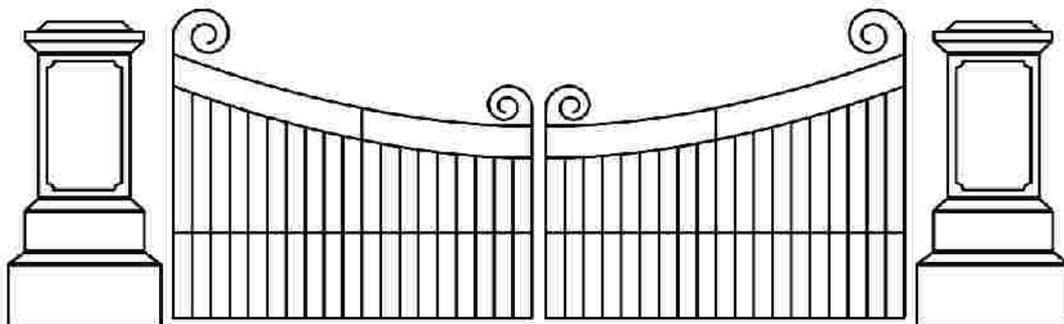


Preserving our past is our future



Chermside & Districts Historical Society Inc.

Website: <http://www.chermsidedistrict.org.au>

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NEWSLETTER

Apr-May 2014

(Issued June Meeting)

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Located in the Chermside Historical Precinct at 61 Kittyhawk Drive, Chermside but DO NOT send post to this address. Printing courtesy of Cr Fiona King.



Speaker for April was Pat O'Keeffe, OAM
Chairman 9th Battalions War Memorial Museum
Collection and Property Trust

Pat began by outlining what the 9th Battalions are going to do in the Drill Hall for the Centenary of ANZAC next year. It is titled the "First Ashore Display" because the 9th Battalion, First A.I.F. was the first unit to land at Anzac Cove in 1915.

The Display will consist of:

- The Landing Diorama

- Maps and Photos of WWI
- Memorabilia and Artefacts of WWI
- 9th Battalion Honour Roll
- 9th Battalion Heroes

Associated with the Display will be an illuminated book display showing the following publications:

- Campaigning with the Fighting Ninth by C.M. Wrench MC
- From Anzac to the Hindenburg Line by Norman K. Harvey
- The War Diary of Brigadier J.C. Robertson
- Ordinary Men, Extraordinary Service by Chris Lowndes
- A Magnificent Anzac by Peter Holmes
- Life of Queensland's First VC winner, Private John Leak, by Tom McVeigh and Ron Siebenhausen
- Black on Blue by Brigadier Rod Hamilton, CSM RFD
- Sandgate Drill Hall – A Military Presence by Stephen Gage

There will also be a series of public lectures, conducted in association with C&DHS.

The Display will be housed in the Milne Bay Memorial Library and Research Centre at the Chermside Historical Precinct. (Drill Hall)

The display will come from the 9th Battalions War Memorial Museum at Gallipoli Barracks, Enoggera. Official opening date will be in early April 2015 and close about two years later.

Opening Times:

Sundays: 2 to 4pm

Mondays: 2 to 4pm and 7 to 9pm

Funding for the Display is being sought from:

- Commonwealth Department of Veterans Affairs
- Queensland State Government

Staffing the Display will be by volunteers from:

- Members of the 9th Battalions Assn.
- Serving members of the 9th Battalion, Royal Queensland Regiment 8th/9th Battalion, Royal Australian Regiment.
- Members of the 109 Army Cadet Unit.

Pat dealt briefly with the story of Maurice Weilder Neligan the subject of "A Magnificent Anzac" by Peter Holmes. Neligan, an Englishman, was working as a policeman in North Queensland when war broke out. He enlisted in the 9th Battalion as a Private and rose to become a Lieutenant Colonel and, in the process, almost became the most decorated soldier in the first A.I.F; he lacked only the Victoria Cross.

The bravery decorations for Lieutenant Colonel Maurice Wilder Neligan are:

CMG Companion of the Order of St Michael and St George

DSO and Bar Distinguished Service Order {twice}

DCM Distinguished Conduct Medal

Croix de Guerre (French)

MID Mentioned in Despatches (5 times)

This means that Neligan was recognised for his bravery on no less than 10 occasions between 1915 and 1918 – a proud record by any standard.

