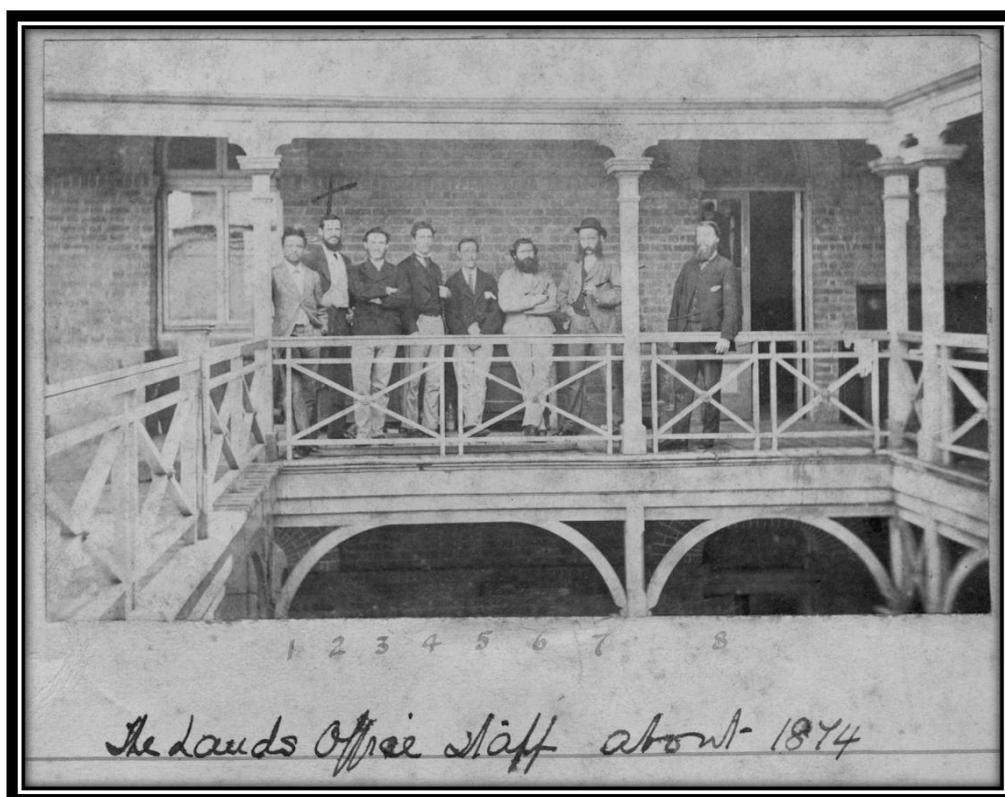


BREMER ECHOES

OUR FOREBEARS PAST, YET PRESENT STILL



ISSN 2208 - 2131

IPSWICH GENEALOGICAL SOCIETY INC

VOLUME 39 NO 2

JULY 2021

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[except January]

“Brigg House”
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Annual Membership includes Society's magazine Bremer Echoes
February, July, & November, posted or emailed.

Out of town members entitled to research on their behalf from Society records.

OPENING HOURS

Monday & Thursday 9.30am to 2.30pm
Saturday 9am to 12 noon – Closed Sunday
Closed all Public Holidays

Cover Photograph: *This photograph is from a very old scrapbook, which appears to have belonged to the Finucane family. The scrapbook was given to the Ipswich Genealogical Society many years ago, and was passed to the Redland Bay Museum, as Finucane Road was named for William Finucane who resided in the area.*

From the left:

Glen Cameron, William Finucane, D.D. Haussmann, D.G. Haggard, L.G. Board,
W.H. Traill, G.N.B. Geary, J. Gamble. *Society Collection.*

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The Journal of the IPSWICH GENEALOGICAL SOCIETY INC

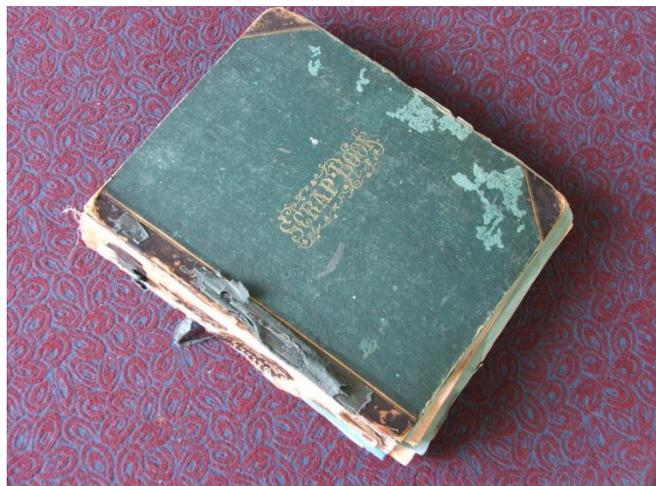
The First Genealogical Society in Queensland 1977



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NEW MEMBERS: We welcome the following new members and wish them success with their research.

**Patrick & Jodie McCallum;
Angela Costello; Marilyn
McCormack; Carole Lee;
Graham Johnson/Narelle
Larney; Carmel Brown;
Lachlan Capern; Raelene
Smith; Ian Neale; Jenny
Hemingway**



The Finucane Scrapbook

From the Editor: More than half the year has passed, and after the fires and the drought, came the rains – flooding was wide spread, but was welcomed by many. Unfortunately our corner of Queensland did receive some rain, but not in the dam catchment areas. I am sure our turn will come. We hope that after 2020 and the problems with COVID19, 2021 will be much kinder to everyone.



On the 8th May the Society welcomed some of our new members to a Meet & Greet to introduce them to the resources available at “Brigg House”, many of which will not be found on the internet. These include School, Church and Family Histories, which hold a wealth of information and newspaper scrapbooks from the early 1980s which help to close the

gap between what is available on line and today.

Another Meet & Greet is planned to be held in the next few months. Please contact the Society if you would like to attend, whether an old – as being with us for some time – or a new member. It is amazing what can be found on our shelves.

Section 7 of the Ipswich General Cemetery is the Pioneer Headstones which were removed from their original sites in the 1970s as the cemetery was given a clean-up. The City Council is researching these historic head stones and the Society has been asked to be a part of the process. This will be ongoing for some time, and we will keep you informed.

