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 AN AIRLINE OF AUSTRALIA

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***IPSWICH GENEALOGICAL SOCIETY INC***

***VOLUME 40 NO 1***

***FEBRUARY 2022***

## **RESEARCH ROOMS & LIBRARY**

### **“Brigg House”**

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New Chum, Ipswich 4303

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[except January]

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Annual Membership includes Society's magazine Bremer Echoes

February, July, & November, posted or emailed.

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### **OPENING HOURS**

**Monday & Thursday 9.30am to 2.30pm**

**Saturday 9am to 12 noon – Closed Sunday**

**Closed all Public Holidays**

### ***Cover Photograph:***

*QANTAS advertisement from Readers Digest July 1965*

***BREMER ECHOES***

ISSN 2208 – 2131

**Volume 40 No 1 February 2022****The Journal of the IPSWICH GENEALOGICAL SOCIETY INC****The First Genealogical Society in Queensland 1977**

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**From the Editor:** Welcome to 2022, hopefully we will all have a successful year with our researching. It seems there will be no more lockdowns, so perhaps life may return to something like normal.

By the time you receive this Bremer Echoes, one month of the year will be gone, and 2021 went quickly, so we wonder what 2022 will bring.

We are in the process of upgrading our computers, as we were not successful in our Grant application for new machines, but we are confident that the upgrades will make a world of difference.

Unfortunately because of the COVID situation, and we are not an essential service, the opening of “Brigg House” after the Christmas break was delayed to the first Monday in February – the 7<sup>th</sup>. Sorry for the inconvenience. Stay safe.

*Irma Deas, Editor.*

**Early Easter Greetings****Card dated 1910**

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

Ashley & Joanne Ward; Heather Muir;  
Pat Saunders;



Continued from Bremer Echoes Vol 39 no 3 November 2021

## **ROBERT JEFFREY – IPSWICH PIONEER**

**- Brian Jeffrey**

### **Part 2: Bridging the Bremer**

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 for a period of three years, commencing on 1 March. On 1 February, Robert **Jeffrey** attended an auction at the Police Office in Ipswich and submitted a successful bid of ten pounds per annum for the lease. The terms required him to provide his own punts and ferry boats and pay a bond of double the amount of rent. The columnist 'Red Gum' would later recall that the rent was considered sufficient at the time because it recognised the risk the lessee ran in having his punts washed or broken away by periodic floods. As events would show, the expectation was not misplaced.

Robert was assisted in the new venture by his son, John, then in his early teens, and his brother-in-law Frank (Francis) **Reilly**. Within a few months, he was already making improvements to his enterprise. The *North Australian* reported that, having been granted permission to use a punt formerly employed at South Brisbane, he had constructed a floating bridge consisting of a fixed platform between pontoons, the ends of which were attached to the landing places by secondary platforms moving on hinges. The sides of the platforms were fitted with handrails. In the event of floods, the pontoons could be cast adrift and permitted to ride to moorings in the river. The new arrangement was used for the first time on 26 November 1860. The ferry was to give considerable impetus to the north side of the town and to outlying districts such as Pine Mountain and its valuable timber resources. Even as Robert worked to perfect it, riders on horseback and people in carriages were discovering that the ferry afforded them access to, in the opinion of the *North Australian*, 'one of the prettiest rides in the neighbourhood ... from the foot of the bridge to the Brisbane River near the projected source of water supply above **Platt's** paddock'.<sup>i</sup>

The access road to the ferry began opposite the then Chuwar Hotel and led down to the river following the curve of the present Heiner Road from a spot near the present intersection of The Terrace and Pine Street. Robert installed himself in a modest 'ferry house' on the river's north bank from where he could collect the tolls to which he was entitled. On the south side, the road led down to the ferry from a point just west of Ellenborough Street, one of the busiest parts of the town. The residents of the north side paid Robert a shilling a week, entitling them to cross the pontoon ferry as often as they desired.<sup>ii</sup> After ten o'clock at night

pedestrians could continue to cross without charge, but a chain would be put across the bridge to prevent horses and carriages passing without paying the toll. The *North Australian* opined that Robert had ‘most truly effected one of the greatest improvements, and relieved the greatest necessity experienced in Ipswich.’<sup>iii</sup>

