel the German government to ship at least 500 able-bodied Germans to Queensland. War broke out in August and in October Zoeller was forced to write to the **Brisbane Courier** an explanation as he had received venomous personal attacks upon him and other German Queenslanders. He explained that he was naturalised and that his company was a national asset. In November Carl Zoeller & Co. were fined £100 on a charge of attempting to trade with the enemy.

It was claimed the firm placed an order in Stockholm attempting to buy a small quantity of surgical instruments made by a Berlin firm.

## 1915

Barbara Joy Zoeller was born.

The company placed advertisements offering their services and were announcing that they were purely an Australian house and that every penny of capital is Australian money and that every penny of the firm's profits were faithfully spent in this country. Carl wrote to the Windsor Town Council proposing that he was going to cut up a portion of the **Langley Bank Estate** and was willing to donate to the council an allotment which would complete the connection between Edmonstone Street and Murray Street and also donate a new street (Munna Street). In December Zoeller's shop in Keen Street, Lismore, had the windows smashed and the contents looted.

## 1916

In February, Dr Hirschfield, Carl Zoeller and Fred Monzel were arrested and put in internment as persons of hostile origins and association. This was reported in just about every Queensland newspaper. In May, **Surgical Supplies Limited** announced that they had purchased the cutlery business of Carl Zoeller and still had stock of Sheffield cutlery at pre-war prices.

Also in May the managing director of Carl Zoeller & Co wrote to the newspapers saying that the internment of Mr Carl Zoeller may cause some of our friends to hesitate in sending order to them. He stated that no charge of disloyalty was made against Mr Zoeller and that he merely was one of the shareholders in the business. His interests in the company were now controlled by the Commonwealth Government. In June, it was announced that the business of Carl Zoeller had been acquired by leading representatives of the medical and surgical professions and farming and pastoral industries. It was stated that the business had been retained solely in British hands.





MUNNA  
29 MURRAY STREET,  
WILSTON

**1921**

Mrs Zoeller instructed auctioneers Charlton, Elliott & Sons to sell the family house, **Munna**, at 29 Murray Street, Wilston. The house, complete with furniture was still on the market in June 1922.

**1919**

Zoeller was de-naturalised and deported to Germany whilst Hirschfield and Monzel were released.

**1922**

Travelling to re-join her husband in transit for Germany, Minnie 45, Lisette 17, Herbert 14, Mary 12 and Barbara 7 arrived in Southampton aboard the **Medic**.

**1924**

The family found life very difficult in post-war Germany and it was especially difficult as Minnie and the children didn't speak German. It was reported that Mrs Zoeller, Lisette and Barbara returned to Brisbane aboard the **Runic** after being away for two years.

**1925**

Carl was anxious to return to Australia. He frequently wrote to the Minister for Home and Territories, the Australian High Commissioner in London, pleading his case as did Minnie who was now living at Swan Street, Sandgate. He applied to go to New Zealand was refused and he also applied to South Africa and his request was granted.

**1926**

In November Carl was so despondent that he committed suicide writ-

ing that it was not easy to leave this world voluntarily but the thought of being a burden to his children for perhaps 20 years drove him forward.

**1927**

Probate was granted in the estate of Carl Zoeller of Belvedere Avenue, Capetown, formerly Brisbane, merchant for the sum of £3225.

**1928**

Mrs Zoeller, Lisette and Barbara returned to Brisbane in June after a visit to South Africa on the **Suevic**.

**1949**

Minnie Zoeller died on 26 November 1949.

*All the many references and newspaper clippings used in this article are on file at the Chambers.*



LETTER WRITTEN 30 APRIL 1926 AS LAST ATTEMPT TO RESUME HIS LIFE IN AUSTRALIA.

Researched by David Teague.

Kerry Raymond

# KALINGA (not again)

Extract from Telegraph, 5 June 1900.

Three names have been selected for ballot for the proposed consolidated district of "Eagle Junction, Clayfield, the Sefton, Noble, and Islestown Estates, and part of Thorrolldtown."

It says little for the concentrated wisdom and the fertility of imagination that, of all the names sent in, nothing more novel and attractive than "Eagleton, Rosebank, and Kalinga" could be selected.

"Kalinga" is the only native name, and signifies, so it is said, "good or beautiful." The chances are this word will be selected, or, what is about as likely, the majority will strike out all names and leave things as they are.

**Brisbane Courier: 28 June 1900.**

## THE RE-CHRISTENING OF CLAYFIELD.

The ordinary monthly meeting of the committee of the Clayfield Progress Association was held in the State school on Tuesday night. There were present: Messrs Reid (chairman), Scott, Atthow, Oxley, Maxwell, Dr Nall, Hudson, Thompson, Newsham, and Reinhold. The local newspaper was also represented. Three new members were elected. ...

About 500 voting papers re: the proposed change of name were issued, and 263 returned. Messrs Atthow and Reinhold were appointed scrutineers, and, assisted by all present, counted the votes, with the following result:

- For Kalinga: 106 votes;
- No change, 76;
- Eagleton, 21;
- Rosebank, 23;
- Informal, 36;



Total, 263 votes.

The chairman declared the result, and arrangements were made to take the necessary action for the adoption of Kalinga. The meeting closed with votes of thanks to the chairman, secretary, and scrutineers for the manner in which the referendum had been conducted, and to the local Press for its assistance in the matter.

Researched by David Teague.