This is the last magazine before the AGM on 14th September 2021 and all positions will be declared vacant, nomination forms are available from - secretary@igs.org.au or at Brigg House. All members are welcome to nominate for a position, so please give some thought to becoming a part of the working committee.

Thank you to Brian Jeffrey for his interesting article on page 5 and John Rossiter for Stories behind the Tombstone.

Irma - Editor

*He who has no fools, knaves or beggars in his family,
was begot by a flash of lightning.*

CROSSING THE BREMER HAS A LONG HISTORY

- **Brian Jeffrey**

According to Ipswich City Council, 40,000 vehicles now cross the David Trumpy Bridge every day. The Council has identified a second bridge across the Bremer as essential for regional growth, easing congestion, improving road safety and maximising productivity across the city. In fact, when it eventuates, a new bridge will be only the latest in a number of crossings that have spanned the Bremer to facilitate social and business transactions between north and south Ipswich.

Until the mid-1850s the bushland on the far bank of the Bremer was the domain of the local Aboriginal population. An early settler would recall taking a boat across to the north side, 'which then had no houses, but wurlies', to witness corroborees and fights.¹ Within a decade, however – and to the detriment of the original inhabitants - all that had changed. In July 1856, the first residential allotments were offered for sale on the north side. My great great grandfather, Robert **Jeffrey**, paid £25 for an allotment in Lowry Street, thus becoming one of the earliest residents (indeed, some reports say he was *the* first resident and built the first sawn-wood house there). He would occupy the block for the rest of his life. It would appear, however, that the north bank was slow to attract many other permanent settlers: when a newly-arrived immigrant, E. W. **Hargreaves**, took a house there some six years later, in 1862, he had only about half a dozen neighbours, including Robert Jeffrey, Harry **Evans** and Thomas **Pryde**.²

Residents' settlement difficulties - and doubtless a sense of isolation - stemmed largely from the fact that they needed to traverse the river by rowboat. An early resident, Patrick **McAnany**, would recall travelling back and forth across the river 'in "Black Joe's" ferry-boats'.³ 'Black Joe' was one Benedictum Vanzeur, a Mauritius-born local identity who ran his operation from steps at the bottom of East Street. He charged each passenger a half-penny to row them across the river – or a penny if his service was required after 11 o'clock at night. It was a less-than-ideal solution for the long term. When, in 1856, a second batch of town lots was offered for sale, the *North Australian* urged buyers to exercise caution: '... would it not be

Mr T. McGrath of Mulgowie, who arrived in Ipswich from Tipperary, Ireland in July 1852, quoted in *The Queensland Times*, 27 August 1927.

² *Jubilee History of Ipswich*, Ed. Geo Harrison, first published in 1910 by H. J. Diddams and Co., Brisbane; reprinted by Gordon Duncan and Co., Ipswich, 1980.

³ *The Queensland Times*, 4 April 1914.

prudent for intending purchasers, before they parted with any more cash ... to stipulate for the construction of a bridge over the river, the most of which should be paid out of the proceeds of any further sale of land on the north bank?'⁴ Despite the newspaper's warning, a bridge across the Bremer proved to be still years away.

On 19 January 1860 the Queensland Treasury placed a notice in the *Queensland Government Gazette* offering the lease of a ferry service between north and south Ipswich. Robert Jeffrey submitted the successful bid. His enterprise (actually a pontoon bridge) was accessed by a road which began opposite the then Chuwar Hotel⁵ - near the intersection of The Terrace and Pine Street - and led down to the river following the curve of Heiner Road. Travellers reached the south side at a point just west of Ellenborough Street, one of the busiest parts of the town. Residents of the north side paid Robert a shilling a week, entitling them to cross the pontoon bridge as often as they desired.⁶

The ferry operated for the next five years, although it was not without its problems, especially as it could not operate during times of flood. The *North Australian*, among others, continued to echo growing calls for a more permanent structure. Eventually, the impetus for action was a decision of the Queensland Parliament to construct the Colony's first railway line from Ipswich inland to tap the pastoral wealth of the Darling Downs. Although the 'breaking ground' ceremony for the railway was held on the north bank on 25 February 1864, it became necessary to erect an iron rail and road bridge across the river to meet the Government's call for the terminus to be sited in south, rather than north, Ipswich.

The ferry continued to provide vital, ready access for developments in business and industry on the north bank. The first skilled employees for constructing the railway had already arrived from England, to be followed by the first consignment of railway materials in August 1864. In September, a correspondent for the *North Australian* marvelled at the new buildings under construction, telling readers, 'North Ipswich, a year ago, was not very much to look at. It is very different now... The railway buildings, the immigration depot, the new ironmongery stores belonging to Mr **Jones**, Mr **Chapman's** new hotel, Mr **Cramb's** private boarding house, the saw mills of Messrs **O'Reilly** [sic] and **McDonald**, the mills in course of

⁴ *The North Australian, Ipswich and General Advertiser*, 2 September 1856.

The Chuwar Hotel was later renamed first the Tramway Hotel and then the Railway Hotel. It closed for business in mid-1940 and the land and buildings were auctioned off.

⁶ *The North Australian*, 20 November 1860.

erection by Messrs **Henderson** and **Leslie**, – all speak for themselves. Anyone who had been absent from Ipswich for six months would hardly know the north side of the river, it has been so much changed in its appearance'.⁷

Once work began on the new railway bridge, Robert Jeffrey would daily have been made aware that his business was being overtaken by events. The railway workshops site was rapidly becoming a receiving depot and assembly shop, and he was forced to re-locate the ferry a short distance downstream so that a causeway could be built for use by construction workers. Horse teams under the control of Ireland-born local Tom **McCormack** were daily users of the ferry and there were numerous close shaves as he struggled to prevent the horses going overboard. The river and its environs would have rung with relentless noise, not least from hammering in sessions lasting seven hours at a time as the bridge's six-metre-long piles were driven deep into the river bed. Cofferdams (temporary enclosures built within the river and pumped dry) had been constructed while the huge piers were sunk, and a six-horse-power engine and centrifugal pump fought to extract any water which seeped in. Even so, the foundation work proceeded with difficulty, especially on the northern side where the riverbed was found to be studded with old timber. Workmen were forced to remove the impediments using cross-cut saws, working in the mud even as the cofferdam strained to hold back the Bremer at high tide. It was back-breaking, dirty and hazardous work, but the contractors, Peto, Brassey and Betts, worked the men day and night. A sawpit had been established in a depression adjacent to the ferry and men were already busy cutting planks intended for surfacing the bridge.⁸