Accessing ‘prettiest rides’ aside, around this time Ipswich townfolk had other distractions, especially horse-racing. By the early 1860s Ipswich could boast what many regarded as the finest racecourse in Australia, home to the North Australian Jockey Club. Inevitably, the idea of establishing a prestige horse-race, the Queensland Championship Sweepstakes, had taken shape. A committee was formed and subscriptions invited. Always a canny businessman, Robert **Jeffrey** purchased the ‘right of the gate’, i.e. the right to charge patrons arriving by horse or vehicle a fee for entry to the Championship meet. (The amount he paid is not recorded; however in May 1863 he would successfully bid £51 for a similar right during a *three-day* race meet arranged by the North Australian Jockey Club.) The Queensland Championship Sweepstakes proved an outstanding success, and it was generally agreed that the event had solidified the town’s reputation as the headquarters of colonial horse racing.<sup>iv</sup>

After his experience of flooding at Walter **Gray’s** mine, Robert would have been well aware of how quickly the Bremer’s waters could rise and cause havoc. During times of flood, his pontoons had to be watched all night in case they were in danger of being carried away on the rising waters. Fortunately, Frank **Reilly** lived on The Terrace, overlooking the river, a vantage point which doubtless proved particularly vital at such times. Despite all precautions, however, heavy overnight rain in September 1861 caused such turbulent conditions on the river that Robert’s floating bridge broke free and was carried downstream, bringing damage and chaos to anything it encountered. First, it struck sheds belonging to the A. S. N. Company, Messrs Walter **Gray** and Co., and Messrs **Towns** and Co., all of which it carried away. Next it hit a deeply-laden punt and drove it from its moorings.

Those parts of the runaway bridge which could be salvaged needed significant repair. It was April 1862 before the *Brisbane Courier* could advise its readers that a punt which had been under construction ‘for the last four or five months’ on the bank of the Bremer above the Catholic chapel had been successfully launched on the morning of Saturday 12<sup>th</sup> and within a few days was expected to be brought down to the ferry site and placed in position. The newspaper observed that this eventuality would be a great convenience to people needing to travel to North Ipswich, adding, ‘The want of the punt has been a serious interruption to the traffic for some months past’. For its part, the *North Australian*

continued to echo growing calls for the ferry to be replaced with a more permanent structure.<sup>v</sup>

Preoccupied as he was with the ferry, it appears that Robert was still involved with Walter **Gray's** mining operations. Towards the end of 1861 he placed advertisements in the *Queensland Times* seeking 'three good coal miners who will receive steady employment'. Interested parties were to apply 'at once' to Robert at the ferry.<sup>vi</sup> However in April 1862 any arrangement with **Gray** ended abruptly when the enterprising businessman died while on a visit to Sydney. Although **Gray** had had several partners who made it known they intended to continue the business, Robert's association with mining, if not the local coal trade, appears to have ended around this time and, at the age of 38, he focused on operating the ferry. Nonetheless, there would remain occasional references to, for example, his owning a coal punt 'captained' by local resident Alexander **Rollo** and to John **Jeffrey** being 'one of the earliest coal punting men on the Bremer'.<sup>vii</sup>

Records of the Ipswich Town Council, then a relatively new entity, suggest that Robert had an on-going tussle with bureaucracy, including over accounts he submitted for payment. One reason for the scrutiny may have been that the Council was short of money because townsfolk were still proving tardy in paying their rates. In addition, the ferry tolls and their interpretation could at times border on farce. A constituent, Mr J. **Blaine**, for example, advised that he had recently sent across the ferry a dray drawn by a single horse and been charged 1s. 3d. including 'back fare'. He pointed out that the regulations fixed the charge for a horse (only) at 3d over and back, and for a two-wheeled vehicle 6d. The regulations did not, however, specifically say anything about the vehicle's 'motive' power, i.e. whether it was being pulled by anything, so Robert had charged him 3d for the horse and 6d each way for the vehicle, a total of 1s 3d. By way of comparison, Mr **Blaine** pointed out that the charge for a dray and ten bullocks was 1s. 4d. He also pointed out another anomaly: Robert was charging  $\frac{1}{2}$ d to allow 100 sheep to cross over the ferry, but  $\frac{1}{4}$ d for 1,000 sheep. After much deliberation in Council, the Mayor said he hoped that by the following year 'proper bylaws' would be adopted. In the meantime, Council decided to 'leave him to interpret them in his own way, and if any were aggrieved they must summon Mr **Jeffery** [sic] to the Police Court, where the bye-laws might be interpreted...'<sup>viii</sup> Beginning in February 1863, Robert placed notices in the *Queensland Times* advising that from 1 March no credit would be given at the ferry. 'People had better make themselves acquainted with the rate of Fares for Goods, etc as they will certainly be charged', he warned.