# A VISIT BY THE GOVERNOR

His Excellency the Governor (**Sir Herbert Chermiside**), accompanied by Captain Harman, A.D.C., and the Acting Commandant Lieutenant-Colonel Ricardo, C.B.), paid an informal visit to the camp of the 7th. Battalion of the Australian Commonwealth Horse at **Wilston** yesterday.

His Excellency, who was in uniform, rode out to the camp, and he found the road, owing to the continued dry weather and the heavy vehicular traffic over it, in a very dusty state, so much so that in places the horses could not be put at a faster pace than a walk without raising clouds of fine, floury dust, which was extremely disagreeable.



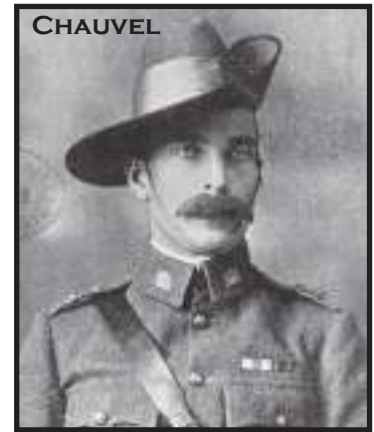
The battalion, to the number of 314 rank and file, with seventeen officers, was paraded on the slope to the side of the camp proper, the commanding officer, Lieutenant-Colonel **Chauvel**, C.M.G., with Captain **Darvall** (staff officer), Major **Plomer** (second in command), and Captain **O'Brien** (adjutant), occupying a position in front of the men, who were drawn up in line of squadron columns under their respective squadron commanders.

On the Governor arriving, he was received with a general salute, and afterwards, in company with Lieutenant-Colonel Chauvel, he made a brief inspection of the troops from the saddle. His Excellency expressed a desire to hear the buglers sound a number of field calls, and, after a series of those had been given he complimented the regimental sergeant-major (T. B. Ryan) and Sergeant-bugler Stanley on what he

was pleased to term a very creditable performance.

The squadrons were then marched on to the private parade-ground, where the arms were piled in front of the tents, and the men told off, each one to stand by his horse in the lines. After a short visit to the farriery, where several horses were being shod, the Governor rode between the horse lines, and keenly scrutinised the men and their mounts. He afterwards rode down to the tents of the Y.M.C.A., and there expressed his gratification at what was being done for the welfare of the troops. Returning to the office, he examined some of the saddlery, which was all of excellent quality of workmanship. A sample of the officers' saddles, manufactured by Mr L. Uhl, of Petrie's Bight, elicited commendation from his Excellency, who remarked on the high class character of the material and the splendid workmanship exhibited. Prior to leaving the camp, Sir Herbert Chermiside congratulated Lieutenant-Colonel Chauvel on having such a fine, robust, and well-drilled body of men under his command.

During their short term in camp they had mastered their duties in quick time, and the manner in which they fell into position and bore themselves showed that they all had a very intelligent appreciation of their work. The cleanliness and general order of the camp was a matter that caught the Governor's eye,



and he was not slow to signify his approval of the attention which was paid to this most important factor in camp life. The inspection concluded shortly before the lunch hour, and the gubernatorial party then started to ride back to town.

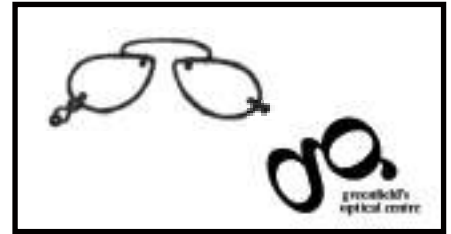
The officers all appeared on parade in their new and well-fitting serge uniforms, and presented a decidedly smart appearance. The material was manufactured by the Ipswich Woollen Company, and was made up by Messrs Pike Bros., of Queen Street, who did wonders in turning out so many highly-finished outfits all within nine days. The men's uniforms had not been served out, and consequently they appeared on parade in their camp dress of blue dungarees. The men's uniforms and putties were served out to them in the afternoon.

It is expected that the battalion will embark on the troopship **Custodian** at Pinkenba on Sunday, and probably the vessel will leave port with the evening tide. For the past few days Lieutenant-Colonel Chauvel has been allowing the men of each squadron a certain amount of leave in order that they may be enabled to visit their friends and arrange their private business. The battalion is to parade at 9 o'clock this morning, and will come to town, where at 11 o'clock the Governor will review the troops in the Domain, and at the conclusion of the parade he will invest Lieutenant-Colonel Chauvel with the insignia of the Companionship of St Michael and St George, which was bestowed on him some months ago.

**Brisbane Courier: 17 May 1902.**



# ALBERT PATRICK GREENFIELD



Another famous resident of **Langley Bank**, Newmarket, Road, Wilston, was the Greenfield family. **Albert Patrick Greenfield**, son of George and Susan Greenfield was born in Dunedin, New Zealand in 1864. He learnt his trade from Thomas R. Proctor, a man of many trades - jeweller, silversmith, oculist, astronomer and he called himself a "scientific ophthalmologist" - in Christchurch.

In 1886 Greenfield moved to Brisbane and set up business in George Street in partnership with H.A. Barraclough., opposite the



LANGLEY BANK  
NEWMARKET ROAD



Treasury Buildings. On 11 August 1888, he married **Martha Harriet Thompson** in Brisbane. In April 1889, Greenfield rented **Langley Bank** from the Queensland National Bank. Only son, **Percival Warren Greenfield** was born there on 2 September 1889.