The bridge was officially opened in two stages: the railway half on 31 July 1865 and the passenger and general traffic half the following 17 November. The *Queensland Times* was moved to observe: 'The convenience afforded will be very great, not only to pedestrians, but also to drivers of vehicles, to whom the old route was tedious and troublesome... The punts which were formerly used as a bridge have been taken away, and the river is now quite clear'.⁹

⁷ *The North Australian*, 1 September 1864. The 'O'Reilly' referred to in the report was actually James Reilly, one of the co-founders of Reilly and McDonald's sawmill. The mill established by Mr A. S. Leslie stood on the site later occupied by Hancock's saw-mills – Ref: 'Glimpses of Early Ipswich' by 'Red Gum', Part X11, *The Queensland Times*, 12 March 1909.

⁸ *The Queensland Times*, 5 July 1864, 6 June 1914 and 30 March 1925; and *The North Australian*, 6 December 1864.

⁹ *The Queensland Times*, 18 November 1865.

Before long, however, the city fathers were concerned to learn that heavy traffic on the bridge was causing it to show signs of failure. By 1877, it was in such a dilapidated state that a correspondent to the *Queensland Times* described it as 'full of holes, worn to splinters and dangerous in the extreme'.¹⁰ The bridge continued to cause concern throughout the following decade until, at the end of May 1887, the Mayor, Ald. Peter **Brown**, and a delegation urged Minister for Works, Mr William **Miles**, to erect another bridge solely to accommodate passenger and wheel traffic, leaving the original bridge for rail traffic alone. The Mayor argued that the existing bridge allowed only a width of 17 feet (about 5 metres) for wheel traffic and 4 feet (1.2m) for foot traffic. There was absolutely no protection for people on foot should a horse be frightened by an engine. To reinforce his argument, he presented statistics on a variety of traffic which had been observed crossing the bridge on several days between the hours of 6am and 6pm. On Saturday 21 May, for instance, 3,167 foot passengers, 475 horsemen, 453 vehicles, 166 drays, 21 bullock teams and 163 engines had crossed. The following Tuesday, 2,726 foot passengers, 213 horsemen, 307 vehicles, 184 drays, 25 bullock teams and 176 engines had crossed. On Saturday 27 May, 2,115 foot passengers, 200 horsemen, 299 vehicles, 146 drays, 7 bullock teams and 191 engines had crossed. The Mayor added that his figures did not include bicycles, perambulators, horses and cattle.¹¹

When it eventuated, a compromise involved another rail bridge over the Bremer. It was opened in 1897, whereupon the 1865 bridge was dedicated solely to road and foot traffic. Between 1913 and 1915, the substructure of the 1897 bridge was widened and yet a third rail bridge was constructed with stronger spans. Unlike the 1897 bridge, which had weight restrictions on the locomotives it could carry and was used only for shunting operations, the third bridge was strong enough to carry all of the locomotives in use at the time. Thus, for a period, there were *three* bridges across the Bremer in close proximity to each other. The substructure of the 1897 bridge was eventually removed in 1987. The other rail bridge remains to this day.

Remarkably, the original 1865 road and foot bridge continued to be used, subject to periodic maintenance including extensive replacement of its rapidly deteriorating timber decking. It was eventually superseded in 1965 by the David Trumpy Bridge, named after Dr David Trumpy who served Ipswich for some 50 years as Medical Superintendent at Ipswich Hospital. The 1865 bridge was finally demolished in March 1967; however its sandstone abutments

¹⁰ *The Queenslander*, 1 December 1877.

¹¹ *The Queenslander*, 4 June 1887.

can still be seen near the corner of Bremer and Ellenborough Streets on the south side and near the Riverlink Shopping Centre on the north side.

In 2007, the Ipswich City Council established the River Heart Parkland on the banks of the Bremer as a means of promoting an understanding of the river's historical significance to Ipswich and its residents. In April that year, the first stage of the new shopping centre, Riverlink, opened on the north bank. Soon afterwards, yet another bridge across the Bremer – this time a footbridge - was installed to connect Riverlink with the Ipswich Mall.

“STORIES BEHIND THE TOMBSTONE *John Rossiter*
HEITZ -- Louis

The Ipswich Observer, published on 5th December 1876, carried a disturbing report on the death of the well-known early tinsmith in the Ipswich area – Louis Heitz.

‘About 10 o’clock on Saturday night he was seen to enter his house in Bell Street, light his lamp, come out to the verandah for five minutes, and then went into the room again, shutting the door behind him. He had hardly done so when his neighbours saw rather an unusual light through the side window of his back parlour.

Some boys raised the cry of “Fire,” which soon spread over the town, causing the fire-bell to be rung. Two neighbours and a passer-by saw the room in flames – one burst in the side window, and the others burst in the door of the inner room, and saw at a glance the whole position. Old Mr Heitz lay upon the floor in one mass of flame, speechless and helpless. In an instant an overcoat was flung over him, then a blanket was procured, and the bystanders in their anxiety did all in their power to subdue the flames; but the fire had already done its work, and poor Heitz was beyond the reach of human help. He was sometimes conscious, but his body was one mass of burnt, blackened flesh. A tin kerosene lamp was taken from under him, and on a sight of the remains of the lamp, broken and looking as if it had passed through a furnace, the mind could realise the intense heat which surrounded the victim. In a short time after, Dr Dorsey arrived, and deceased was taken to the hospital, but expired just as he was entering the building.’



His family was rather scattered with his wife at home in Germany; a son in the vicinity of the Logan River; and another son living in Constantinople.

