

VOLUME 34 No. 3 - AUGUST 2022

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WHEN WAS THE
FIRST EXHIBITION?



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, Woolloowin and now
extended to cover Gordon Park and Herston. *part of this suburb.

Resource Material for Private Study by Members

NEXT MEETING

4 p.m. 21 August

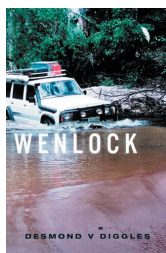
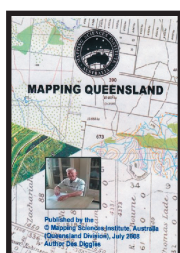
**The Guest Speaker
at the August Meeting will
be Mr Desmond Diggles.**



*His details, according
to the book jacket on his novel
Wenlock says:*

Born in Australia, Des lives in Brisbane. His profession was cartography, working for the Queensland Government in the Department of Mapping and Surveying and Lands Department. A 30-year military career was spent in the Army Reserves with the engineers and transport. He retired as a Lieutenant Colonel.

He had authored technical cartographical publications and gained a B.A. in 1989. After retirement in 1999, Des researched, compiled and published Mapping Queensland,. This reference book covers the history of mapping in Queensland between 1859 and 1959. In 2011, Des was awarded an Order of Australia Medal for his services to Surveying and Mapping.



Des has also written a fictional novel, **Wenlock**, set in North Queensland.

However the subject of Des's most informative talk will be on **Mapping Queensland**.

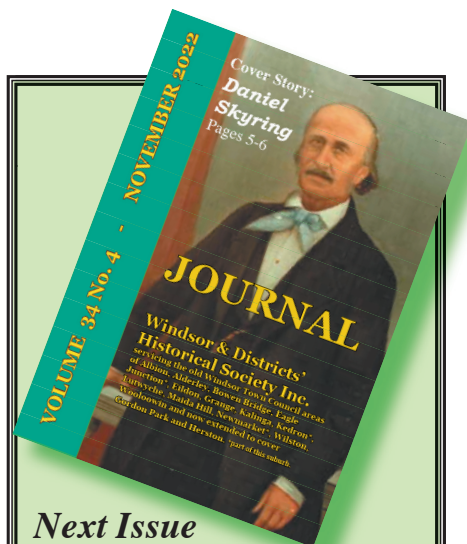
ANNUAL GENERAL MEETING

The Annual General Meeting will be held on Sunday, 20 November next. Before then a notice will be sent out calling for nominations from financial members of all Committee positions for the following 12 months. Our financial year finishes at the end of October, so please remember to renew your membership. It would be great for the Society if you could introduce a new member at the same time.

Also at this meeting we will have as our Guest Speaker an eminent retired surgeon who will present a most informative talk. Details about this guest will appear in the next Journal.

MORE FAMILY TREES

Since the May **Journal**, our Editor, David, has been very busy adding another forty family trees to our files, including these families: Barlee, Thiel, Lane R.B., Bale, Birkbeck, Bowser, Cock, Ford, Greenfield, Hart, Hewitt, Horstman, Inglis, Lowther, McLennan, Morgan, Pibworth, Postle, Price, Schweida, Seymour, Stephan, Skyring, Walters, Watts, Wilmington and Withecombe.



Next Issue

- * Acclimatisation Society
- * Land Use Mystery
- * Daniel Budd Skyring
- * Heenzo
- * Petrol Crisis
- * New Barracks
- * Drownings
- * Oakwal
- * Bowen Villa/ Bower
- * Thor Jensen
- * A Pleasant Retreat
- * Sir James Francis Garrick
- * Fires
- * Assault
- * Shooting Accident
- * Feeney

JOURNAL Volume 34 Number 3 August 2022

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

www.windsorhistorical.org.au

Much of the historical material used was
found at Trove Newspapers,
National Library of Australia

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Tim Nicholls, MP
Member for Clayfield**

LUTWYCHE Pictures Pictures

REMODELLING THEATRE INTERIOR

In recent years practically all of Brisbane's main city theatres have undergone architectural alterations to provide maximum comfort, and effective distribution and control of sound.

Suburban theatres have been following this example, and an attractive and effective scheme of interior design is planned by Mr. O. J. Fenwick for the Imperial Theatre, Lutwyche, as shown. (*Middle left*) Two Brisbane architects, Messrs C. E. Plant and R. W. Voller, who are responsible for the design, have achieved fine control over sound and at the same time have provided a restful surrounding for patrons.

They were able to plan their alterations within the old style semi-circular walls of the former interior. This reduction in size — the theatre will still hold 1200 people, and has ample space for the requirements of the suburb — was the first aid in sound-control.

Other aids are the use of rounded "stepped" fibrous plaster moulds in the ceiling, with huge folds of the same material running horizontally as ceiling margins, and concave cylinders standing vertically on each side of the proscenium. These rounded features will have the effect of diffusing sound and reducing volume, reverberation, and echo. Designed to absorb sound, too, are the highly decorative side walls, in which open grilles, with an octagonal design as a motif, will alternate with special sound-absorbing tiles. For the rear of the theatre, the architects plan a new gallery in the modern style.

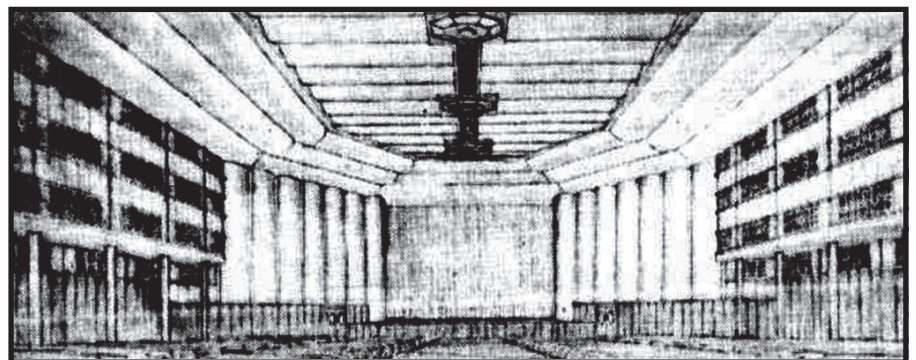
Courier-Mail:

26 November 1940.

*Barry Barley at the Theatre
Organ - 1966*

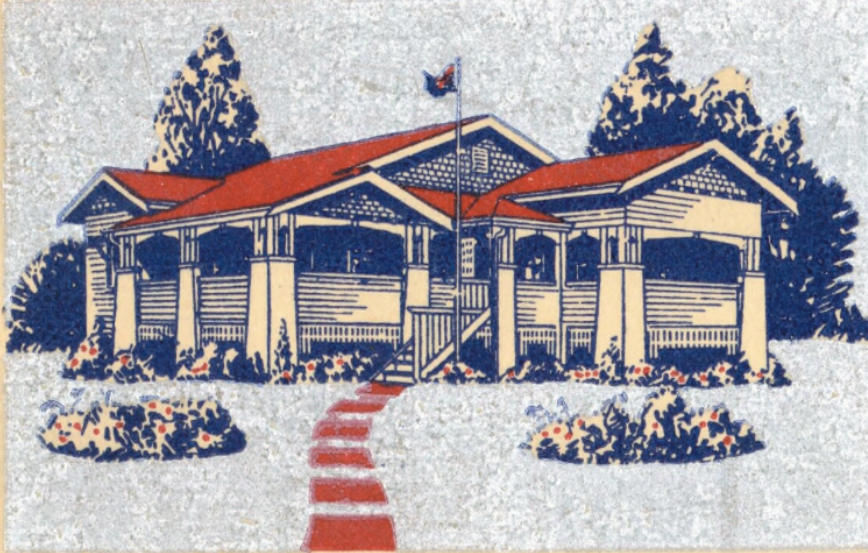


Imperial Theatre, Lutwyche.