In 1923 he shot himself; one of many in the days before we discovered post-traumatic stress disorder.

Peter Holmes, assisted by the 9th Battalions Museum, went to England to research Neligan's life. He contacted a grand daughter who had a collection of papers on Neligan which she donated to the Museum in Chermside. Prior to this the only item the Museum had was Neligan's walking cane.

His medals are in the British War Museum and the 9th Battalions Museum is negotiating to get them transferred to its keeping.

Website

25 Oct to 24 Nov 2013

Hits: 2,257

New: 1,935 Returning: 322

1 March to 28 March

Hits: 2,872

New: 83.84% 2,407

Returns: 16.2% 465



Beverley Isdale gave an illustrated lecture at the Chermside Library on 24-4-14 to an audience of 34 people. Bev spoke about her extensive research into the 53 WWI soldiers listed on the Marchant Park Gates who were Killed in Action. She has been able to write mini biographies, and in some cases, actually find photos of the men. Bev is compiling a small book which we hope to publish next year. She will, in due course, put the results of her work on the Society website.

150th Anniversary of the 1864 Survey of Chermside by Edgar Huxtable - Beverley Isdale:

Our district owes much to Edgar Huxtable whose survey of the Parish of Kedron defines “the look” of our area. At the time of his survey, the Queensland Government urgently needed money to help finance the development of this state and the most obvious resource was land. Before it could be sold, the land had to be surveyed and the Government commissioned Edgar Huxtable to survey this area, known as Parish of Kedron, County of Stanley. He completed the survey in November 1864 and almost immediately sailed for England.

He was born in 1840 near Bristol to Rev Edgar Huxtable and his wife. He graduated from Christ’s College Cambridge and in 1869 he was ordained as a deacon in Exeter but in between those two occasions he had spent some time in Queensland as a surveyor. He arrived here in 1862 and the following year he started his surveying career. He returned to England in December 1864 to marry Henrietta Frances Hewett and they then returned to Brisbane where they stayed for a couple of months before going to live in Rockhampton.

He carried out many surveys in the Rockhampton area before the couple returned to England where Edgar took up the duties of an ordained minister. He served in several parishes in the south of England and died at New Fishbourne, near Chichester, in 1911. He left a wife and three adult children who were all born in England.



Edgar Huxtable and family in England, the elderly lady in front is Henrietta, while the elderly man in the background is unknown.

Find out more about your objects from the First World War

On 11 July this year, a symposium entitled *Somewhere in France, Somewhere in Australia*, will be

held at the Queensland Museum.

The symposium will include an antiques roadshow style event during which visiting experts from France and Australia will be available to discuss the history and context of First World War souvenirs and mementoes.

Together with The University of Queensland, we want to find out what objects Queenslanders may have that reflect the experiences of Australians who served in France.

This public event, to be held at the Queensland Museum on 11 July 2014, will consist of two sessions. In the morning, academics and curators will deliver talks related to material culture of the Great War to showcase links between France and Australia. One of them will feature Mephisto’s story, Queensland Museum’s unique A7V German tank retrieved at Villers-Bretonneux in 1918. In the afternoon, members of the public who have been involved in the project will be invited to take part in discussions about their objects and their original context.

Speakers at Society Meetings: July – Ray Clarke Author of “Out of Darkness” which will be Launched at Chermside Library
August: Annual Meeting – Election of Officers – Annual Report

Blast From The Past

Chermside News Apr & May 1914

The debate over the location of the proposed Mayne Railway Deviation continued throughout 1914. One particularly concerned citizen, who wrote under the name ‘Chermside’ argued that land owners on the western side of Gympie Road were being allowed to exert more influence than the owners on the eastern side.

Talk of the railway quietened down after 1915, possibly due to the war, but in 1917 an advertisement for subdivisions of some of George Marchant’s land noted that it would be close to the proposed Mayne – Zillmere railway. In 1919 debate recommenced with a third route being considered, running through Kedron, Chermside

and Aspley roughly parallel to Gympie Road before rejoining the existing railway at Bald Hills.