In 1894, Greenfield went to Sydney to establish a branch business there. The partnership of Greenfield and Barraclough was dissolved by mutual consent in 1897.

Back at **Langley Bank** in 1900, there were several servants working at this large property and the address was now given as opposite Wilston Station, Enoggera Line. In April 1901, Martha Greenfield and young Percival went on a visit to Toowoomba and Sydney and was expected to be away for two months.

In 1903 A.P., accompanied by Mrs Greenfield, went on an extensive world trip for his business for almost a year and brought back the most modern sight testing instruments and introduced a patent rimless eyeglass. They travelled via the Suez canal. In Germany he visited the Rathenau factory - the largest optical goods factory in Europe. He inspected factories in France and England but thought the English factories clung to older methods.

They travelled to New York and visited the largest optical goods factory in the world at Boston. This factory produced lenses, and frames in every desirable metal. It surprised A.P. how little was known of Australia abroad and that there was a dearth of Australian news in the English and American papers. The Greenfield's went from New York to Canada and then to New Zealand and Sydney. After a few days rest

they returned to Brisbane.

In January 1905, advertisements appeared in the local newspapers announcing the sale of all the extensive furniture and fittings along with vehicles and animals of the Greenfield's house. According to the **Brisbane Courier**, Mrs Greenfield gave a farewell afternoon tea at Eschenagen's for her friends as she was leaving for England with her son. She proposed to be there for three years to give him educational advantages. Mr & Mrs F. W. Lord of Esk Station took over **Langley Bank**.

When Percival returned to Queensland, he was one of Australia's highest qualified optometrists and joined his father's business. Percy Greenfield, D.B.O.A., F.B.O.A., F.S.M.C later became the chief examiner of the Board of Optical Reg-



istration and he held that post until his death in 1951.

The firm sold Busch prismatic binoculars, Cooke's theodolites and dumpy levels. They were also agents for scientific instruments. Their business premises 189-191 George Street, was enlarged several times and introduced the most modern ophthalmic optics. Their claim to fame in 1913 was they made spectacles for every Queensland Premier and Governor. That year they introduced **Victor** brand pick-nez spectacles. The photo of their workshop was taken about that time. In 1930 they improved and modernised their premises by adding a cantilever awning and large display windows.

The **Telegraph** newspaper of 30 June 1930 relayed the sad news that one of Brisbane's pioneer opticians, A.P. Greenfield died in Tulagi, British Solomon Islands. In October 1929, he visited Tulagi and there regained a measure of health and strength and then he returned to Brisbane. His illness, which was not acute enough to confine him to bed, reasserted itself and he went back to the Solomons. He had business interests there as he was chairman of directors of the Solomon Islands Rubber Plantation Limited. On 29 March 1932, widow Martha married Vivian Hector Leigh-Barrow.

### GREENFIELD'S WORKSHOP



Researched by David Teague.

# CLEARING THE PEAR



**National Leader 29 December 1916.**

To the Editor, Sir, — Don't you think that it is time Australia started to intern all aliens?

There are millions of acres of prickly pear infested country in Queensland, increasing at the rate of an acre a minute, waiting to be cleared. There are hundreds of aliens at large in Queensland, living as if they were in their own country, and insulting the British in many cases, who could be clearing this land, and should be doing it. Why not? It will cost the Government in the future millions of pounds to clear this land, and when we have an opportunity like the present of making our enemies do the thing for us we should grasp it; not that there is any chance of them clearing the bally lot, but they would make some impression — perhaps clear up the Westwood or Mungallala patches. We need not drag them from their wives and children and pack them into cattle trucks like they are doing to the Belgians. They need not be fed on clear soup, sawdust sausages, and black bread. We could stretch a point and put

them on the same footing as the Australians in Egypt — give them Fray Bentos and Army No. 10 biscuits, and a bob a day. I don't think the people of Australia could object to these conditions, and I am sure our boys abroad would not mind getting rid of the Fray Bentos for some of our good Queensland beef. If they should like a little variety with their rations they can have plenty of wallabies, emu eggs, and prickly pear fruit. The life is healthy, and the work invigorating (I have done a bit of it myself), and besides it will keep them fit. **Carl Zoeller** could have the job of sharpening the grubbing axes and putting the handles in the pitchforks.



It would not be hard to find a head chef; staff jobs are to be had even in internment camps. If we mustered a couple of thousand able-bodied Huns they could be split into mobs of a hundred or so and drafted off to the various prickly pear centres, where they would soon adapt themselves to the conditions. Put a Staff Sergeant-Major in charge of each batch; a little country air would reduce the swelling in some of their heads. There would then be a lot of jobs vacant at the camp, and Major Weavers could give them to those most worthy of them. Returned soldiers could not be S.S.M.'s; they have not had enough experience. The Queensland Government will, of course, give bona fide returned soldiers each a block of land cleared in this way. They are doing such a lot for us. — Sincerely yours,

J. DE WARREN.

Toowong, December 24, 1916.



# James Thompson Tighe PAXTON

While researching the Greenfield family story another family name popped up as a resident of **Langley Bank**, Wilston. It was the Paxton family.