HOME MODERNISING

MODERN HOMES



FROM OLD HOUSES

With the motto of *Everything for Building*, it is no wonder that in 1933, James Campbell & Sons put out a catalog **The Campbell Home Modernising Service** showing how to modernise an old house into a modern home.

The catalog said it was a common sight to see well-planned alterations and additions being made to many of Brisbane's out-of-date homes.

The first example on the facing page was of a house at

Clayfield. A portion of the verandah was taken away and in its place a bay window was added to the front bedroom. The roof was altered and three gables built which were panelled with Endurite Asbestos Cement Sheets. The old iron pallisading on the verandah was replaced with Endurite panels and square battening under the house was added together with a concrete path from the front gate to the steps and the house was painted outside.

The second example shows

alterations to the roof lines and the front bedroom was extended and gabled.

The remainder of the verandah was extended and gabled, giving the other rooms greater protection from the sun as this house had a westerly aspect. At the rear of the house, a breakfast room was added. The front fence was rebuilt and attractive wire gates replaced the old wooden ones.

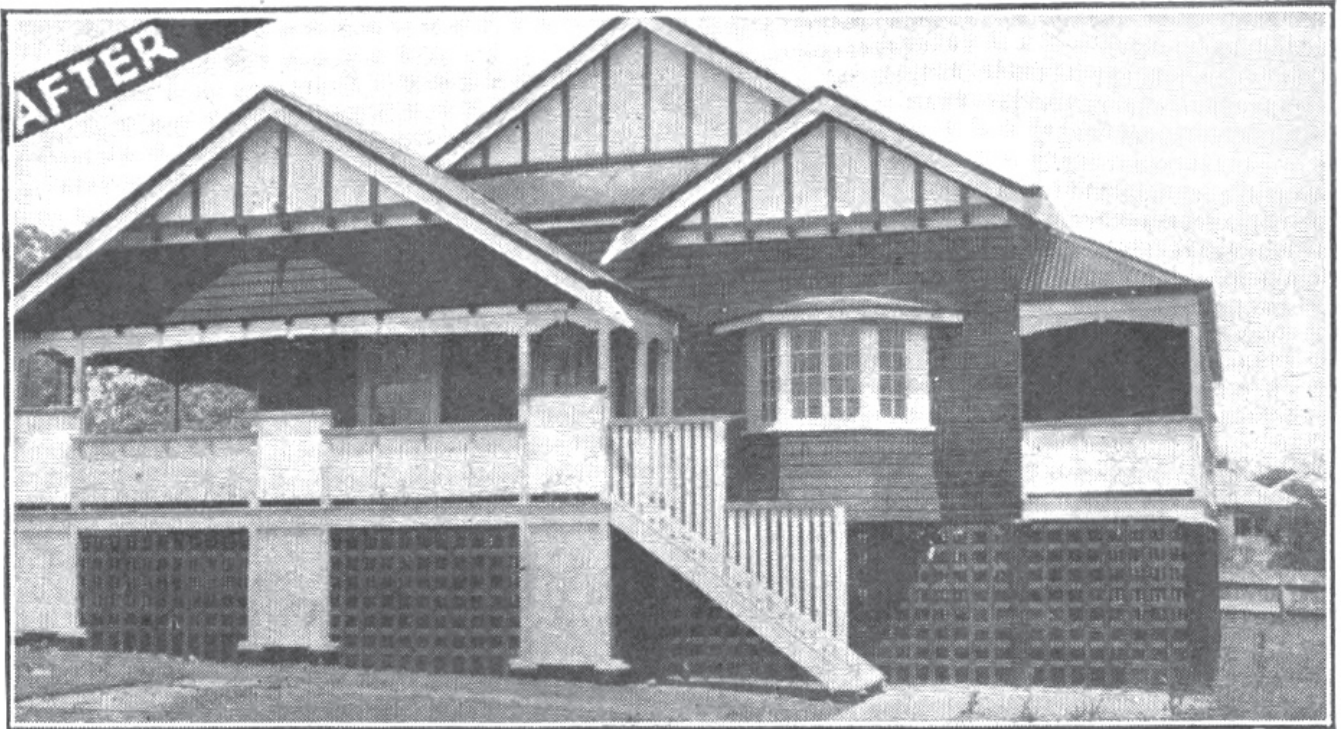
Campbells also offered to modernise internal rooms such as kitchens and bathrooms.

They were able to do this by using the extensive resources of the company. They had a pottery and a brickworks at Albion as well as extensive local and country sawmills. They supplied a whole range of moulding and decorative wooden accessories as well as Redicut kit homes.

Their hardware division in Creek Street supplied glass, mirrors, galvanised iron, rainwater goods, electrical fittings, bathroom fittings, chinaware, kitchen utensils, paints and varnish, tools of trade, cement, stoves, nails, screws, bolts, sporting materials, gas and electric stoves and even cattle dip.

Their advertisements suggested that if you did not wish to build a new home, modernising your present property might be the answer. At a moderate cost many improvements could be made which would materially alter the appearance and comfort of your old home.





*Paint now - Pay later
One fifth deposit -
balance in 10 equal
Monthly Payments.*

So history seekers, don't necessarily take the appearance of your home as indicative of its age. Campbell's might have modernised it.

The research of Mark Ellem discovered this catalog. A copy is available for inspection at the Chambers.



WILSON'S HOBBY

Wilson died on 14 September 1995 aged 89 years and will be remembered by the photo published in the afternoon newspaper and by notices inserted in papers by his son Ben.

On Sunday 4 June 1939, all the locals in Thurlow Street, Newmarket were out watching as a Tiger Moth, VH-UOK was loaded on a truck to be taken to the airport.

It had been assembled at the premises of Wilson Gregory Gerskowski during his spare time over the previous four months.

Wilson Gregory Gerskowski was born on 25 April 1906 to parents Frederick Gerskowski and Anna Margaret Elsabea Peters.

The family included Eleanor Isabella (1901), Edmund Charles (1902), Gladys Annie (1904), Cecil Peters (1907) and Andrew Reginald (1914).

Wilson was married on 30 August 1941 to Joan Audrey McStay.

Telegraph: Monday 5 June 1939.



RATTENBURY

Well remembered residents of Harris Street were the members of the Rattenbury family. It is thought that James Charles Rattenbury was born early in 1868 at Rotherhilthe, Surrey, son of James and Ellen Rattenbury. In 1871, three years old James and his parents were living with his grandmother Martha Rattenbury 62, at New Road, Francis Terrace Halfway House, Rotherhilthe.

At 21 years we have him embarking on the **Iberia**, 2954 tons, on 6 March 1889, as a third class

passenger travelling to Sydney.

On 24 February 1896 James married local Windsor resident, Louisa Lane, daughter of pioneer settlers Robert Lane and Ann Marks of Mt Pleasant. Louisa was born on 7 July 1875. James died on 22 June 1945 and was buried in the Lutwyche Cemetery and Louisa lived on until 21 September 1963.