He left London on the British barque 'Meridian' bound for Sydney. They were shipwrecked on rocks at 7 p.m. on 24th August 1853, on the southern end of the Island of Amsterdam in the Southern Ocean, to the south of the Cape of Good Hope. Fresh water was found but after six days they feared certain death. Then, they were spotted by a passing whale ship, 'Monmouth', and taken to Mauritius where they joined another vessel which brought him to Australia.

After being in a business in Sydney with two other men, he headed north for Moreton Bay in January 1858 and set up his own tin-smithing business in Bell Street, Ipswich, under the name of 'The Iron House'. His first advertisement appeared in the North Australian on 16th February 1858. This was on the site where the Stationmaster's residence was later built.

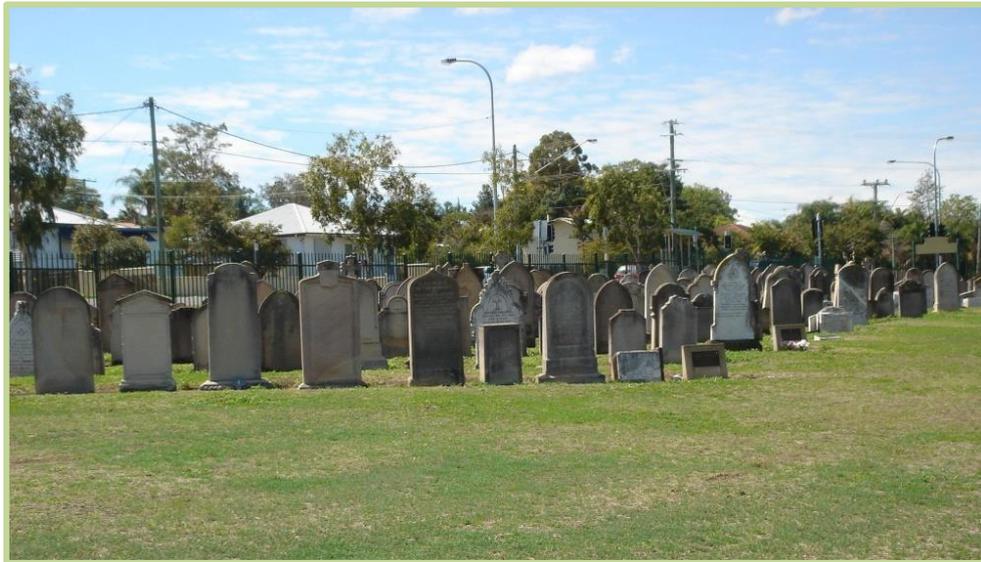
He was credited with having built the first iron boat in Queensland. It was made to the order of J. C. White of Jondaryan to carry provisions across the creek. It drew only three to four inches of water when carrying a load of half a ton. He was an active participant in community affairs, taking a lively interest in anything that would be of benefit to the town.

NEW PROJECT

As mentioned on page 4 the Society is involved in a project to save electronically, the Inscriptions on the Pioneer Headstones at the Ipswich Cemetery. A small number of the names appear on the next page without the other information available. Some of these headstones have only one name but there are many with whole families, or in some cases just the infants or children lost at an early age.

ONE SAD STORY

*In Memory of **JANE BROWN** aged 26 years, born at Horncastle England died at Seven Mile Creek near Ipswich from injuries received by being carried against a tree by a runaway horse December 5th 1873. This stone is erected chiefly by the small contribution of a large number of her former pupils in the public schools of RICHMOND and WINDSOR New South Wales as a sorrowful memorial of their esteem for her amiable and affectionate disposition, her untiring interest in their welfare and her consistent Christian character. Looking for the Mercy of Our Lord Jesus Christ unto Eternal Life*



Pioneer Headstones Ipswich Cemetery – Society Collection

SOME INFORMATION FROM INSCRIPTIONS

PFEFFER	Josef Michael	11/10/1877	70 yrs
RAABE	Johannes	16/10/1871	63 yrs
LEWIS	William	03/07/1869	47 yrs
BAILEY	Mary Ann	29/09/1871	35 yrs
WILSON	Jacob Affriatt	06/02/1867	31 yrs
DAVIS	Rachel Sarah	13/06/1864	1 yr
LYNCH	Catherine	12/06/1887	50 yrs
CHALLINOR	Mary	23/04/1869	61 yrs
BEVERLEY	William Turner	14/03/1870	53 yrs
JENKINS	David	12/09/1872	49 yrs
BROWN	Jane	05/12/1873	26 yrs
INGRAM	Enoch E	09/01/1893	38 yrs
OWENS	Ann	22/03/1893	20 yrs

“THE BEE – The FREE Paper of Ipswich & District”

2.000 Copies given away every Friday

The Society has recently been donated three copies of a small free Ipswich paper from 1897. It appears there is not much information to be found about this publication “The Bee”, but these pages will be some of our most treasured possessions. Vol. 2 No. 80 Feb.12, No. 81 Feb 19 & No. 82 Feb. 26 1897; The advertisements are a snapshot of the businesses in Ipswich at that time, with snippets of news of the area, as well as small write ups from overseas. The very fragile pages are over 120 years old. The February 12th edition gave the names of those who had donated money towards a new machine - but no indication was given as to the kind of machine that was to be purchased. The amount donated was included in the newspaper. *Ed.*

February 12 1897:

NEW MACHINE FUND

C. Mundt; H. Barff; F. Linthwaite; J. Martin; D. Davis; G. Graham; John Robinson; John Ramsay; J. Budd; James Walsh; Wm. Graham; T. Lobb; Wm. Meyer; James Wall; T. Rees; Thos. Dunn; Jos. Beazley; Alf Dynne; Jas. Foster; John Young; Geo. Darker; Wm. Tilley; Geo. Fullelove; Matthew Savage; John Halliwell; Alex. Fairweather; Robt. Archibald; Percy McDonald; Jas. Walker; D. McNamee; Jas. Morrow; J. Gilligan; J. Hennessy; H. Mills; T. Senior; C. Bragg; S. Stephens; J. Windel; A. Longley; T. Patrick; J. Jeffrey; Geo. Griffith; S. Phillips; A. Harrison; G. Ross; P. Meldrum; F.W.A.; Geo. Sparkes; John McDonald; J.A.M.; W.J.J.M.; J. Keogh; M.J.F.; R.W.J.P.; T. Murphy; R McNeill; H.J.D.; W Whyte; J. Ferguson; J. Black; J. Hemmings; E. Cameron; W.H. Stevens; M. McDermott; J. Cuthbert; C. Schilling; J. Black; W. Yarwood; J. Shergold; A. Robinson; J. Bottomley; W. Bird; Silkstone Butchering Co.; C. Walmsley; Ben. Stevens; O.B. Smith; H.K; A.S.; N. Hadley; S. Ash; W. Klatt; J. Shepherd; Jas. Wilson; Dad. Theaker; J. Grieg; W. Horton; H.P.; C. White; R. McDowell; B.; Jas. Clements; F.Wilce; R. Elliott;