It seems that the short time they spent at **Langley Bank**, they were very social. Here is a selection of items from the social pages of the **Brisbane Courier**:

**26 October 1907.**

Mr and Mrs Tighe Paxton and family arrived in Brisbane from London yesterday, and are staying at the **Hotel Cecil**. They are accompanied by Mrs Paxton's mother (Mrs Henry Lane), who will be well known to old Queenslanders in official circles as the widow of the late Under Secretary for Finance and Trade in New South Wales. Mr and Mrs Paxton intend to make their home in Brisbane.

**27 November 1907.**

Mr and Mrs Tighe Paxton, together with their family and Mrs Lane, are now residing at **Langley Bank**, Wilston, and will be at home on the first Saturday and Sunday of each month.

**7 January 1908.**

Although Mrs Tighe Paxton will not be able to leave her house, **Langley Bank**, Wilston, for some months, owing to her recent accident, she will be pleased to receive visitors.

**2 June 1908.**

Mrs Tighe Paxton, having partially recovered from her accident, will be at home on the 6th and 7th instant at **Langley Bank**, Wilston, and throughout the season on the first Saturday and Sunday of each month.

**1 September 1908.**

Mr Tighe Paxton, who has been ordered to China, will proceed thither at an early date, accompanied by Mrs Paxton and family.

**19 September 1908.**

Isles, Love & Co. have pleasure in

announcing that, in consequence of his departure for China, W.(sic) Tighe Paxton Esq. has entrusted them the sale of the extensive and valuable furnishings, horses, carriages &c., at **Langley Bank**, Wilston, Enoggera Railway Line, and the sale will be held on Wednesday, October 14 next. The furniture is all new, and was made to Mr Paxton's order by the well-know London high-class furnishing firms of **Waring & Willow, Ltd**, of Oxford-st and **Harrods Ltd**, of Knightsbridge. It is the newest of design and best manufacture, and contains many beautiful examples of cabinet-making and upholstering art, and an opportunity such as rarely occurs will present itself to Brisbane citizens of acquiring really up-to-date and beautiful London-made furniture. The house was on 5 acres of land and consisted of dining, drawing, and sitting rooms, wide hall, 4 bedrooms, 2 veranda rooms, kitchen, servants' rooms, bathrooms, 3 pantries, laundry, wide verandas on all sides, stables, coach house and all the necessary outhouses. It had acetylene gas throughout and good fruit and flower gardens.

Now the research begins. The name of Tighe Paxton should make the task easy and Mrs Paxton was a daughter of Mr Henry Lane. **Well it wasn't easy.** Here are the results:-

**James Thompson Tighe Paxton**, son of James Paxton, landowner, and Margaret Thompson was born in Ballachulish, Ireland on 7 March 1865. He married at Christchurch, Lavender Bay, Sydney on 20 November 1889, **Beatrice Lane**, daughter of Henry and Mary Lane - born in Paddington, Sydney in 1869. Their family included:- **Doris Margaret Paxton** who was born in St Leonards, Sydney on 22 November 1890; **Anthony Landerdale Paxton** who

was born in Sydney on 7 August 1896; **Terrence Maitland Tighe Paxton** who was born in London in 1905; **Moyra Beatrice Paxton** who was born in London in 1907.

**Beatrice Paxton** died on 12 February 1912, possibly in Mexico and on 17 September 1913 at All Saints with St Margaret Church in Upper Norwood, Surrey, Tighe married **Mary Minot**, daughter of John Edward Minot, born 1875. Tighe died in Wimbledon, London on 16 October 1943. He was buried at the Putney Vale Cemetery.

Now let's fill in some details of the Paxton family's life. In the 1900s, Tighe was a representative of the firm of **Weddel, Turner and Co.**, shipowners and general merchants. In 1896 their address was Grafton Wharf, 206 Kent Street, Sydney. Late in 1907, Tighe travelled to Tasmania and returned by mail train on Christmas Day. In 1908 while in Brisbane, Tighe was appointed Consul for Panama by the British Government. In September 1908 Tighe was ordered by his company to go to China and he left for Japan on the **Yawata Maru** on 9 October (Mr and Mrs Paxton, Miss Paxton, Miss Moyra Paxton, Masters Anthony and Terrence Paxton and maid.) While in China Tighe negotiated a contract with the Tientsin-Pukow Chinese Railway for some 300,000 timber sleepers from the Huon Timber Company.

The 1911 Census for England and Wales has the family at 6 Grange Road, Upper Norwood in Croydon, England. James Thompson Tighe Paxton was 46 years and listed as a general merchant and director, public corn carrier and London agent for Huon Timber Company of Glasgow. Beatrice was 42, Doris Margaret was 20, Anthony Landerdale was 14 - a college student, Terrence Maitland was 6, Moyra was 3. Also in the household was nephew Brambell Henry Withers, 22, special reserve officer of First Hampshire Regiment, Nancy Smith 32, govern-ess to the children, Sarah Garth 23, general domestic servant and Alfred Bass 40,

domestic house servant.

Now the Paxtons moved around a lot. Tighe and Beatrice and elder daughter Margaret and eldest son Anthony went from Sydney back to London for a few years and there Terrence and Moyra were born. Then in October 1907 they arrived in Brisbane and exactly a year later they left for China.



In March 1910 he went to New York on the **Mauretania** and again in October on the **Lusitania**. In 1911 he went to New York again, this time on the **Campania**.