They had two sons: James Robert Richmond Rattenbury, born 6 February 1897 and Arthur Charles Rattenbury, born 10 January 1901.



The Rattenbury house in Harris Street originally did not have verandahs on both sides.

Arthur Charles Rattenbury was a furniture maker and his shop is pictured on the corner of Harris Street and Bowen Bridge Road.

A DAY OUT

Enoggera Creek was popular for outings. In 1907 this group (*right*) were enjoying the rustic scenery and in 1913 (below) this group were enjoying the water. Who was collecting ferns? Who had a cigarette in his mouth? Is that a gun? *Bottom:* The Collings Family were enjoying the fresh country air. *Photos from State Library Collection.*



MAYNE JUNCTION

In October 2019 the last visible traces of the Mayne Junction Shunting Yards disappeared. They were removed to make provision for the metro line.

A hundred years ago they were an important part of the railway organisation with many trains being formed and originated there. Mayne Junction was where the Enoggera line branched off from 1899 and at one time went to Dayboro.

also made their way through to the New Farm Refinery.

From Mayne to the Exhibition Station there was quite an uphill grade. My father remembered many mornings in the 1940s being held up at the crossing at O'Connell Terrace when a heavily laden goods train would struggle up the grade and finally give up the ghost right across the road crossing. The traffic would be held up until a banker engine was sent from Mayne to help

the stalled train on its way.

In 1973 two stations - Mayne and Bowen Hills - were amalgamated to form a new Bowen Hills Station. Since the great changes in the railway organisation, shunting yards at Roma Street, Woolloongabba and Mayne Junction were no longer needed.

Storage lines and maintenance facilities for the current electrical trains are still in use adjacent to the old Mayne Junction yard.

It was common for residents to make short cuts across the Mayne yards. It was quite dangerous as late on a Thursday night, 25 October 1906, Alfred Ernest Johnson, a commercial traveller of Rosemount Street, O'Connell Town met his end there. His body, almost severed across the chest, was discovered about 8.30 pm. Money was found in his pocket and his hat and pipe were found near him. All indications were that it was an accidental death. A check revealed that three trains had passed that way since 6 pm.

Johnson was employed in the commercial department of the Brisbane Newspaper Company, publisher of the **Telegraph**.

ENGINE SHEDS AT MAYNE



Trains coming from the busy wharves at Pinkenba came there as well as the traffic from the north coast line taking pineapples to the cannery. Wagons were shunted from Mayne to the flour mill at Albion and various local sawmills that had sidings. Loadings for the Newstead wharf and New Farm Powerhouse were shunted there. Bulk sugar trains from Nambour

RAILWAY HOUSES AT MAYNE



QUEENSLAND BUILT ENGINE BB18_{1/4}



He had been married nearly four years earlier by Reverend J. B. Johnson who conducted his burial service at his house and delivered a most earnest address at his graveside at Lutwyche Cemetery.

He left behind a widow who was not well and a son nearly three years old.

Despite a vigorous search other details about the Johnson family have not been found.

JOHN GUTHRIE

In the index of **Pugh's Almanac** for 1889, there is an item which records the death of John Guthrie as 1 October 1888.

A quick look at the **Telegraph** on 2 October 1888 displays an obituary.

The Late Mr Guthrie.

The funeral of the late Mr John Guthrie, solicitor of this city, took place this morning at the Toowong General Cemetery.

This is problematic as he was buried at the Lutwyche Cemetery

FUNERAL NOTICE. - The Friends of Mr JOHN GUTHRIE, Solicitor, deceased are respectfully invited to attend his Funeral, which is appointed to move from his late residence, (Pitairlie) near the Lutwyche Railway Station, THIS (Tuesday) FORENOON, 2nd October, at 10 o'clock, for the Lutwyche Cemetery.

J. & J. HISLOP, Undertakers, Queen-street; and at Tribune-street, South Brisbane

Brisbane Courier: 2 October 1888.

As announced in our second edition yesterday, his death took place in the forenoon. In addition to the brief particulars given we have now ascertained that Mr Guthrie was born at Dundee, Scotland, in 1832.

Another problem. John Guthrie was born on 27 March 1834 at Pitairlie, Dundee - eldest son of Robert Guthrie and Isabella Gleig. The 1841 Census records the family: Robert 30, mason, Isabella 30, John 7, Barbara 5, Isabella 3, Samuel 1 as well as grandfather Samuel Guthrie 60 and Isabel Greig 80 at Pitairie, Dundee.

A check of this area shows that it was a sandstone producing area. Times must have been tough for the family as just after John was born the family was on poor relief for several years.

After leaving school, he served for six or seven years in the office of a writer to the signet in Edinburgh.

Chambers Dictionary explains: Writers to the Signet an ancient society of solicitors in Scotland who formerly had the exclusive right to prepare all summonses and other writs pertaining to the supreme court of justice, and still have the exclusive privilege of preparing crown writs, which include all charters, precepts, and writs from the sovereign or prince of Scotland.

At the age of 20 years, he came to Australia, and for some time engaged in business in Melbourne in partnership with Mr W. McGavin as underwriters and ship brokers.

1854 was the height of the gold industry at Bendigo and Ballarat with thousands of miners flooding through Melbourne. What the obituary doesn't say was that business was not good as in The Argus on 22 May 1855 this notice appeared.

IN the Supreme Court of the Colony of Victoria - in Insolvency. - In the estate of William Baxter McGavin and John Guthrie of Melbourne, in the colony of Victoria, mechanics, insolvents, - Notice is hereby given that the above names William Baxter McGavin and John Guthrie. will on Monday, the twenty-fifth day of June next, apply to the Chief Commissioner of Insolvent Estates at Melbourne aforesaid, for a certifi-

cate of discharge.

Dated the 15th day of May, S.D. 1855.

HANCOCK and DUFFETT, 30 Queen-street, Melbourne, solicitors for the said insolvent.

Also in The Argus of 29 February 1856 certificates of discharge were published.

After about 10 years' residence in Melbourne, he came to Brisbane in 1862, (possibly 1861) and was for some time connected with S. David and Co., formerly of Edward and Charlotte streets. In 1867, he became managing clerk for Messrs Little and Browne, with which well-known firm of solicitors he served his articles. About 13 years ago he successfully passed his final examination and shortly after began the independent practice as a solicitor. Mr Guthrie was for some years secretary of the Chamber of Commerce in its best days, and was a director of the old Queensland Insurance Company. He was one of the first to be entrusted with authority under the Divisional Boards Act (1879), and sat for three years as chairman of the Ithaca Divisional Board, and, it is worthy to note, the board was remarkable for the harmony and unanimity of its proceedings. He was also for some years a member of the committee of the Brisbane General Hospital.

He was married in 1854 to a Miss Fenwick of Melbourne, who bore him three sons.

In fact he was married to Miss Jessie Bower Keay Fenwick on 11 August 1854 in Dundee, Scotland. The family born in Victoria were James Fenwick Guthrie, 1855 at Collingwood; Cath Francis Drummond(d), 1857, St Kilda; Francis Drummond Guthrie, 1859, St Kilda; John Marshall Guthrie, 1861, Emerald Hill. Francis Drummond Guthrie died on 2 July 1861, (2 years) and Mary Isabella Guthrie died in July 1864 (aged 4 years)

and were buried at Paddington Cemetery, Brisbane.