“We desire to tender our heartfelt thanks to Mr. A. Foote for the energetic manner in which he worked on our behalf, also to all persons who have subscribed”

“The Bee” February 19 1897: Machine Fund – We desire to acknowledge with thanks the receipt of the following voluntary subs. in aid of our “new machine fund – **John Darley, Nanango; J.S.V. Esk; Mr. Reid Ebbw Vale Colliery; S. Palmer; P. Doolan; W. Hurst; J. Muir; W. Hodge; Job Smith;**

“The Bee” February 26 1897:

IPSWICH TRAFFIC BOARD.

We have been requested to publish the following for the information of cyclists:

Section 2. – No person shall drive, ride or impel a velocipede upon any footway made or set apart for the use of foot-passengers.

RULE OF ROAD

Section 5. – Every person driving. Riding or impelling a velocipede who overtakes or passes any vehicle or horse or other beast of burden proceeding in the same direction, in any street or public place, shall keep while passing, to the right or off side of such vehicle or animal, and when turning from one public street or place, shall proceed at a pace not faster than at the rate of four miles an hour.

PENALTIES

Section 7. – Every person guilty of an offence against any of the provisions of this by-law shall be liable to a penalty not exceeding £5 sterling.

*Thomas **BARKER** wrote as ‘Red Gum’ and also ‘Old Sport’ for many years.*

Queensland Times 25 March 1920, page 3

GLIMPSES OF EARLY IPSWICH: OLD PLACES AND INCIDENTS FROM 1842 TO 1846: THE ORIGINAL ROAD FROM SOUTH BRISBANE. TO THE CONDAMINE: (By "Red Gum.") NO. VI

All are gone; but still lives on
The fame of those who died,
And true men, like you men,
Remember them with pride.

The four years between 1842 and 1846 were responsible for the solid foundation of Ipswich as an inland town, solid from its very commencement. Frequently, in later years, I had conversations with the late Messrs Hugh **Campbell**, William **Vowles**, James **Josey**, Joseph **Russell**, Benedictum **Vanzeur** ("Van Zo"), and others of the "old hands," and very often I was delighted in listening to Mr. W. **Vowles** and Mr. Hugh **Campbell** comparing notes, as well as being in company with Mr. **Campbell** when he discussed the early days with "Old Van Zo," who had a most retentive memory, and was far above many men in intelligence.

He remembered the advent of the late Mr. Donald **Campbell**, his daughter (afterwards Mrs. William **Horton**, the mother of Mr. T. P. **Horton**, Crown Lands Ranger in the Maryborough district), and his three sons, including the redoubtable

Hugh himself. It was interesting, indeed, to listen to Benedictum **Vanzeur** dilating upon "Limestonian topics" before the arrival of the late Mr. Hugh **Campbell**.

I remember his stating that besides the corn and wheat fields at the Ploughed station, there was a tobacco plantation, which occupied the slope of the hill from what is now known as Thorn-street, commencing from the residence of Mr. Superintendent George **Thorn**, right down to the edge of what has since been called Devil's Gully, and the "curing" of the leaves was carried on in a shed erected on a site in East-street, and the land known as Gorry's properties.

Besides the obtaining of lime at the original kiln situated on the eastern side of Mr. Geo. **Thorn's** residence--at the termination of what is known as Milford-street and attending to the growth of wheat and tobacco, there was also a flock of sheep to be looked after, and shearing times, as described by "Van Zo," were lively occasions. The sheep were kept on the north side, and "camped" on the site of the present Queensland Woollen Factory, within view of the Superintendent. The sheep were washed in the Brisbane River (Kholo), and, after camping a night on Hungry Flat (Brassall), crossed the Bremer River at the Mihi Coal Falls, the general crossing-place between the north and south side.

This was "before Ipswich was born" The aboriginal blacks were very troublesome, and shortly after "Limestone" was proclaimed and people had settled down here, a terrible murder was committed on the site of the Ploughed Station, a Miss **Moore**, who was a sister of the late Mr. Thomas **Moore**, wheelwright of South-street, being the victim. **Vanzeur**, who was regarded as a strong athletic man, succeeded in tracking the supposed perpetrators, two notorious black fellows of the '40 era, named Peter and Jacky-Jacky, and bringing them to justice. The aboriginal blacks always had a "derry" on Van Zo for the part he played in capturing their companions, and they were always on the lookout for an opportunity to do away with the "foreign blackfellow," but he was too cute for them. The remains of the murdered girl were buried on the Ploughed Station.

By-the-way, another incident connected with the blacks of Moreton Bay occurred in May of 1842, and that was the discovery that two white men namely, **Bracefield** and James **Davis**, the latter being known for years afterwards as "The Duramboi", were living with the Wide Bay blacks. Included in the boat's crew (commanded by the late Mr. Andrew **Petrie**) which captured them, were two of the early residents of Ipswich, one being the late Mr. Joseph **Russell**, of Pine Mountain, and the late Mr. Robert **Bannister**, who resided near Tivoli for many years, and was known to the members of the "old colonial school" as "Gipsy Bob." Both were fine colonists. J. **Bracefield** was afterwards killed at Woogaroo by a falling tree.

Mr. Joseph **Russell** told me that he cut the timber at Woogaroo, which was used in the building of the Queen's Hotel, erected by the late Mr. George **Thorn**, sen. at the corner of East and Brisbane Streets. Both brick and timber were used in its erection. The contractors were Messrs. T. **Boylard** and **Reid**, who subsequently became storekeepers and steamer agents, in a site on the corner of Bremer and East Streets, adjacent to the new swimming baths.