In 1911 they were living at Ten Oaks, 6 Grange Road, Upper Norwood in Croydon. In 1913 he arrived at Ellis Island, New York and his listed destination was Mexico. Perhaps he and Beatrice were there the previous year. In 1916 he left England again for New York and again in 1921 for Quebec and in 1922 for New York, this time accompanied by 17 year old Terrence. He travelled there again in 1923. In 1927 he left Southampton for Quebec.

In 1939, Anthony Paxton was an RAF Wing Commander.



Researched by David Teague.

# ALEXANDER WYNYARD-JOSS

## Welcome to Queensland

Among the passengers to alight from the overnight Sydney Mail train at Wallangarra in the middle of the day of 14 June 1900 was 28 year old, Aberdeen born, Alexander Wynyard-Joss. The seventeen passengers transferred from the standard gauge train to the Queensland 3'6" gauged train for the onward journey to Brisbane.

Wynyard-Joss had left his job as manager of the Cleveland Cycle Company in Auckland, New Zealand to become the new manager for that company in Brisbane.

Joss was the younger surviving son of Alexander McDonald Joss (son of Peter Joss, 1807-1872, and Isabella Ritchie, 1808-1885), christened on 5 March 1832 at St Nicholas Church, Aberdeen, and Margaret Nicholl, daughter of David Nicholl and Isabella Mackenzie, born 11 November 1830 at Dundee.

Alexander McDonald Joss was a master mariner. From 1853 to 1857 he served as a merchant navy seaman in military service. In 1855 he qualified for his Second Mate Certificate and on 7 November 1856, at Old Machar, Aberdeen, he married Margaret Nicholl. His voyages took him to Victoria in 1859 and New Zealand in 1863.

In 1866, Joss qualified for his Master's Certificate and by 1876, we see the family settled in Campbelltown, New Zealand.

His family included Isabella Ritchie Joss who was born in Aberdeen on 22 September 1857. First son Alexander was also born in Aberdeen on 16 January 1860 but died in infancy. The 1861 Scottish Census lists Alexander as being 29, a master mariner on a ship above the bridge at Sunderland and Margaret 29, a mariner's wife, daughter Isabella 3, Alexander 1 at Hanover Street Aber-

deen.

Williamina Nicol Joss was the next to arrive on 7 March 1862 at Aberdeen and she was buried on 7 November 1865 at Aberdeen. William Joss was born in 1863 at Aberdeen and died 18 May 1864. Next came George Ritchie Joss who was born on 11 September 1864 at Aberdeen - one who lived to old age.

William Knox Joss came on the scene on 8 August 1866, at Aberdeen and departed on 24 July 1868. Rachel Helen Cooper Joss was born on 26 July 1868 at Aberdeen also and died later that year.

The 1871 Scottish Census lists Margaret 39, master mariner's wife, Isabella 13, George R. 6 at William Street. Next came **Alexander William Joss** on 21 May 1872 in Aberdeen - the person featured in our story. By 1876, we see Alexander, wife Margaret, daughter Isabella and sons George R. and Alexander W. living in Campbelltown, New Zealand.

As a teenager Alexander W. became a talented cyclist winning many races including some in Christchurch in 1890. He also became skilled in playing the mandolin and guitar which he taught. Various directories show Alexander W. as a clerk in Christchurch and then Wanganui. Soon his skills as a cyclist saw him employed by the Cleveland Cycle Company in Auckland about 1897. In early 1900 there were several reviews of his mandolin playing at the Bijou Vaudeville and Concert Company as well as at the Auckland Opera House.

Isabella married David William Smart in Christchurch in 1889 and died at Wanganui, New Zealand in 1933. Master mariner, Alexander died on 22 February 1899, Southland, Invercargill and wife Margaret died in 1922 at Wanganui. Brother





George Ritchie Joss was listed in 1901 to be in Lyttleton. From around 1896 our Alexander William Joss began calling himself Alexander Wynyard-Joss.

### The Brisbane Years

Within a fortnight of his arrival in Brisbane taking over his position with the Cleveland Cycle Company, we see Alexander performing at the Brisbane Safety Bicycle Club Concert playing his mandolin.

In July, Alexander is in the news again demonstrating his company's new "free" wheel machine. Not forgetting his youth in New Zealand he gathered together in 1901 a choice collection of snakes - death adder, garter, brown, tree, green and other varieties for the Wanganui Museum. Evidently Alex had his own collection of several live varieties.

### The Boer War

In February 1901, Alex offered to obtain the services of ten picked men to form a cycle corps to join Australia's fifth contingent for the Boer War in South Africa. It was immediately popular with volunteers and on 27 February the Fifth Queensland Imperial Bushmen were in camp at Lytton - 26 officers, 559 rank and file and 557 horses. A company of 20 cyclists were in camp and a total of 53 cyclists were to be supplied with Lee-Metford rifles. The transport ship **Templemore** arrived from Sydney and it was loaded with coal, water and fodder and the troops.

Before departure Wynyard-Joss was presented with a Colt revolver from the employees of the

Massey-Harris Branch whose bicycles were chosen for the departing company.

Lieutenant Wynyard-Joss and his Queensland cycle group were employed carrying despatches to Erstefabriken and while doing this on 10 May 1901, they captured 9 Boers (the enemy) four waggons, and 160 head of cattle. The men took pleasure in smashing up the captured rifles and burning the ammunition. Wynward-Joss, ever the collector, ended up with a souveniered Mauser carbine and a bandoleer full of cartridges.