He married a second time in 1874 to Miss Fowles, of Brisbane, and that lady and their four children survive the deceased gentleman, who was a favourite in a large circle of friends. These mustered in large numbers to his funeral.

*Yes Jessie Bower Keay (Fenwick) Guthrie, daughter of James Fenwick and Catherine Drummond died at **Lucerne**, Milton on 24 June 1871 and was buried at Paddington Cemetery in the same grave as her two children.*

*John then married Fanny Eliza Fowles on 22 December 1874 and had four more children: Fanny Isobel Guthrie, 22 May 1879; Robert Guthrie, 6 September 1880, Ernest Gower Guthrie, 6 July 1882; Richard Townsend Guthrie, 21 November 1884 - all born at **The Cottage**, Tank Street.*

*A few days later on 6 October in the **Week** newspaper extra information was added.*

Mr Guthrie's rotund form had been one of the prominent figures of Brisbane for several years, and he has in his day been connected with many of the improvements for the advancement of the colony. Of late years the break-up of his system has been foreseen by his friends. Early in the present year he was seized with apoplexy and on Saturday he was unable to leave his residence at Lutwyche. On Sunday he was unconscious, and was twice visited by Dr Tilston, but he only lingered until Monday morning, and died shortly before noon.

*Obituary: Telegraph, 2 October 1888, Week: 6 October 1888.
Researched by David Teague.*

WAR SURPLUS

The end of World War II is just a distant memory but what happened to all that war stuff after it was over? Have you any souvenirs?

Hidden away at home is a handful of American coins and a single battered 1937 issue dollar bill.



Photo via Russell Miller and Dave Spethman

My father was a milk vendor and on 22 February 1942 a large contingent of U.S. troops was landed and sent to a camp at Eagle Farm Racecourse. The soldiers would breach the guarded picket line to run over and buy a bottle of United Vendors' milk and paying with whatever coins they had. He was confused by the coins. The larger nickel was worth about 3d and the smaller dime was worth about 6d. The biggest winner was a newspaper boy who on receiving US\$1 left the rest of his 2d **Telegraph** papers and went home.

After the war there were tons and tons of surplus equipment. Some of it was just dumped. Hundreds of cases of canned onions were dumped down a mine shaft. A similar fate was in store for tons of U.S. canned tomatoes.

Damaged surplus aircraft were just wrecked and melted down for aluminium. Enough aluminium to provide every Queensland housewife with a new set of kitchenware was lying at a dump at Bulimba. One enterprising bloke bought lots of damaged and surplus aircraft and melted them down to find he

couldn't get an export licence for the metal.

The Brisbane City Council bought large numbers of heavy vehicles, even bringing some back from New Guinea. They bought road making and sewerage construction plant including a Japanese double drum winch embossed with bullet holes. One sale recorded that 900 trucks were sold for £1,400.

Many traders complained that the lot size included in the sales was too great for them to handle individually. Much of the ammunition was dumped at sea off Brisbane and other coastal towns. Heaps of unused U.S. coffins were dumped. Larger and smaller items were dumped in what are now Rasey and Downey Parks. They ranged from crockery to engines. To prevent pilfering a guard was placed on the dump site and then acid was poured over any vehicles. The fumes were so great that silverware items in the houses at Swan Hill were blackened.

Over the next decades many items were resold in disposal and camping stores. Unused wartime clothing and underwear was still being sold at Paddy's Market at New Farm into the 1960s. The cotton underpants had the year of manufacture etc. stamped on them.

Many families ended up with disposals. We had some camouflage netting on which we grew sweet peas and a canvas ex-army tent that we took on holidays to Caloundra for many years until it fell to pieces.

Air raid shelters down the middle of city streets were demolished but several in suburban areas were re-purposed by removing the sides and using them as tram or park shelters. One remains locally opposite the Crown Hotel near Stoneleigh Street.

INTERCOLONIAL EXHIBITION - 1876

Since 1876 there has been a show every year, with only a couple of exceptions, at Bowen Park. Below is a report on the preparations of the first show that was planned for 22 - 26 August 1876. So popular was it that its opening was extended. **Telegraph: 18 August 1876.**

INTERCOLONIAL EXHIBITION.

The Exhibition buildings and grounds now present a most animated and busy scene. In all parts workmen are actively employed in erecting, additional accommodation, fixing machinery, and placing exhibits under the direction of the stewards for the various sections. In the interior of the building, the handsome glass cases are being filled with choicest goods, and the assistants of Messrs Finney, Isles, and Co., Brookes and Foster, Butler Bros., and many other firms, are doing their level best to make things attractive. The trophies in the New South Wales annexe are being got into position, and the work of fitting up the Queensland annexe on the opposite side is proceeding vigorously. The increased demand for space has necessitated the erection of several smaller buildings for produce, leather, and other articles. Some splendid samples of timber



and coal have been received, and a quantity of the ingots to form the trophy of twenty-eight tons of tin, from the Mount Marlay tin mine, are being placed in position. The arrangements for the catering for visitors is also proceeding rapidly. Mr J. A. Phillips, of the Royal Hotel, is having erected a large bar and a dining-room capable of accommodating about one hundred and fifty persons at one time. Mr Phillips has likewise a smaller refreshment bar near the cattle sheds. Mr. B. Skipper has a large place in course of building; at which the public will be able to obtain a cup of tea or coffee at any time during the day, in addition to their more substantial require-

ments. We learn that a large number of entries have been received for the various classes in the stock section, and that the show of horses and cattle will be unusually fine.

The accommodation is very good for poultry and dogs, and a perfect 'field' of agricultural machinery has reached the space allotted for it. The Committee are using the utmost precaution to ensure the safety of the exhibits, and a detachment of police and members of the City Volunteer Fire Brigade are on duty day and night.

We have been especially requested, to point out the inconvenience which is accruing to those employed on the grounds and buildings from the crowd of idlers which now almost constantly obtrude upon them, and it is likewise urged that, those who have business there should retire as soon as their duties are completed, in order not to hinder the progress of the works and the duties of the Committee.

There was no need for the organisers to worry as almost the whole colony turned out to visit. The Exhibition Building burnt down in 1887 and was replaced by a new brick building in 1891 - now known as the Old Museum.

The numbers are to be considered the test of the opening ceremonial at the Exhibition today. It must be pronounced an unmitigated success. The Council were evidently unprepared for the thousands who insisted, willy-nilly, upon paying their half-crowns and shillings. From a very early hour in the morning, the people began to flock into the grounds, and the interior of the building was soon filled to overflowing, locomotion being a matter of patience, perseverance, and the power to beat the tropical heat. (part of an extensive article.)

Telegraph: 22 August 1876.



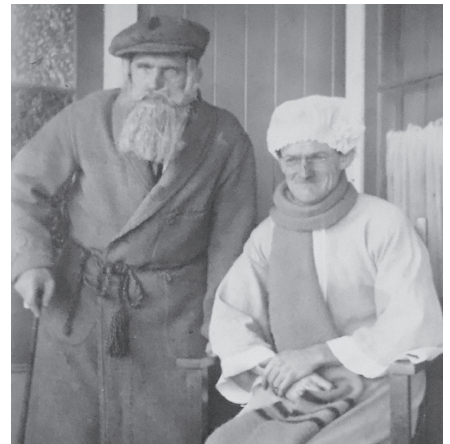
ARTHUR BERTRAM COX

In our photographic files we have three photos labelled **Arthur Bertram Cox**. It looked as if two were of western characters photographed on a stage with a painted backdrop and the other on a house verandah.