As we know, trains were never to run through Chermside. Due to the fact that rural industries largely disappeared in the decades after the Second World War, the advantages of the railway for goods transport were largely negated. Today buses adequately service the population.

Editor: Everald Compton, who gave the 2013 Marchant Lecture, advocated the building of a train line from Geebung to Chermside as part of a circle line for Brisbane.



James Hutchison discusses his Great Grandfather

James Hutchison spoke at our April meeting outlining the life and achievements of his great grandparents James Hutchison and Mary Scanlan both of whom emigrated from Ireland in the mid-1850s and met in Sandgate. Mary worked as a domestic servant while James was a horse groom.

They married on 9-6-1877 in the postmaster's house at Sandgate as there was no suitable church. Later they moved into their own house in Rainbow Street where they raised their large family of twelve children, four of whom died early.

After a start as being employed as a Groom he became a driver for Cobb and Co, which would have been much better paid, and later becoming an Agent for Cobb and Co. He was later listed as a drayman which means he was operating his own business. Much of this work was carrying gravel for the council and must have involved some employees. He was undoubtedly a successful busi-

ness man as he was able to buy substantial property holdings in the Sandgate district, including undeveloped residential blocks, 31 of which were offered for auction in 1911 as the Hutchinson Estate.

James applied to establish a rather grand hotel in 1885 which was to be a two story brick building at a cost of 5,000 pounds which indicates that by that time James must have been a prosperous, well established figure in the community; but the council opposed the application and the Licencing Bench refused his application.

He continued his interest in horses by owning one or more racehorses which competed on local courses. At the second New Year's Day race meeting of the Sandgate Amateur Jockey Club in 1886 his horse Mag, in a field of five over a three-quarters of a mile, easily won first place before a crowd of about 300 punters.

Contracts to carry gravel for the council continued and possibly influenced him to stand for election to Sandgate Municipal Council. He was successful in the 7-2-1893 election but his council career was short lived as he lost his seat in the election of 1894. Although he continued to nominate in subsequent elections he never succeeded. The voting statistics indicates the small nature of the electorate with Hutchinson 19 votes and Kingston 56 votes. In 1907 the result was Hutchinson 32 votes and Plumridge 47. Even though he was unsuccessful the effort indicates that he was a prominent and influential member to the Sandgate community. In his last election in 1924, which was for the mayoralty of Sandgate, he polled 307 votes

In 1925, when all the local councils were incorporated into the Greater Brisbane City Council, a commemorative dinner was held in Sandgate Town Hall and James, as the oldest ex-alderman addressed the diners and recounted the activities of past Sandgate Councils. This was a signal honour for James and indicated the esteem in which he was held, even though his term as alderman was only about a year.

James (Cobby) Hutchinson died on 19-1-1930 aged 77 years and was buried in Bald Hills Cemetery. Mary Hutchison (nee Scanlon) died on 5-12-1941 aged 86 and on her death bed asked for, and was attended by, the local Roman Catholic Priest.

She was laid to rest in Bald Hills Cemetery beside her husband. Hutchinson Park opposite Shorncliffe Station is their memorial.

CDHS Bus trip to Landsborough Museum Heritage Centre Saturday 17 May 2014 (Beverley Isdale)

We travelled very comfortably in the large bus (maybe there were so few of us that it looked like a large bus). A member of the Landsborough Museum Heritage Centre introduced us to the treasures of the Museum. She outlined the collection area which supplies the Museum with all its records and artefacts – the Landsborough hinterland and on the coast from south of Caloundra to north of Maroochydore. The research room is crowded with basic tools for research, as well as photos and stories of pioneers of the area. The Museum itself is arranged very well with many items in glass cases and the contents are arranged by subject – e.g, china ware, school memorabilia, and war artefacts. We had our morning tea in the Museum and then drove to Ningi to collect Jim Lerguessner who was our guide for Bribie Island.

He took us on a very extensive tour of the island to places that many of us had never seen. The Bribie Community Arts Centre had beautiful craft items for sale, and has very well resourced craft studios.