Adverting to the 1841-'43 periods: Sixteen years after Alan **Cunningham's** discovery of the Darling Downs that rolling wilderness had become more than a name. The Messrs. **Leslie** were followed by the late Sir Arthur **Hodgson** (who was accompanied by the late Mr. Gilbert **Elliott**, afterwards the first Speaker of the Queensland Legislative Assembly, who took Eton Vale; the Messrs. Colin, John ("Tinker"), and Archibald **Campbell**, who squatted on Glengallan, the Aberdeen Company, as represented by Messrs. **Deuchar**, Fred. **Bracker**, **Buckland**, **Lester**, and Augustus **Evans**, who took up the Rosenthal country and Messrs. **Hughes** and **Isaacs**, who squatted at Gowrie.

Ellengowan Station was settled upon by Messrs. John **Thane** and George **Gammie**. With the last-named was associated the late Mr. Pollett **Cardew**, a sturdy English surveyor, who after landing in Sydney in (1840?) and spending three years in New South Wales, accompanied Mr. Geo. **Gammie** to the Darling Downs, in 1843. Mr. Pollett **Cardew's** name eventually becoming a "household word" in connection with squatting pursuits in the far West. Mr. Pollett **Cardew**, son of the late Rev. J. H. **Cardew**, of Malet, Somersetshire and father of the late Mr. P.L. **Cardew** and Mr. F.T. L. **Cardew**, of Brisbane, was one of the most prominent factors in the early days in all that tended to the advancement and welfare *of the colony*.

The name of Mr. William **Horton** (father of Mr. Thomas **Horton**, deceased, surveyor, of this district also appeared in the early forties as manager of Mr. **Cox's** station on the Severn River, Between the years 1841 and 1842 several parties crossed the Main Range looking for stations on what is now the fertile area of West Moreton. History states that the first pair of explorers were Messrs **Rogers** and **Summerville**, the first-named with sheep belonging to a Mr. George **Mocatta**, took up Grantham, and the latter with the sheep of Mr. Richard **Jones**, squatted at Tenthill and Helidon.

These were quickly followed by the Messrs. D. C. **McConnel** and **Balfour**, and the Messrs Frederick and Francis **Bigge**, **Graham**, and **Ivory**, **Scott**, and others, all of whom, it is stated, settled upon the Brisbane River. The late David C. **McConnel** is said to have been the first white man to set foot in what is now known as the Cressbrook district, in 1841. Regarding the original owner of Mount Brisbane station, with headquarters at Bigge's Camp (now Grandchester), the Messrs. F. and F. **Bigge** are stated to have been the first persons to import English bees to that part of the world, and Mrs. F. G. **Springall** (a daughter of the late Mr and Mrs. W. **Patrick**, who were shipmates of the late Mr. Hugh **Campbell** from Sydney in 1842) was the first white child born on the Mount Brisbane station. In 1844 the late Mr. George Thorn, sen., became the owner of Normanby station.

In the meantime, such had been the progress of the "head of navigation," prior to the advent of the steamer traffic, that the township, or the "remote village" had been formed in the area between Nicholas and East streets, and Dr. **Dorsey** had removed his hospital arrangements from the West End near the pound yard, to a site on which Dr. J. A. **Cameron's** surgery now stands in East-street. The late

Mr. Donald **Cameron** had removed his smithy to a site in East-street, in close proximity to Ald. E. S. **Cole's** present sale yards.

The first man to open a bakery was the late Mr. Martin **Byrne**, who commenced operations in Bell-street, opposite the new swimming baths. And the earliest butcher in Ipswich, was the late Mr. Thomas **Geraghty**, who established his business in what is now Union-street (but then known as "Thompson's row") on the northern side between **Stewart's** shirt factory and **Laister's** boarding-house.

Queensland Times Monday 1 June 1925, page 4

INNINGS CLOSED. "OLD SPORT" PASSES; MR. T.J. BARKER

"Old Sport" has passed. His last innings closed at 8 o'clock last night. It was a hard, stiff battle, but at last his great spirit gave out. With him also has gone the old stately charm of "Red Gum" with his storehouse of anecdote and historical incident. In the passing of "Old Sport", "Red Gum" and "Tom" Barker (as he was known far and wide), Ipswich loses almost a part of herself. Yet there is the thought that his work and his personality will live on into the years. Ipswich owes him knowledge of her early history, and successive generations in the sporting fields have been induced through him to set their aim for the true standards of sportsman-ship.

Mr. Barker celebrated his 70th birthday on March 29 last, and on that occasion he was hale and hearty, and was boyishly pleased with a little presentation made to him by the proprietors and staff of the "Queensland Times." He eagerly took up his pen, to tell through the "Times" the story of the history of Ipswich. Illness weakened the hand. The spirit fought on, but at last the pen had to be laid aside. The story remains un-finished. Mr. Barker was the eldest son of the late Mr. and Mrs. T. R. Barker, who came to Queensland from Cambridge (England) in the sailing ship, General Hewitt, and spent their first Christmas in Australia in 1854.

His father was a carpenter and joiner. "Old Sport" was born in Nicholas-street, Ipswich, in 1855, and attended the Old Church of England Day school (under the late Mr. Hugh Stowell) and the primary school, East Ipswich, conducted by the late Mr. John Scott. At an early age he entered the employ of the "Queensland Times" as an apprentice. In 1878, he left Ipswich for Sydney, returning the following year to take charge of the publishing department of the Ipswich "Observer."

In 1880 he supervised the removal of the "Observer" plant to Brisbane, where he remained for some time. Later, he went to Mackay, in charge of the "Free Press." After six months he returned to Brisbane, and entered the Government printing office. The wanderlust again impelled him north and in Cooktown, Cairns, and Townsville he was occupied in different branches of newspaper work for 10 years.

He returned to the "Queensland Times" in May, 1890, as foreman. With the arrival of type-setting machines he was transferred to the literary staff of the "Times'," and had remained in that capacity until his death, his contributions, under the pen names of "Red Gum" and "Old Sport," being well known and greatly appreciated by our readers. Mr. Barker was a prominent figure in outdoor sports in Ipswich, particularly in cricket, which he played to some purpose in his younger days, and on which he was accepted later as a recognised authority.