By looking at **find my past** files we discover that Arthur Bertram Cox was born on 13 April 1893, the second son to parents Robert Cox and Mary Ann Milington. His siblings were: Edward Marshall Cox 28 June 1891, Walter Edgar Cox 4 September 1894, Amy

Beatrice Cox 14 July 1896, Robert William Cox 16 July 1898, Ruby Phyllis Cox 15 July 1904, George Stanley Cox 13 July 1907, and Harold Dudley Cox 15 October 1909.

Arthur married Hilda Pauline Priddy, daughter of John William Priddy and Bertha Neumann born 16 June 1890 on 20 December 1916. They had a son Kevin Bertram Cox who was born on 22 August 1917. According to electoral rolls, Kevin was a garage proprietor and in 1939 lived at 15 Grafton Street and in 1949 at 45 Somerset



Street, Windsor.

Arthur died on 31 July 1929 and was buried on 2 August 1929. The funeral moved from his residence, **Hildabert**, in Somerset Street for the Toowong Cemetery.



ASSAULT ON AH YOW.

At the City Police Court on Saturday, before the police-magistrate, Richard Huff and Edward Herbert were charged with having, on the 8th instant, at O'Connell Town, assaulted a Chinaman named Ah Yow, and robbed him of 10s. Detective Grimshaw deposed to having apprehended the prisoners last Friday afternoon, and to having locked them up. He further deposed that on last Monday afternoon, about 4 o'clock, as he was driving in an omnibus, he saw the prisoners between Lutwyche and O'Connell Town, and Ah Yow a short distance from them; before he came up to them he heard Ah Yow call out, and then observed the prisoners run away, get in a dray and drive off towards Brisbane. After this evidence had been taken, the prisoners were remanded till Wednesday next.

Brisbane Courier: 15 March 1880.



THE EXHIBITION

1866

Brisbane Courier:
19 June 1866

At the Exhibition, a large number of exhibits of great value and importance are being daily received, in sufficient quantity, we should presume, to induce the Commissioners to defer closing it until the latest possible date. The dilatory arrival of many of the articles is owing to the short time for preparation, which the public, and more especially the residents in the country districts, have been allowed. Those, however, who will be unable to exhibit their articles in Brisbane will still have the opportunity of being in time for the Melbourne Exhibition, at all events. We are surprised to see that, notwithstanding the large quantity produced in the colony, there is not a single parcel of wool sent in for exhibition. The absence of any specimen of this commodity can only be construed in one way by the thousands from all nations who will flock to the Paris Exhibition, and that will be that the colony is not proud of the quality of its wool. Such an impression will scarcely redound to those interests of our squatters.

Amongst the exhibits lately received, to which we have not alluded, are the following :-Two samples of sugar, manufactured by Mr John Buhot; the first of these samples is from canes supplied by Messrs. Waldron Brothers, Albert River, it is bright, well crystalised, and sufficiently drained; the same may also be said of the sample manufactured from canes seven months old, supplied by Messrs Warren and Ham, Albert River. These samples are exhibited by the Commissioners, at whose request they were manufactured; and we may mention that, although only a small parcel of each is exhibited here, a much larger quantity is to be sent to Melbourne and Paris. The Commissioners also exhibit a speci-

men of molasses, extracted from sugar from the canes of Messrs Waldron Brothers; it has a good color, but is rather thin.—Colonel O’Connell exhibits a specimen of gold, weighing about three ounces, extracted from quartz found on Theresa Reef, Calliope diggings, near Gladstone; and assayed at the Royal Mint, Sydney; also, specimen of the quartz itself, the estimated yield of which is 2 oz. 1 dwt. 10 grs. to the ton. The Commissioners exhibit specimens of Talgai gold and quartz; the latter appears very rich, and the former is rather coarse and of a dark color. We have before referred to the other samples of this mineral which are exhibited. Colonel O’Connell also exhibits some copper ore from the Port Curtis district. This sample has every appearance of giving a good yield, and we should like to have seen some ore from the Peak Downs, in order to compare the qualities.

Some samples of coal are exhibited. The first, extracted from the Redbank mines, consists of two large blocks. From the appearance of this coal, we should imagine that, when burnt, it leaves but a small quantity of ashes.—A small sample of coal from the neighborhood of Warwick is also exhibited. This is also of very fine quality. Mr Fleming, the Engineer of the Gas Works, exhibits a small sample of Kerosene shale, from New South Wales, we believe.—In addition to her other exhibits, to which we have before alluded, Mrs Timbrell has sent in two samples of two different varieties of silk cultivated in Brisbane. They are both exhibited in the cocoons ready for winding, in cocoons from which the moths have eaten out, and reeled. The first is the “Sino Syrie” variety, produced by cross-breeds of the “Sina” and “Syrie” worms; this sample is very

white and fine, and the thread possesses a good lustre. The same may be said of the “Novi” variety, with the exception that it is of a yellowish tint. We may mention that Mrs Timbrell has already sent twelve boxes of her silk obtained in this colony direct to the Melbourne Exhibition.—Mrs. Timbrell also exhibits some pictures, the frames of which are worked in leather, and display very skilful workmanship. —Mr Thomas Champ exhibits a really splendid specimen of arrowroot, manufactured and grown by himself.—In addition to those articles lately received, we may mention two fine yams, grown at Kangaroo Point, and exhibited by the grower, Mr Sinclair; some jars of rosella preserves, made and exhibited by Mr W. Orr, Rockhampton; photography views of scenery around Brisbane, together with portraits of aboriginals and of Macpherson, the “Wild Scotchman,” exhibited by Mr Marquis; and specimens of bookbinding, exhibited by Mr J. W. Buxton. We understand that some copper ore and some gold from the Peak Downs are shortly expected, and that the Commissioners have purchased some pearls found on our coast. We notice a valuable addition to the samples of Queensland grown cotton, the Hon. J. Panton exhibits one parcel each of the New Orleans and Sea Island varieties, grown on the Bremer River, near Ipswich. The former is a very good sample, strong, but a somewhat short staple. The latter sample is, without doubt, the best specimen of cotton in the exhibition; the staple is long and strong, though of a very fine texture; it is, however, but fair to state that, from its appearance, it must be hand-picked. Both the above lots are exceedingly well cleaned, and reflect great credit on the exhibitor.—In addition to the splendid specimens of gold already mentioned, the Commissioners exhibit a nugget from the Peak Downs, and some grains, and a nugget from the Canoona diggings, which, we believe, are now entirely deserted,

but which will long be remembered from the misery which their discovery caused.—Mr Beech exhibits twelve pearls found near Dunwich, Moreton Bay. The largest is about the size of a Barcelona nut, and if its shape and color were in proportion to its bulk, it would be a very valuable article. Its color, however, is some what dark, and in shape it is several degrees removed from a perfect sphere. The remainder of the pearls are smaller, and the majority are not of a very bright color.