General Plumer personally congratulated the cycle company. Wynyard-Joss reported that the bicycles had "stood magnificently" but the prickles and punctures were awful. By June they have had only three accidents which were caused by mule waggons running over the bicycles. Each cycle was equipped with an overcoat, rifle, axe, haversack, two bandoliers, 150 rounds of ammunition, water bottle and a bundle of wood. Soon after five despatch riders

were captured by the Boers and in return 2 Boers, 50 horses, 160 head of cattle, 3000 sheep were captured. By July we see the cyclists operating daily on the 35 mile stretch between General Plumer's Camp and Commissie Drift.

Now war also provided Wynyard-Joss to extend his collecting hobby. He trapped insects and reptiles - locusts, beetles, grasshoppers, tarantulas as big as cricket balls, a tame tortoise on a string, a chameleon and a stock of dead and live snakes.

Wynyard-Joss's exploits were not a secret as frequent news items and letters appeared in both New Zealand and Queensland newspapers.

Because of non-existent roads, the bicycles were then sent to Pretoria and the men were provided with horses. On 31 December, Wyndyard-Joss ended up in hospital after a terrible kicking given to him by his captured mare.

He was awarded Queen's South Africa Medal and five clasps.

### Back to Commerce

In 1903 he was living in The Mansion, George Street, and had resumed his position as manager of the Cleveland Cycle Company. In 1905 a new firm was created under the guidance of A.V. Dodwell, the Canada Cycle and Motor Agency in Brisbane and Wynyard-Joss was appointed the motor manager. On display they have Darrags from France, Humbers from England, Russells from Canada, Argylls from Scotland and two American models including



a Ford. Most arrived in crates and the company mechanics had to assemble them. Ever the salesman, Wynyard-Joss was reported at travelling around Queensland displaying various models. In 1909, after visiting Sydney on the **Orient**, he started from Townsville in a "Pony" Darracq and travelled to Winton, Longreach, Muttaborra, Aramac, Ilfracombe, Blackall and Charleville. After travelling 3500 miles, he had to return to Brisbane by train as he had sold the car.

Wynyard-Joss, while on a trip to Melbourne, organised for a Bleriot flying machine to be displayed in the CCM showrooms in Brisbane in 1911. In 1913 Wynyard-Joss was off again on a 1600 mile trip this time in a 10 hp 6 cylinder Studebaker. The car went to Barcardine by train and then he drove to Aramac, Muttaborra, Hughenden, Prairie, Richmond, Maxwellton, Kynuna and Mackinlay. Eventually the car then went via Winton and Longreach and back to Brisbane by train. It averaged 18-20 miles per gallon. Around these years, Wynyard-Joss was living in the Prince Consort Hotel in the city.

### The Great War

In September 1914, Wynyard-Joss enlisted and strangely enough he said he was 5ft 8 in, 163 lb and 41 years 4 months.... one year younger than he actually was. The CCM Company presented a Talbot Machine Gun car, to the First Contingent. Wynyard-Joss and other company volunteers were given gifts of watches, military brushes and Alex was given a pair of field glasses. On 22 December 1914 he boarded the transport **Ceramic** as part of the 301st Mechanical Transport Unit.

In 1915 Lieutenant Wynyard-Joss was promoted to temporary Captain and later to Major. He was renowned for having a larger percentage of vehicles fit for service and actually on the road. Ever the collector he sent back some souvenirs - a hand grenade from Posieres, Turkish shell nose cap from Gal-



lipoli, piece of oak from Sanchez Cathedral in France and a German shell nose cap from Posieres. They were placed on display in CCM's window.

On his return more of his souvenirs were displayed including 16th century metal treasure chest, complete aeroplane bomb, pickelhaub helmet of the German Infantry, English, German and French shapnel helmets, Prussian guard's helmet, casque of a 17th century set of armour, collection of old firearms - rifles and flintlocks, old crossbow and bolt, an English oak chest over 200 years old, two 15th century jewell caskets and numerous small souvenirs.

On 3 June 1919, Major Wynyard-Joss was made an Officer of the Military Division of the Most Excellent Order.

### Back to Business

After the war he became a director in the Canada Cycle and Motor Company and lived in Selby House, Wickham Terrace and later at Netherway, North Quay.

In 1926, he was touring again. He completed 1500 miles in southern Queensland demonstrating two complete wireless sets - one fixed in the car and the other portable. He was still involved in many activities. His name featured in the social columns especially with his attendance at musicals - *No No Nanette* and *Rose Marie* at His Majesty's Theatre. He became secretary of the newly-formed Queensland Outboard Motor Club in 1928 and that year he also demonstrated a new type of overhead petrol pump.

He applied for a passport to Noumea and in May 1929 he brought a pair of Kagou (birds) from

New Caledonia and presented them to the Brisbane Botanical Gardens zoo. Known as *Kag* and *Mag*, they were very noisy.

### Married Life - Wilston House

Around 1926 he purchased **Wilston House** from William Geoffrey Cahill, third Queensland Police Commissioner in retirement and he received the deed in 1927. In June 1927, an advertisement appeared for the removal of the wooden portion, 100 ft x 40 ft, containing 5 or 6 rooms of **Wilston House** leaving only the masonry portion.

On 20 December 1930 at St Alban's Church of England, Wilston, Major Alexander Wynyard-Joss at 58 years of age, married Ena Muriel McGill, daughter of John William McGill and Ellen Jane Cowzens, born 2 February 1904.