As a boxer, when a young man he had no mean reputation. He was an active member for a number of years of the State military forces, and upon his retirement he held the rank of staff-sergeant. In defence matters he was ever a keen enthusiast, and he had to his credit that throughout the great war never missed an opportunity of attending at the Ipswich railway station to welcome returning soldiers, whilst he was a camp visitor on the day of embarkation for service over-seas of all troops that left for the Boer war, as well as for the great war. He was a member of the Returned Sailors and Soldiers' Fathers Association, of which he had also been president, and he was past-president of the Navy and Army Veterans' Association. For very many years he was a member of the committee of the Ipswich and West Moreton United Friendly Societies' Association. Amongst other activities as a citizen he initiated the "Re-union of Ipswich Natives" movement, and was secretary in this connection on three occasions.

Mr. Barker leaves a widow, and a daughter (Mrs. W. H. Gilliver, of Lidcombe, New South Wales), and four sons. The sons are: Messrs. T. R. Barker ("Daily Mail," Brisbane), Edgar Barker (Railway Workshops), Victor Barker (Railway Workshops) and Harry Barker (Messrs. Cribb and Foote). He is also survived by two sisters and three brothers, namely Miss Barker (North Ipswich State School), Miss Barker (Maryborough High School), Mr. George Barker ("Courier," Brisbane), Mr. Bert Barker (High School Mackay) and Mr. Edmund Barker (Locomotive Foreman Gladstone). The funeral is announced for 11 o'clock to-morrow morning.



*The Barker Family
1910 or 1911
Courtesy Noela
Wallace.*

“Withcott Journal May 1988”.

“The David Evans Group raised the Ford New Holland flag” at the Gatton Showgrounds, and there were quite a few laughs when this was presented.

THE FARMER’S WILL

I leave:

To my wife: My overdraft at the bank. Maybe she can explain it.

To my son: Equity on my car. Now he will have to go to work to meet the re-payments.

To my banker: My soul. He has the mortgage on it anyway.

To my neighbour: My clown suit. He will need it if he continues to farm as he has in the past.

To the Metrification Board: My conversion calculator.

To the Rural Adjustment Board: My unpaid bills. They took some real chances on me and I want to do the same for them.

To the Australian Wheat Board: My remaining wheat pool equity. They will need it to pay the wharfies’ exorbitant pay rates.

To my farm adviser: My farm plan. Maybe he can understand it.

To the Local Shire Council: My pile of discarded shock absorbers and blown tyres. I suggest they make the appropriate deductions from my overdue rates.

To the junk man: My machinery. He has had his eyes on it for years.

To my undertaker: A special request – six implement and fertilizer dealers for pall-bearers please, they are used to carrying me.

To the weatherman: Rain, sleet and hail for the funeral. No sense in having nice weather now.

To the gravedigger: Don’t bother. The hole I am in now is big enough.

To the monument maker: Something like the following:



Beef Cattle at Glamorgan Vale

Private Collection

*Under this stone a farmer lies,
No one laughs and no one cries
Where he’s gone and how he
fares
No one knows and no one cares.*

Alternatively if I am cremated,
send the ashes to the Taxation
Department with a brief note:

***Here you are, now you
have the lot***

MEMBER'S INTERESTS & RESEARCH ENQUIRIES.

One way to 'spread the word' on who or what you are researching, or to ask if anyone has information to share, is to send your queries for inclusion in Bremer Echoes. Our magazines are exchanged with other groups in Australia and the United Kingdom, one also goes to USA, and also found on TROVE, so we have a very wide audience.

Even if you do not have a reply at once, you may receive an answer after a couple of years, as Genealogy magazines are passed from one person to another over time. It costs nothing and you could be lucky.

Not everyone relies on Ancestry or Find My Past.

Mainly our magazines are sent and received electronically, and if you would like to have the exchange magazine from a particular area emailed to you, please contact the secretary and it can be arranged.

Please think about having your research included in Bremer Echoes, and contact the editor: secretary@igs.org.au or drop off your information to Brigg House.

Societies that Exchange Journals with Ipswich Genealogical Society

Aberdeen & Nth East Scotland F.H.S	Armidale FHG
Beaudesert FHS	Bega Valley GS
Bendigo Regional Gen. Society	Birmingham Midland FHS (UK)
Botany Bay FHS	Bundaberg Genealogical Assoc
Burwood & District FHG	Blue Mountains FHS
Bucks Family History Society	Cairns FHS
Caloundra & Sunshine Coast FHS	Cape Banks FHS
Casino FHS	Central Coast FHS
Central Queensland	Charters Towers & Dalrymple FHA
Cleveland Nth Yorkshire FHS	Coffs Harbour F.H.S.
Cooroy Noosa Gen & His Research	Dubbo & District FHS
Family History Assoc. of North Qld	Genealogical Society of Victoria
Gen. Soc of the Nth Territory	Genealogy Sunshine Coast
Gladstone FHS	Gold Coast FHS
Gympie FHS	Hawkesbury Family History Group
Illawarra FHS	Ipswich Historical Society
Lithgow & District FHS	Manchester UK
Maryborough FHS	Nepean FHS
Newcastle FHS	Parramatta FHS
QFHS	Redcliffe & District FHS
Richmond Tweed FHS	Roma & District Family History
Rosewood Scrub His. Society Inc	Shoalhaven Family History Society
Sth Australian Gen.& Her So	Tamworth & District FH Group
Toowoomba & D D F.H. Society	Whitsundays FHS
Wynnum Manly Historical Society	Wyong FHS

SUGGESTIONS

Researching your family history is not an easy task. Yes you can go on the internet and find the name you are researching- but is it the right person?

If you have done any research in Scotland you will find they tend to have a definite naming pattern, with the first son for the paternal grandfather, the second for the maternal grandfather, the third for the father. If there were five boys in the family, when each first son comes along, he will be named for their father's father. That can make life difficult as these boys will be cousins all with the same surname, as well as first name.