We are glad to record the arrival of several samples of sugar cane, as it was feared that this commodity would only be represented by one exhibit. Mr Alexander M'Pherson exhibits thirty stalks of the "ribbon" variety, of six months' growth; also, three varieties of South Sea Island cane. These canes were all grown in Bowen Park, the Acclimatisation Society's Reserve, and testify to the producing qualities of the soil there, so far as that article is concerned. There are also exhibited some ratoons of six months' old Otaheite canes, grown on the Cabulture Sugar Cane Plantation. —Mr A. J. Hockings exhibits a splendid specimen of the Araucaria Excelso, or Norfolk Island Pine, grown by himself.—Mr Corbet exhibits two bottles of wine, extracted from the Isabella grape; We had the pleasure of tasting it, and much prefer it to the ordinarily obtainable descriptions of claret, a wine which it somewhat resembles in flavor; it is very pure, and, we should imagine, very strengthening; it is dark in color.—Mr Benjamin Smith exhibits some fine samples of maize, grown at Indooroopilly; some of the cobs are really splendid specimens.—Mr Alexander M'Pherson also exhibits several different "fancy" varieties of maize, grown in Bowen Park: they bear evidence to his skill in gardening.—Mr Alexander Duncan exhibits a model of a double-moulded plough, for hill-side work; we have never had an opportunity of seeing a plough of this kind in use, but we

imagine that it maybe a most useful invention. Mr William Ewart, in addition to his display of Queensland manufactured leather, to which we have before referred, exhibits some very interesting samples of the different varieties of iron-barks used by him for tanning. We have before alluded to Mr Felgate's exhibits of tobacco; since then, however, some of his Havannah, Dutch, and gold-leaf varieties have been cut up, and afford still more conclusive proof of the capabilities of the climate for the production of the much-used "weed." Mr D. Stewart exhibits another pair of excellent riding boots; and Mr D. Gallagher a beautiful pair of ladies' satin slippers, weighing only three ounces. Sea Island Pine, from the Pine Islands, Port Denison. This curious tree grows under water, and from its peculiar appearance might be mistaken for a "great sea serpent." It is exhibited by R. S. Warry, Esq.—A piece of swamp oak, procured sixteen feet below the bed of the Brisbane River, at the bridge, is exhibited by Mr Oldham. It was found at the excavation of the interior of the first cylinder, which has been sunk during the last few days. Mr Wm. Steele, a chemist in Edward-street, has sent in a bottle of dugong oil, manufactured by himself. It has been refined three times, and is remarkably clear, and of a splendid color. He also exhibits a bottle of cayenne pepper of his own manufacture, but it is not nearly so hot and pungent as the West Indian cayenne pepper. Mr A. J. Hockings exhibits two fine plants, in flower pots, the Begonia Hybrida and the Hetrodendum Mexicannum, both in full bloom. Mr John Wood, Bowen-bridge Road, a case of beautiful butterflies, very tastefully arranged among artificial leaves. Mr James Rundall, a small case of birds. This case is the best of its kind in the Exhibition,—the plumage of the birds is gorgeous, and the feathers present a nice fresh appearance. Mr Corbet, Kedron Brook, has sent in several more bottles of Isabella

wine. It is considered by competent judges to be a good table wine, and one that would improve by age. This is the first wine Mr Corbet has manufactured from his own grapes, and certainly it is a great success. We rather wonder that no specimens of the much talked of Surrenden wines are exhibited. Captain John Bremner, of the schooner Caroline, has exhibited a sample of the red and black beche-de-mer. We are glad to learn that the Hon. Mr Fitz, M.L.C., has promised to send a sample of wool. It will be the first as yet received; We believe the reason none has been sent in is, that the wool season is over now. Several gentlemen yesterday tried some of the beef, cured by M. B. Davis, Esq., by Dr. Morgan's preserving process. They highly approved of it, and considered it greatly superior to the beef now used in the army and navy, as well as that issued to immigrants on their voyage out here. A good deal of trouble is experienced from the constant arrival of articles of different descriptions. A great many alterations have to be made in the exhibits, to allow each article to be classified with others of a like kind. Mr Lyons has, however, been very successful in this; he has placed all the cereals in one spot, specimens of tobacco in another, all the cotton in a third, and so on; and a ticket containing the name of the article and the exhibitor is laid by each; so that a visitor can tell at once the name of any article that interests him. Mr Lyons is generally in the room, and is always ready to give any information in his power. The attendants also are very obliging. We would remind visitors that picking a few grains of maize off a cob, spoils the appearance of it. Several very fine specimens have been damaged in this way. The public generally seem very much interested in the exhibition now, as testified by the large number of visitors each night.

This is only half of the article which goes on in the same light.

TIN KETTLING

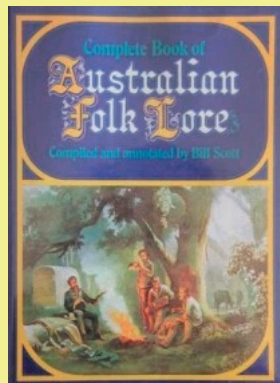
A DISGRACEFUL SCENE.

The practice of “tin kettling” at weddings is, at the best, but a coarse, senseless kind of practical joking that nobody but larrikins or half-witted clownish loafers would ever think of indulging in. At times, however, this boorish horseplay degenerates to a serious breach of the peace. A case of this kind occurred on Tuesday night. There was a wedding at a house near the Albion, Breakfast Creek, and all the “roughs” of the neighbourhood, married and single, surrounded the house and “tin kettled” until they were bought off.

The plunder so obtained was promptly invested in liquor, after which the half drunken scoundrels proceeded to a house near the back of the Hamilton, where another wedding had taken place, but the bridal party had left, for town shortly before the “tin kettlers” arrived. This was explained to them, but they were so bent upon obtaining some more liquor at somebody else’s expense that they pretended not to believe the statement, and immediately commenced to use the most abominable language towards the residents of the house, the bride and bridegroom, and everyone who attempted to remonstrate with them.

As this did not have the effect of frightening the residents into the payment of the blackmail demanded, the ruffians, numbering from twenty to thirty, resorted to more vigorous measures. They hurled showers of stones on the roof of the house, which, being of galvanised iron, has been seriously damaged.

The father of the bride had his head cut open by the stones, and the mother was frightened into hysterics. The riot was kept up from a



Tin-kettling is when the peace and privacy of a wedding night is rudely interrupted by a group of noisy hooligans outside banging kerosene tins, pots and cans; hurling rocks onto the roof, and generally ruining the mood.

I’m sure that other countries have different names for similar traditions, and we have all seen that modern version of tin-kettling, when cans are tied to the back of the newlyweds car to rattle down the road attracting attention as they drive away from the ceremony.

For a time in the late 1800’s tin-kettling (also known as ‘rough music’) became a real problem in some parts of Australia. Newlyweds would be seriously harassed until the noisy ones had been bought off with sufficient alcohol.

Ignoring these ‘kerosene heroes’ would only cause the ruckus to become more destructive, with stones being thrown through windows. Even running off for a lengthy honeymoon wouldn’t help matters, the offenders would be aware of their return and the noisy torture would still be inflicted as though the wedding had just occurred.

Online review of book by Metan.

little before ten until eleven o’clock, daring the whole of which time the rioters had it all their own way. No policeman to be found.

The Week: 11 June 1881.

AN EXTRAORDINARY OCCURRENCE.

EIDSVOLD, June 8.

About 6 o’clock last evening Patrick Harney inflicted terrible injuries on a lad of 15 years named Henry Boyle. A wedding party was assembled at Harney’s residency, and earlier in the evening some boys had indulged in tin kettling.