On 18 September 1931, their first daughter, Ngaio Margaret Wynyard-Joss was born at Wilston House. Ngaio is a pretty New Zealand flowering tree, also called the mouse hole tree. Ngaio became a dental nurse at the University Dental Department. She married Bernard (Bunny) Nagel a dentist from Clifton on 31 May 1952 at the Church of England Grammar School Chapel on 31 May 1952. The reception was held at Lennons Hotel. Ngaio died on 7 August 2016. The Wynyard-Joss family was completed with two more daughters: Diana, born 10 September 1935 at **Wilston House** and Helene born on 7 August 1937, also at **Wilston House**

In 1925 the government offered a lease of a small island adjoining the coast of Whitsunday Island - Cid Island. It was 960 acres in size and had been used previously by timber-getters. On 29 November 1933 the lease came up for sale for 60/- a year plus £275 for improvements. This became the Wynyard-Joss family hideaway until 1937 when it was transferred to T. S. Lewis. Alexander Wynyard-Joss died in January 1954 and was cremated at Mt Thomson on 14 January. Mrs Wynyard-Joss died on 6 October 1968



# C. H. BUZACOTT

With so many clippings taken from newspapers published in Queensland, it is fit that we tell you more about one of the newspaper barons of those times.

**Charles Hardie Buzacott**, son of James Buzacott and Ann Hitchcock was born in Torrington, Devonshire on 1 August 1835. Together with his older brother, William, he migrated to Sydney in 1852. On 25 December 1857, in Sydney, he married **Louisa Hitchcock**, daughter of George and Sarah Whitefield. They had eight children - the eldest born in Sydney and the remainder were born in Queensland.

**1858: Sarah A. Buzacott**

**1861: Sarah Whiteford Buzacott**

**1862: George Buzacott**

**1864: Annie Buzacott**

**1866: William James Buzacott**

**1869: Charles Hardie Buzacott**

**1871: Louisa Maud Buzacott**

**1872: Albert Buzacott**

Charles died in retirement at his home, **Banca View**, in Stanthorpe on 19 July 1918. Such was the esteem in which he was held in Queensland. All the newspapers published obituaries.

The following is extracted from mainly the **Telegraph** of 20 July 1918.

One of the few remaining pioneers of Australian journalism passed away yesterday in Mr Charles Hardie Buzacott, who had reached the advanced age of 83 years. Mr Buzacott did much to shape the current of newspaper enterprise in Queensland, and he gained distinction in the political sphere as a member of the Queensland Government for many years in days when legislation had little or no local foundation on which to build.

He was regarded as one of the "grand old men" of journalism in this State, and as such enjoyed the respect of a great circle of admir-

ers, who hold in the most appreciative recollection his virile power as a leader writer. He had retired from active life for the past few years, and died at his home at Stanthorpe, where his remains are being interred this afternoon. ...



At the age of 17 with his brother in Sydney, he made his first acquaintance with journalism, becoming connected with the **Empire**, then owned by the late Sir Henry Parkes. Here he learnt the trade of a compositor. In 1860 he removed to Queensland, settled in Maryborough, where he founded the **Maryborough Chronicle**. In 1864, he sold the Chronicle and went to Clermont, where he launched the **Peak Downs Telegram**, and continued to conduct that journal until 1870. While at Clermont an incident typical of the hardy spirit of the pioneer in Mr Buzacott happened. Clermont was seriously flooded, and the Telegram office suffered with the rest of the town, being washed away. But the young journalist managed to rescue some of the type cases and other plant, and establishing himself, in a tree above the flood waters, he set up an account of the flood, which was subsequently printed in his paper. In 1870 he joined his brother, William, in the ownership and control of the

Rockhampton **Morning Bulletin**. Soon afterwards William removed to Brisbane to join the editorial staff of the **Brisbane Courier**, and Charles took over the **Bulletin**, which he owned until 1878, when he exchanged places with his brother, the latter taking the **Bulletin**, while