By early March 1864 a disastrous inundation even more devastating than that in 1861 was again threatening Robert's enterprise. As a precaution,

he detached the punts and resorted to transporting townsfolk across the river in a small boat. In the aftermath of the flood, which had completely destroyed his ferry house, Robert made an unsuccessful submission to the Council requesting a remission of the ferry rent for two months. The request was refused on the grounds that he had known the risks when he submitted the winning bid at auction. Possibly in response to the Council's unhelpful attitude, Robert promptly doubled the ferry toll from a halfpenny to a penny. The *North Australian* fumed: '...the increase...amounts to a considerable sum in the expenditure of the working man, who cannot afford the additional charge'. It added, 'Now that the river is at its usual level, steps should at once be taken to replace the bridge communication, instead of the present tardy and unsafe mode of ferrying.'<sup>ix</sup>

On 25 February that year, following 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, a 'breaking ground' ceremony had been held at North Ipswich. The vice-regal party's carriages had crossed by way of Robert **Jeffrey's** ferry to the north bank where Lady **Bowen**, wife of the Governor, Sir George Ferguson **Bowen**, had turned the first sod with a silver shovel. In early July Robert might have spotted the Mayor, a representative of **Peto, Brassey and Betts** and several surveyors on the hill above the ferry. They were there to determine the site of a causeway which could be used by workmen when building an iron bridge in connection with the proposed railway. Subsequently, he was forced to re-locate the ferry a short distance downstream to allow construction to get underway.

In the months that followed, Robert would daily have been made aware that his livelihood was being overtaken by events. Horse teams, their big brass-buckled harnesses under the control of Ireland-born local Tom **McCormack**, were daily users of the ferry, hauling materials to the burgeoning railway workshops site. There were numerous close shaves as the teamster struggled to prevent the horses going overboard. On the northern riverbank, opposite East Street, work was proceeding apace on a new wharf to enable ironwork, heavy machinery and other materials being imported from Britain to be landed for use in the construction of both the bridge and the railway. Ironically, the river steamers which had plied the Bremer since the 1850s were now bringing materials up-river from Moreton Bay to help create the very thing that would eventually make them redundant.

The bridge officially opened for passenger and general traffic on Friday 17 November 1865. In truth, few Ipswich residents would have lamented the ferry's demise, but word began to circulate that Robert was seeking to have the Government grant him rights to levy a toll on the new bridge. A correspondent to the *Queensland Times*, signing himself 'A Ratepayer',

claimed that Robert had offered the Government ‘£400 or £500 per annum for the privilege of allowing him to place a toll on the bridge, so as to enable him to mulct the ratepayers a little longer’. The writer urged the Municipal Council to protest against any such move, adding, ‘I think he has had a good harvest out of the apology of a bridge we have had to put up with for the last five years...’<sup>x</sup> Robert was quick to respond: ‘I beg to inform “Ratepayer,” and all whom it may concern, that such thoughts never entered into my mind, much less was it put in the form of expression.’<sup>xi</sup> In an act which formally drew a line under that part of his life, Robert put up for sale ‘two strong-built punts capable of carrying 40 tons each, built of hardwood; also [a] boat, nearly new, to carry ten passengers’.<sup>xii</sup>