© National Museum of Australia

At the time mentioned Boyle was with others on a log in a paddock several allotments distant from Harney’s house, when a man approached them with a 6ft. pal-ing, with which he struck Boyle on the head, felling him to the ground. The other boys decamped, but they recognised Harney as the assailant. When assistance arrived Boyle was unconscious, and was carried to his father’s home. This morning Harney was arrested, and charged at the Police Court, with inflicting grievous bodily harm. He was remanded for eight days, bail being granted, himself in £200 and two securities for £100 each. Medical evidence shows that the base of the boy’s skull was fractured. He is still unconscious and in imminent danger. Harney is a well-known citizen, being a leading member of the labor party, and was recently elected as a labor member of the Divisional Board.

The unaccountable assault has created a profound sensation, and the court-house was crowded during the bearing of the case.

The Roma Star and Western Advertiser: 14 June 1893.

SANDGATE RAILWAY

Considering the short time the works connected with the Sandgate Railway have been in progress, the contractor (Mr George Bashford) must be credited with having pushed them on with even more than his usual energy. Anyone taking a ride along the line, and noticing the amount of work done, would hardly credit that it is only two months since the first sod was turned, yet such is the case, that ceremony having been performed on the 10th May last. Judging from the present rate of progress there is no doubt that Mr Bashford will have the line finished by the earlier date fixed by him—the 1st of February next; and the people of Brisbane and Sandgate are to be congratulated upon the prospect of having the advantage of railway communication six months before the contract date at an additional public expenditure of the comparatively insignificant sum of £800. When it is remembered that this alteration will afford the means of rapid transit to our nearest—and, in the opinion of not a few, our best—watering-place, during some of the hottest months of the year, and that, had the line not been finished till the contract time, the Government would have lost the whole of the traffic during the coming summer, it must be admitted that the Minister for Works has made a bargain with Mr Bashford decidedly in favour of the public.

The route of the Sandgate

line leaves the Southern and Western line at the Brisbane terminus, passing through the old cricket ground, where the railway and engine shed stand, along York's Hollow in the Victoria Park, through the Exhibition grounds, and onto Breakfast Creek, across what is known as Edmondstone's paddock, leaving O'Reilly's Hill some distance to the right. It crosses the creek in a pocket a few chains to the westward of the Sandgate-road, at the foot of the Albion Hill, runs well round to the left of that hill, over comparatively level country, and goes through the Sports Ground, a short distance from the Albion Hotel. From here it trends slightly to the east, passing through Adsett's and Thorrold's paddocks, and crossing the old Sandgate-road just above its junction with the road running to Lutwyche, and at the foot of the long hill which those who journeyed to Sandgate before the deviation at Mr Little's residence was made will well remember. The line cuts off the angle formed by the sharp turn to the right which the old Sandgate-road here takes, and again crosses that road close to the little wooden chapel belonging to the United Free Methodists. At this point the branch to the racecourse leaves the main line. After crossing the old Sandgate road the line crosses a couple of small farms, and passes over Kedron Brook by three bridges in Dickson's paddock,

four or five chains to the eastward of the spot where the Sandgate road crosses it.

A few chains further on it crosses that road, and avoiding the sharp pinch met with on entering German Station by the road, passes to the right of the worst part of the hill, across the road running from the Nudgee-road to German Station, and into Bridge's paddock, where the station will be situated, at a spot distant a few chains from the Kedron Brook Hotel. From this point the line trends eastward over very level country, until it approaches within about half a mile of the St Vincent's Orphanage. After leaving this spot, which is some two miles from the Sandgate-road, and which will be the site of the Nudgee station, the line crosses Nundah Creek, takes a more westerly course, still over very level country, until it reaches Cabbage Tree Creek, which it crosses a few chains to the right of the road. The route taken is then in almost a direct line for the Sandgate State School, but as soon as it approaches the road in front of that school it curves to the right, running parallel with Rainbow-street to the terminus, which is in Curley-street, immediately to the rear of the Osbourne Hotel, the total length of the line being twelve miles and forty-nine chains.

The heaviest works on the line are on the Brisbane side of Breakfast Creek. After leaving the Brisbane station it at once enters a long cutting, which commences a few yards beyond the engine shed and leads up to a tunnel passing under the road running from Leichhardt-street to Burton's hotel. This cutting, which is mostly through soft earth, will be 660ft long, and the quantity of earth to be excavated is nearly 11,000 cubic yards. It is now nearly finished. On the opposite side of the tunnel is a far heavier though somewhat smaller cutting. It is 330ft long, and the quantity excavated is about 800 yards, the formation being rock. This cutting is done with the excep-



WORKERS AT SANDGATE RAILWAY STATION

BRISBANE TERMINUS - NOW ROMA STREET



tion of finishing off a portion of the sides or "batter." From this end the work of boring the tunnel has been commenced, the men having worked in a distance of some 15ft. As soon as the approach on the Brisbane side is finished Mr Jas Gilliver, who is the sub-contractor for the tunnel and the two cuttings which form its approaches, will commence driving from that point also. At present he has day and night shifts at work, although it is not a fact, as has been stated, that his men work on Sundays. It appears that the noise which gave rise to the statement was caused by some amateur navvy, who on a recent Sabbath morning managed to get hold of a drill, and was trying his hand at it. The tunnel will be 264ft long, and its top will be 21ft below the road. It will probably be the longest job on the line, and there is every probability of its being finished by the time appointed for the completion of the line. The work along the line through Victoria Park is of a light character. Just beyond the tunnel a large space has been levelled for shunting purposes, but beyond this, and to the Exhibition grounds, the works consist of little more than what is technically known as surface formation. What little earthwork cutting there was to do has been nearly all done, a large number of sleepers have been carted on to the line, and enough ballast taken from an adjacent hill and broken to ballast the line on the

Brisbane side of Breakfast Creek. A good deal of fencing has also been done in the park, and where it is not erected the material is laid along the line. The railway crosses the Bowen Bridge-road by means of a level crossing, entering the Exhibition grounds just below the dog kennels, and cutting off from the Exhibition building a considerable portion of the land hitherto included in the show grounds. The course taken by the line here appears, at any rate to the unprofessional eye, to be a mistake. The Bowen Bridge-road is one of the main outlets of the city, and the traffic on it is very large. On such a road, a level crossing, besides entailing a continuous outlay for a gate-keeper, will be a serious public inconvenience. It is the opinion of many who have had experience in such matters that, with a comparatively small additional outlay, the line might have been taken a few yards lower down the hill and an over-bridge erected; and if this had been done the damage to the Exhibition grounds would have been reduced to a minimum. Inside these grounds is a small but hard cutting, which is all but finished.