Jim then took us to the Bribie Island Community Museum which concentrates on stories, industries and items associated with Bribie's history. It also has an impressive section for children's activities.

After lunch at the Sports Club, Jim showed us the building on the beach where a Naval listening post monitored any submarine activity via an undersea cable. The building is showing the effects of years of exposure to sun, sand and salt but at least it's still there to remind us of earlier times.

We saw the new housing development at Sandstone Point but we were really impressed when Mark, our driver, did a spectacular reverse around a corner, up the hill onto the main road. We all applauded him for his skill. There are traces of an Aboriginal bora ring near a major intersection which local Aborigines maintain.

Thank you to Terry and Anne for organising the trip,

as well as the morning tea, also to Jim Lerguessner who gave up most of his day for the tour over Bribie Island.



James Lerguessner addresses most of the travellers on the beach at Bribie Island. Behind them is a World War II Australian Navy listening post made of reinforced concrete. The long wall of very large sandbags is to protect the building from storm waves.

Trams Memorial Sign



The location of the sign is shown by the red fence around it under the tree at the entrance to the Bus Interchange. The original position of the Tram Terminus was in the upper left of the photo where the traffic lights are at present; the trams did not cross Hamilton Road.

The sign is being erected in the Bus Interchange at the intersection of Hamilton and Gympie Roads which is the closest we could get to the original Cherside Tram Terminus

The opening should not be long now. The story began about July 2012 when Rob Isdale was driving along Gympie Road near the Stafford turn off

when he noticed a lot of tram lines being dug up on Gympie Road.

He wheeled around and contacted the foreman on the job and asked if he could have a piece for the CDHS. So they cut off about 60cm and put it on his truck where it stayed until about a couple of weeks ago. It was too heavy to move and they call it light rail!

To cut a very long story short a deal was made between the CDHS, the BCC and Westfield to erect the sign in the Bus Interchange which belongs to Westfield and is leased to the BCC. We supplied the text and photo for the sign while Westfield, through their manager, David Doyle, organised the making, landscaping and erection of the memorial sign; Westfield also paid most of the expense.

The rail section was donated by Weiss John Holland from the Airport Link job at Lutwyche. It had to be sand blasted to remove marks of its long burial and the top shined as it would have been when the trams were running.

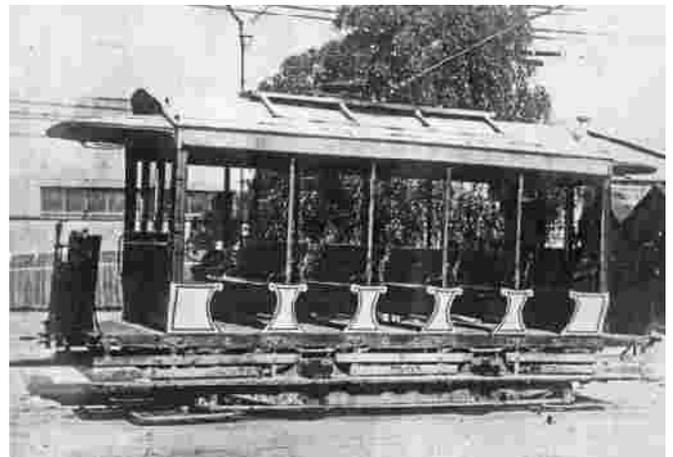
The Trams Come to Chermside is a new section on our webpage. It is still in the process stage but here are some of the images which we will use:

The first horse drawn trams are thought to have started in 1883 and did not use rails; they were not used till 1885.



This tram photo shows no sign of rails so it must have been one of the very early trams. The photo is dated 1880 which, if correct, means that horse trams were running from about that date.

The electric trams began replacing the horse trams in 1897 and the last horse trams ran in 1898.



This electric tram may have been one of the first as the date of the photo is 1902; it comes from the BCC Archives.

The electric trams were much faster than the previous horse trams, they could carry many more passengers and therefore were more profitable. The expansion of the lines followed rapidly and the network spread throughout Brisbane, unchallenged until the automobile age dawned.



The trams arrive 30th March 1947. Top the official arrival. Lower the unofficial arrival.