#### References

- i *North Australian, Ipswich and General Advertiser*, 20 November 1860
- ii The recollection of Mr John McCartney, a long-time resident of North Ipswich, then living in Flint Street, *The Queensland Times*, 14 October 1918.
- iii *North Australian, Ipswich and General Advertiser*, 20 November 1860.
- iv *The Courier* (Brisbane), 31 May 1861 and *The Queensland Times*, 6 August 1896.
- v *The Courier* (Brisbane), 16 April 1862 and the *North Australian, Ipswich and General Advertiser*, 21 June 1862.
- vi *The Queensland Times*, 29 October and 1 November 1861.
- vii *The Queensland Times*, 21 October 1911 and 16 March 1893 resp.
- viii *The Queensland Times*, 8 May 1863 and *North Australian, Ipswich and General Advertiser*, 7 May 1863.
- ix *North Australian, Ipswich and General Advertiser*, 2 April 1864.
- x *The Queensland Times*, 21 November 1865.
- xi *The Queensland Times*, 23 November 1865. Ironically, in March 1868 Sir Maurice O’Connell, then Lieutenant-Governor of Queensland, would issue a proclamation that: ‘On and after March 20, 1868, the place known as the Bremer Bridge, Ipswich, shall be a place at which a turn-pike gate shall be erected, at which tolls shall be collected, &c’. In the event, no tolls were ever collected. Ref. ‘Bridging the Bremer River’, *The Queensland Times*, 14 January 1946.
- xii *The Queensland Times*, 3 and 22 February 1866.

**NOTICE.**

**T**HE undersigned having removed from the Ferry to Lowry-street, North Ipswich (opposite Stupart’s store), begs to acquaint his friends and the public that he is prepared to supply the best Hand-sawn, well-seasoned **TIMBER** and **PINE SHINGLES** from the best splitters at the **Lowest Market Rates.**  
**N.B.—Firewood and water at the shortest notice.**  
**ROBERT JEFFREY,**  
**265 Lowry-street, North Ipswich.**

*Queensland Times, 12 April  
1866, p2*

## EARLY SETTLEMENT OF REDCLIFFE QUEENSLAND

*Extract from The Souvenir Book "A Tale of Two Bridges" Official Opening of the Houghton Highway 20<sup>th</sup> December 1979*

Moreton Bay was first explored by Matthew **Flinders** in 1799, although it was named by Captain **Cook** in 1770. John **Oxley** came in 1823 to find a site suitable for a penal settlement, which was set up in 1824, however the following year the settlement moved to the banks of the Brisbane River. In June 1862 the Redcliffe area was opened for settlement as an agricultural reserve.

Thomas **Petrie** purchased a large area and some sugar cane farms were established with a sugar mill working at one time. The land was gradually cut up into smaller blocks and homes were built by those lucky enough to be able to afford it. Many camped in tents at holiday time, and it became very popular.

A number of hotels were built, the Redcliffe Hotel, in 1880, known in 1979 as Ambassadors, The Bay View later Scarborough Hotel in 1878, The Great Western, Woody Point, now Palace Hotel in 1883, and others over the years.

It was a long journey from Brisbane to Redcliffe on an unmade road taking four hours, by Robert **Wright's** horse drawn coach. The alternative was by sailing boat between Clontarf and Sandgate for two shillings each way. There was no jetty in the area until 1881 with the construction at Woody Point, about the same time as the railway line from Brisbane to Sandgate was constructed.

Work on a jetty at Redcliffe commenced in August 1884 with the supervisor Mr S. **Walters**, and was completed in January 1885. Steam ships came to both jetties with visitors and holiday makers, but by 1921 the Woody Point jetty had been replaced and 1922 the Redcliffe jetty was rebuilt and the following year a Pavilion was added.

A number of steamships brought passengers and cargo from Brisbane to both Woody Point and Redcliffe over the years, and the most well known was the "Koopa" which travelled from Brisbane to Redcliffe and on to Bribie Island. Many day trippers and holiday makers made the voyage and there would be a lot of people today who have fond memories of the trip on the "Koopa".

In 1922 Mr H.A. **Elson** formed the Redcliffe Petrie Motor Service, and he worked hard to have the roads improved and eventually Anzac Avenue was to become the main road into Redcliffe and opened in 1926.

It was obvious that a bridge was needed to connect Sandgate to Clontarf which would be a much shorter route for travellers. The bridge was built by private enterprise and Mr M.R. Hornibrook won the right to build a viaduct, a wooden toll-bridge which opened in October 1935.