The line crosses the creek beyond these grounds by means of a timber bridge 152ft long, having two 26ft and five 20ft openings. This bridge is about 15ft high, and, the ground being rocky almost to the surface, nine of the piles had to be packed in concrete, it being of

course impossible to drive them. Mr F. W. Lawes, the sub-contractor for all the bridge work on the line, has a number of men at work on this structure, which is already in a very forward state. Just beyond this bridge a very heavy cutting is in progress, the line having at this point to pass through a hill composed wholly of rock. The cutting is 782ft long, and the quantity of stuff which it is estimated to contain, all of which is being blasted out, is 5512 cubic yards. Mr Bashford, who is having all this heavy work done under his own immediate supervision with day labour, has worked this cutting up to the crown of the hill on one side, and has worked to within a short distance of the same point from the opposite end. On the top of this cutting there will be an over-bridge—the only one on the line—to carry the traffic of the road running from Bowen Hills to the Bowen Bridge-road near the hospital. At the end of this cutting the line crosses another road by means of a level crossing near the soap works, and then goes over a large embankment 462ft long, with an immense box drain running through it, this latter mode of drainage being found necessary in consequence of the difficulty of finding a foundation for piles at this spot. Beyond this are two other small cuttings through solid rock, with a bridge on packed piles between them, after which the line comes on to a soft, muddy flat in Edmondstone's paddock, which continues up to Breakfast Creek.

The railway will be carried over this flat by means of an embankment thrown up from side cuttings, with two wooden bridges each 100ft in length. The line is in the first instance to be taken over the creek on a temporary wooden bridge, as the girders for the permanent structure are not expected to arrive in the colony for some time. The permanent bridge will be a neat iron structure on screw piles, the girders being of steel. The bridge will be 160ft long, having



Cabbage-tree creeks, a distance of two miles, no work has as yet been done, but the country is very level, and there will be no heavy work on this portion of the route. Cabbage-tree Creek will also be spanned by a wooden bridge, which has yet to be erected. This bridge will be 130ft in length, having five 26ft openings. Near the bridge will be a platform for the accommodation of settlers in the vicinity.

Between Cabbage-tree Creek and Sandgate the work of forming the line has been completed, with the exception of the erection of a couple of small bridges.

Brisbane Courier: 12 July 1881.

A very informative article which relates many common features recognisable today. Remember the Brisbane Terminus was Roma Street and the line came around York's Hollow through to the Exhibition Grounds. The Fortitude Valley - Central Station connection was not yet in existence. The article predicted the problem of having a crossing on Bowen Bridge Road and a possible solution but it wasn't until nearly 60 years later that it was remedied, and the Albion Crossing that was fixed with the overpass in 1961.

The narrative tells how the line went behind the Albion Hotel and through the Sports Ground and tells of the Eagle Farm Junction branch line problems. German Station is now Nundah and the Kedron Brook Hotel, although a newer building, is still there. As a result of the new line much of local land in Albion, Lutwyche and Woolloowin was now sub-divided into house lots.

Sandgate Train at Nundah Station 1910.

two 50ft and two 30ft openings. The works up to the creek have all reached a very advanced stage, the greater part of the heavy work being finished, what remains to be done being for the most part such as can be pushed on very rapidly. A good deal of the fencing has also been erected. The temporary bridge over the creek has only just been begun, but a large quantity of the timber required for the structure is already on the ground. For a mile or so beyond the creek there is not much work done as yet, but the ground is comparatively level, and the formation of the line at this part will not entail much labour. It crosses the road leading from the Albion Hotel to the Bowen Bridge, at 3 miles 15 chains, by means of another level crossing, and close to this crossing will be the Albion station. Beyond the Sports Ground Estate there will also be a level crossing where the line passes over the Lutwyche-road. Between this point and the junction of the Racecourse branch there are only a couple of cuttings of any consequence, and both of these, which are being carried under a sub-contract by Mr John Flannery, are through a clayey substance, and will be finished in the course of a couple of months. At the junction there is a long forked cutting through red soil, just approaching completion, this work having been carried out under the supervision of Mr Reuben Bashford. A good deal of work has been done on the branch, but the work has now been stopped by the order of the Minister for Works, in

consequence, it is said, of the exorbitant demands made for compensation by property owners. At the junction a platform is to be erected. The formation of the line from the junction to Kedron Brook is nearly completed. One of the bridges over this watercourse has been finished, and the largest one, the piles of which have to be driven to a depth of 38ft, just commenced. Beyond this not much work has been done, until one gets beyond the German Station.

From this to the Nudgee platform there are no cuttings, the work consisting merely of surface formation and clearing and bridging. All the earthwork required has been finished, and the bridges are mostly well advanced towards completion. Close to the site of the platform, which is eight miles and fifty-three chains from Brisbane, a splendid supply of ballast of the best quality has been found, and a large number of men are engaged in digging it out and breaking it ready for use. The formation of the way is all but finished up to Nundah Creek, which is only a short distance beyond the Nudgee platform. The bridge over the creek, which has not yet been begun, will be a wooden pile bridge 280ft long, divided into fourteen spans each 20ft wide. Between Nundah and



TAKING THE WATERS

Taking the waters is as old as history itself. Whether our forefathers drank them or immersed in them, often they in search for a cure.

We hear of the old Roman Baths which were essential on all the lands they invaded whether by heat (steam) muscles were relaxed and bodies cleansed or by drinking the mineral waters.

All round Europe the reputations of various spas were enhanced. Our British forebears partook of their spring waters. Some had traces of lithium, iron, soda and even arsenic. Some were hot and others quite cold. In 1783 Jacob Schweppe invented artificial mineral water in Switzerland and later moved to London.



The residents of Brisbane also yearned for the benefits of mineral waters and soda water. Perusal of the cargoes of ships coming into Brisbane reveal that many contained cases of mineral water, casks of mineral water and even in 1862 the **Clifton** had on board 600 barrels of mineral water.

The locals soon set up enterprises where they manufactured soda water and other descriptions of mineral waters. Early makers included Owen Gardner 1850, Fisher & Gregory and the Brisbane Mineral Water Works Company.

The springs at Helidon were known to the aborigines and even explorer Allan Cunningham became aware of them. Enterprisers such as chemist Reginald Larard began selling Helidon water and tests revealed it was superior to common soda water. It was later bottled for consumption. Several spring sources were discovered and utilised around the state including

Helidon
Spa
Bottle



© Queensland Museum



Innot Hot Springs and Eudlo Mud Baths not forgetting the myriad of artesian water sources.

The various chemists, especially in the United States, developed their own water cures. Various concoctions which included ginger, vanilla, cinnamon, coca, kola nuts and even cayenne pepper were developed.



In the Civil War ginger ale was developed as a medicinal aid for calming the stomach. Root Beer was another American invention as was Dr Pepper in 1885 which was invented by another pharmacist, Charles Alderton.



Old-Time Remedies

Yet another pharmacist, John Pemberton around the same time created a drink as a substitute for morphine which contained wine and cocaine and was sold as a nerve tonic. Later it was mixed with soda water and after various laws were passed the formula changed to create the Coca Cola we now know.

Also in the 1880s Caleb Bradham developed a drink to cure a variety of ailments including dyspepsia and ulcers. It contained African kola nuts, vanilla, oils, spices, sugar and carbonated water. In 1898 it was re-named Pepsi Cola.



In the 1920s Charle Grigg launched a product called Bib-Label Lithiated Lemon-Lime Soda containing a mood stabilizing drug lithium citrate. Eventually the name was shortened to 7Up and the lithium removed.



We have all heard the name Kirks in relation to soft drinks. A Mr T. Kirkpatrick was a manager at the Owen Gardner and a product called Kirks Dry Ginger Ale was developed. Gardners merged with the Helidon Spa Company and then rebranded their soft drinks as Kirks. They are now marketed by Coca-Cola Amatil.

It has been found that the Brisbane tap water is as good as any of the spa waters and can be carbonated for bubbles.