They can even be born in the same town and in the same year. Oh what a tangle!! I am speaking from experience as I researched an Andrew Deas and all his family, only to discover I had the wrong one. The two were born in the same place in the same year just a couple of months apart. I discovered after sometime that I had given my Andrew the wrong wife. Lesson learnt. The same applies with the girls - first daughter named for the mother's mother, and so on.

The German families who came to Australia often carried on the tradition of giving their children three names. The problem for researchers is that the child was often known by their second or even third name, which can make it difficult. In one case in a family the girl was known as Louisa and that name was not one of the three on her birth registration, and another on her registration was given one name Caroline, but always known as Mary. It can get quite confusing..

A few suggestions which may help

- Do not rely solely on the internet or the IGI – International Genealogical Index – check in more than one place, and verify with certificates.
- Be aware that computers can “die”; a USB can fail; that piece of paper you wrote the information on when you were researching can be lost – make a hard copy in a reliable note book and give the source and date you found it You think you will remember, believe me when you go back next year, you will have no idea. Speaking from experience.
- Speak to older members of your family and ask if you may copy any certificates they have. Save where you can. Go back and read the certificates carefully. Often you will notice something you missed the first time. If it is an original marriage certificate, take note of the signatures, and the names of the witnesses, they are often family members, which may give you another clue to follow.
- Read any books you find about the area you are researching. Even if your name is not mentioned, it may give a description of the town/district/house names. Keep a note of even the smallest piece of information and the names of the settlers of the district. Down the track this might be that little bit you need.
- Years ago we wrote letters and had to wait for replies. Today most people send emails, but please print off a copy of the email you sent and the reply – computers can be upgraded, and you may not think about the

fact that the data could be lost, or is not compatible with the new programs.

- Join a family history or genealogical society, you will find members who have been researching for years, and have local knowledge – or have researched a certain area or even family which may help in your search. The person on duty today may not be able to help, but another member perhaps is the one you need. Talk to people.
- Share information; it is a good idea to have a copy of your research with someone else in another location, then if something should happen to yours, all those hours of work are not lost.
- When going through the Birth Death and Marriage records, make a note of everyone with the surname you are researching – do not forget variations of the name as well. Later they may fit into your family tree. When the early settlers arrived, many did not speak English, or their accent was hard to understand, and it was only as the clerk / official heard the name and the spelling can be different.
- TROVE – Australian newspapers, gazettes, books, magazines and much more, on line – is a treasure trove of information, as early newspapers give every little detail, but be aware it becomes addictive and the hours can get away from you. TROVE is free to use.
- Family History is more than just names and dates - where did your ancestors live? Why did they leave and come to Australia? What did they do, were they miners, farmers, publicans or labourers? Why did they settle where they did?
- Remember you are the most important person in your family history – write your own story, no one else can. Leave something for the generations to come.

SAY IT NOW



*I would rather have a little rose from a garden of a friend,
Than to have the choicest flowers when my stay on earth must end.*

*I'd rather have a pleasant word in kindness said to me,
Than flattery when my heart is still and life has ceased to be.*

*I would rather have a loving smile from friends I know are true,
Than tears shed round my casket when this world I bid adieu.*

*Bring me all your flowers today whether pink or white or red,
I'd rather have one blossom now, then truckloads when I'm dead.*



PLEASE NOTE:

2021 ANNUAL GENERAL MEETING

Annual General Meeting of The Ipswich Genealogical Society Inc.

Tuesday 14th September 2021 at 9.30 am

“Brigg House” Cooneana Heritage Centre

1041 Redbank Plains Road New Chum

The Monthly General and Committee Meeting will follow.

All welcome.

Nomination forms are available at “Brigg House”,
Cooneana Heritage Centre, 1041 Redbank Plains Road, New Chum, Q. 4303
email: secretary@igs.org.au

Please return the forms to: The Secretary PO Box 323 Ipswich 4305
Before 20th August 2021

AGM AGENDA

- Minutes from the 2020 Annual General Meeting
- Business arising from the minutes
- President’s Report; Treasurer’s Report;
- **Election of Officers:**

President; Vice President; Secretary; Treasurer;

Appointment of Auditor;

Appointments to other positions

Please inform the Secretary of any other business you wish to include
on the Agenda by Monday 30th August 2021

Irma Deas, President Ipswich Genealogical Society Inc

24th June 2021

PUBLICATIONS AVAILABLE

Contact the Secretary the address page 2

FROM RAIL TO WAR – QR Employees who enlisted in the Anglo Boer War 1899 – 1902 and the Great War 1914 – 1918 plus other information.

USB \$25.00 plus \$5.00 P&P [Australia]

PLACES OF WORSHIP – Ipswich & District Churches

Short history of churches in the area \$5.00 + \$2.50 P&P in Australia

INDEX TO IPSWICH CEMETERY BURIAL REGISTER 1847 – 2014

Over 36,000 records giving full name, age, death and burial dates where available
1 CD - \$20.00 + \$5.00 P&P

INDEX TO IPSWICH GENERAL CEMETERY 1851 - 1992 &

Columbarium Wall 1949 - 1992. One microfiche \$6 includes postage in Australia. Over 15,000 entries with details of name, age and date of death.

BIRTH, DEATH & MARRIAGE EXTRACTS 1858 – 1865 from The North Australian & Ipswich General Advertiser. \$10 + \$10.00 P&P in Australia

CITIZENS OF IPSWICH - 1904 Names of Ipswich citizens in 1904 taken from Available Church Records - Baptisms, Deaths and Marriages, Electoral Rolls, Post Office Directory, Available School Rolls, Queensland Times Reports.

\$10 + \$10.00 P&P in Australia

IPSWICH & DISTRICT PIONEER REGISTER - pre 1914; Pioneer Families of the Ipswich, Gatton, Laidley, Boonah and Esk areas of Queensland.

Please note prices: Set Volumes 1 & 2 - \$10 + \$18 P&P in Australia

JUBILEE HISTORY OF IPSWICH 1910 Commemorates the Jubilee of Municipal Government. Reproduced on CD from the original 157 page book \$19.50 (\$6.00 P&P)

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The IPSWICH GENEALOGICAL SOCIETY INC.

does not accept responsibility for opinions expressed in this magazine.

MANAGEMENT COMMITTEE 2020 - 2021

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