*Editor*

### LOOKING BACK

Readers Digest magazines came to our letter boxes for many years, and some have been kept, and when you pick up an old one, the advertisements are a reminder of the way things were in the 1960's.

The following are a few pages from July 1967.

**IF YOUR MOTHER-IN-LAW CLAIMS SANYO ONLY MAKE TINY TAPE RECORDERS**  
*... you'll just have to tell her, won't you!*

One of these days, mother-in-law, you'll right in the studio with a Sanyo Stereo 8-track, 3 channels, 3 speeds, 30-second winding Sanyo's superb sound-on-tape also sound-artificially recording, "noise and professional characteristics" make MTR800 the ideal model for those who want

... for less than the best. With 12 non-rotating, push-button controls, 10 meters, 3 dials, this is no tiny concept in recording glasses. This is crystal clear stereo sound and its mother-in-law should be allowed to disapprove it.



**SANYO**  
 For a better tomorrow, go Sanyo today

**Kodak Instamatic 500 Camera—the camera made for connoisseurs**

Now, for back shots with the Kodak Instamatic 500 Camera, you just get a Kodakcube and the special adapter... and that's that! Back! Back! you can take four Back pictures, in sequence, without changing Kodakcubes. No fumbling or fumbling with a new bulb for every shot.

The Instamatic 500 has a built-in electronic eye that gives you the correct exposure for daylight pictures — no guesswork, no film wastage. Its sensitive 1/3000 shutter gives you 1/3000 sec. and 1/1000 sec. plus you receive sharp pictures every time. When not in use, the lens retracts into the camera body.

Naturally, the camera works instantly with Kodachrome 2 or Kodachrome X, Kodak Tri-X and Kodak Pan Film in pre-loaded cartridges. The Kodak Instamatic 500 automatically adjusts itself for the type of film in use. See the great camera now at Kodak Dealers everywhere. Price \$109.95 (including case)

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**She's a beauty!**

But she's also very clever. In the weather, under any road conditions, you can rely on Datsun to get you where you're going. And bring you back, both in comfort and safety.

Let the Datsun 100 show you. It's rugged 27 hp 1200cc gas 4-cyl. It's spacious both in terms of space to stretch 28

inches for four after four. Believe it Datsun's low fuel consumption, coming for four after four is economical too.

From the modern front grille to the standard seat, Datsun is the perfect transport for a family outing, or a business trip. You can take your choice of either 2 or 4-speed fully synchronized transmissions.

Of course, some people think the best thing about a Datsun is the price. They can't be right. It's surely reasonable.

**DATSUN 100**  
A MOTORING TREASURY




**Holden—best doggon' wagon you can buy!**

Here's best friend from value when it comes to. There simply isn't a wagon that combines top load space and top performance with such a low price tag as Holden's.

**More performance, less price!** Holden makes a car that's more than the other way. It's a rugged wagon that's outperforming them by a wide margin.

**Biggest load space.** Holden has more load room, more parcel capacity than the other wagon—good evidence is with 7 1/2 cu. yds. of usable storage space.

**Best overall economy.** Holden's proven durability saves 600 1000 miles. And as the value in the best in the business. That makes sense—in any dog's language.



**HOLDEN \$2349**

Cars of 1967

Advertised in the July Readers Digest

Advertisement

**To call the Mercedes-Benz 200 Diesel an economy car is ridiculous — until you lift the hood and see its ridiculously economical engine.**



The Mercedes-Benz 200 Diesel is not a cheap car. But if you drive it for hundreds of thousands miles or more, your total cost per mile will be low. Here's how you can see it. A remarkably clever investment.

**Not a stripped-down car**

While you enjoy Diesel economy, you'll be enjoying the comfort and superb performance built into every model by Mercedes-Benz engineers.

This is an ethically designed "economy" car. It is meant to last, and filled with technical advances from a fully advanced and sophisticated brand like Mercedes-Benz.

And it's easy. You and four passengers fit snugly with space to spare. For example, the rear seat is just five inches from the trunk. And the trunk holds 22.8 cubic feet of baggage.