**OLD COURIER OFFICES - CNR CHARLOTTE & GEORGE STS.**

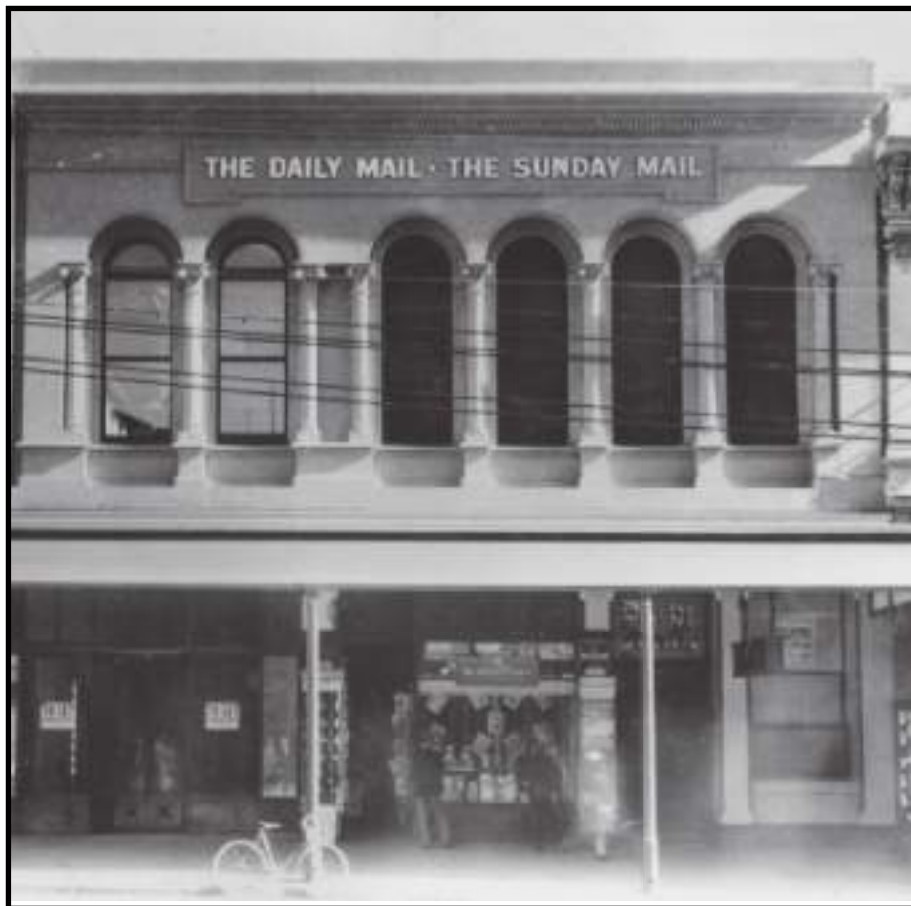
he assumed the position of leader writer to the **Brisbane Courier**.

Subsequently he purchased Gresley Lukin's shares in the company owning the **Courier**, and became managing director, continuing to hold that position until 1894, when the company was reconstructed, and he retired. At his time there he purchased the **Daily Observer** and bought the corner site of Queen and Edward Streets. There he had constructed a five storeyed **Courier Building**. This was then the largest and most modern newspaper office in Australia where was published in 1887 the **Brisbane Courier**, **Queenslander** and as an afternoon newspaper, the **Observer**.



**NEW COURIER BUILDING - CNR QUEEN & EDWARD STS.**

Shortly after his retirement, he continued to contribute articles



articles to the **Courier**, but soon became tired of comparative inactivity and purchased the Rockhampton **Argus**, which he transformed into an evening paper under the title of the **Daily Record**.

Subsequently, 12 years ago he decided to enlarge his sphere and floated the Brisbane **Daily Mail**, of which he became the first editor and managing director. After a few years, however, the strain of the conduct of a metropolitan daily morning paper became too much for him, and failing health compelled him to retire. He went to Stanthorpe, but continued to contribute regularly to the columns of the **Daily Mail**, until afterwards, when his sufferings from chronic neuralgia became so acute that he was unable to continue.

Mr Buzacott's political history began when he was returned to the Legislative Assembly as member for Rockhampton. In 1879 he joined Sir Thomas McIlwraith's Ministry as Postmaster-General, with a seat in the Legislative Council. In this capacity, he was a strenuous advocate of a direct mail between Queensland and London, and though Sir Thomas

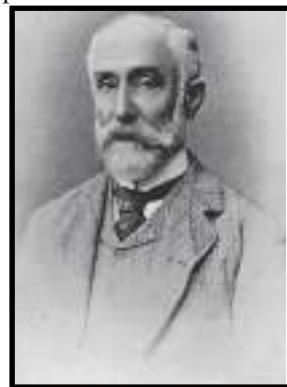
McIlwraith subsequently deservedly obtained the credit for the scheme which opened the Torres Straits route for the mails, it was largely owing to Mr Buzacott's foresight. While associated with the Ministry, he did a considerable amount of bill drafting. One of the greatest of these self-imposed tasks was the drafting of the Divisional Boards Bill, which was a very important measure for those days, and which became the foundation of the Queensland Local Government Acts, which served as a model



Researched by David Teague.

for other States.

Finding the strain of his dual position too heavy, he withdrew from the Ministry before its term expired in order to devote closer attention to the affairs of his company, and since then, although he continued to hold his seat in the Legislative Council for a few years, he had not been associated with the inner councils of the political arena.



Mr Buzacott was proud of the fact that he was a conspicuously honoured guest at the Press banquet in Sydney which commemorated the founding of the Commonwealth. He was the oldest Australian journalist in this historic gathering, and he received a special ovation. The deceased gentleman left a widow and family of five children. Three other children predeceased him. The surviving members of the family were Mrs Stewart W. Hartley (Rockhampton), Miss A. Buzacott (Stanthorpe), Messrs W. T. Buzacott (Brisbane), C. H. Buzacott, jun. (Townsville), and A. Buzacott (Devon Grange, Stanthorpe).

William James Buzacott followed his father in the newspaper business and was associated with the Brisbane Newspaper Company as a journalist from 1883 and later as the editor of the **Queenslander**.

**Some newspapers mentioned in this story that are on Trove:**

- Moreton Bay Courier: 1846-1861
- Mary River Chronicle & Wide Bay, Burnett Advertiser: 1860-1947
- Courier: 1861-1864
- Rockhampton Bulletin & Central Queensland Advertiser: 1861-1871
- Brisbane Courier: 1864-1933
- Queenslander: 1866-1938
- Rockhampton Bulletin: 1871-1878
- Daily Mail: 1903-1933
- Sunday Mail: 1926- to present.
- Courier-Mail: 1933 to present