The Reader's Digest, July 1972

**New Rambler V8**



**A magnificent rebel**

The sports star Rambler V8 looks like any other sports car. But it's not. It's a completely different car. It's a car that's built to last. It's a car that's built to perform. It's a car that's built to be a magnificent rebel.

**Rambler Rebel V8** Saloon \$4,750



The Reader's Digest, July 1972

**MAYORS OF IPSWICH 1860 to 2022***Extract from the Ipswich City Council website*

<b>Mayor</b>	<b>Term</b>
John Murphy	1860–1861 / 1865 - 1867
John Johnston	1862
Francis North	1863–1864 died 8 August 1864
John Pettigrew	from September 1864
Henry Caleb Williams	1868
Harry Hooper	1869
James Foote	1870
Samuel Shenton	1871–1872
Thomas Pryde	1873–1874
Robert Tallon	1875 / 1883 / 1895
John MacFarlane	1876
Charles Frederick Chubb	1877
Josiah Francis	1878–1879 / 1884 - 1886
Peter Brown	1880 / 1887 – 1888 / 1890 / 1900 died 27.06.1900
John Swain Willey	1881–1882
Samuel Shenton	1889
James McGill	1891
Jacob Spresser	1892
Denis Thomas Keogh	1893
Henry E. Wyman	1894
William Thomas Deacon	1896–1897
Roderick McLeod	1898
Thomas Baines	1899
Michael Real	1901
C.W.L. (Louis) Heiner	1902
William Summerville	1903
Hugh Reilly	1904
Isaac Ham	1905
Frederick Goleby	1906
Alfred John Stephenson	1907 also Member of the Queensland Legislative Assembly for Ipswich and Member of the Queensland Legislative Council
William Thomas Deacon	1908
James Cooper	1909
Maurice Bowers	1910
Richard P. Watson	1911
Alfred Tully Stephenson	1912 / 1914 / 1921 – 1929 son of Alfred John Stephenson
Rockley Battye	1913
Frederick George Springall	1915

Thomas Joseph Smith	1916
Pearson Welsby Cameron	1917
Frank Barker	1918
Edward John Loftus Easton	1919
John Francis Lobb	1920
<b>From 1921, Mayors were elected for 3 year terms</b>	
Alfred Tully Stephenson	1921–1929 / 1933 – 1938 died 29.09.1938
Oliver Perry	1930–1932
Allan Godfrey Sutton	1938–1939 - after death of A.T. Stephenson
James Charles Minnis	1939–1949
James Thomas Finimore	1950–1973
Arthur Hastings	1973–1979
Des Freeman	1979–1991
David Underwood	1991–1995
John Nugent	1995–2004
Paul Pisasale	2004–2017
Andrew Antonioli	2017–2018
Teresa Jane Harding	2020-present

//////////

### INCIDENTS ON RAILWAY PROPERTY

A list of accidents or deaths on Queensland Railway property is at present being compiled. It will give name, date of birth or age if available, occupation, date of the incident and or date of death, location of incident, nearest town, newspaper date or if from the QR Staff History Cards.



This information will be available at “Brigg House”, and on completion will be available on USB at a cost to be confirmed.

For more information, contact –  
[secretary@igs.org.au](mailto:secretary@igs.org.au)

*Builders of a tunnel west of Bigges' Camp / Grandchester late 1860's*

*Personal collection*

QT 6 Sept. 1918, page 7

**MR. ROBERT ELLIOTT West Ipswich.**

A Sturdy Pioneer of West Moreton, One of The Early Cotton Growers.

The pioneers of civilization in Queensland are gradually dropping from sight, and it is as well to place on record the work of such men as the subject of this sketch, for the benefit of those who may come forward to assist in the expansion of this sunny and glorious State (writes "Red Gum").

Ex-councillor **Elliott**, who hails from Kingsbury, Somersetshire, England, was born on the 22nd, of January, 1842. His parents were of the farming class. Subsequent to his marriage in the old country, Mr. **Elliott** decided to try his fortune, in the then two-year-old colony of Queensland, and, having fully made up his mind in that direction he left Southampton, England, on the 17th of August, 1862, in the sailing ship, *Conway* (Capt. H. E. **Graves**), one of the White Horse Packet line of vessels, his wife and eldest son (Frederick) accompanying him.

The ship arrived in Moreton Bay on the 1st of December, with 396 Immigrants, the medical officer in charge having been Dr. J. G. **Winton**. This voyage was remarkable for the fact that, included among the immigrants, were 140 single girls, 96 of whom were classed as governesses, these girls having been specially selected by a Miss **Rye**, who interested herself in the immigration of single girls of the middle class for Queensland. Mr. **Elliott's** fellow-passengers also included quite a number of families, who subsequently settled down in Ipswich, where many of their representatives are still residing. Their names were - Mr. George and Mrs. Mary **Greig**, parents of Mr. James **Greig**, of the firm of Messrs. **Reis** and **Greig**, grocers of Brisbane St, and three children, Mr. John and Mrs. Ann **Morris**, and four children; Mr. Alfred **Morris**, who resides at North Ipswich, being one of that family; Mr. and Mrs. Alexander **Forbes**, parents of Mesdames R. T. **Darker** and Mrs. Joseph **Stafford**; and Mr. D. **Forbes**, a locomotive fireman of our railways; Mr. and Mrs. Henry **Skinnerty**, and a family of eight; the eldest son of whom was the late Mr. Richard **Skinnerty**, who became quite an identity of this city; Mr. and Mrs. Matthew **Fraser**, who was for many years a drayman in Ipswich, having been in the employment of the late Mr. Wm. **Henderson**, Messrs. **Clarke, Hodgson** and Co., and Messrs. **Cribb** and **Foote**, respectively; and Mr. James **White**, the father of the **Whites** of Warwick-road, the eldest of whom is an attendant at the Sandy Gallop Mental Asylum.

Regarding the subject of this sketch: Mr. Robert **Elliott**, he was met at the Immigration Depot, Brisbane, by the late, Mr. Charles **Besgrove**, the father of the **Besgroves** in the Dinmore district, who was related to Mrs. Robert **Elliott** (since deceased), and while the said Mrs. **Elliott** went to stay with her friends at Coorparoo, near Brisbane, her husband accompanied Mr. **Besgrove**, who had ridden to the metropolis, back to Newtown, where he had lived for 65 years ago.

Mr. Charles **Besgrove** was employed as storeman at John **Panton's** store, situated at Thorn Street, overlooking the Bremer River, a very prominent landmark in those days. Mr. **Besgrove** persuaded Mr. **Elliott** to accept an engagement as a farm labourer on Mr. John **Smith's** cotton plantation, situated to the east of the

famous Spring Gardens (the property of the late Mr. William **Vowles**), the wages being £1 per week. Mrs. **Elliott** and son joined her husband later on, and they resided for a time in a small cottage situated in a central portion of Newtown.

Mr. **Elliott's** next move from **Smith's** plantation was the accepting of an engagement to work on another cotton plantation (on which was erected a cotton-ginning plant), situated between the old racecourse and \*Bundanba Creek, then owned by the late Sir Joshua Peter **Bell**. A bonus of £10 was then paid, Mr. **Elliott** remarked, per bale of clean cotton. While in this employ he became acquainted with the late Mr. Harry **Perrett** (father of Mr. Harry **Perrett**. of Harrisville), Mr. Charles **Dutney**, and Mr. William **Pitman** (who was then engaged at the stores of Messrs. Geo. H. **Wilson** and Co., in Limestone-street, and who subsequently became one of the leading farmers of Laidley Creek.).

In due course, Mr. Charles **Dutney** and Mr. **Elliott** entered into partnership, and they rented a small paddock from the late Mr. Ben **Cribb**, on the west side of the old racecourse, near "Blaxlands," While here, Mr. **Elliott** became acquainted with Capt. **Eyre** (of the firm of Messrs. **Eyre** and **Digby**, auctioneers); Mr. F. C. (one-armed) **Deveney**, whose residence was named "The Grange;" the late Mr. George **Evans** (father of Mr. Sam **Evans**, of Kingaroy district), and a number of others who were "on the land."

Both Messrs. **Elliott** and **Dutney** being practical farmers they did very well, and they supplied oaten hay to Messrs. **Peto**, **Brassey**, and **Betta** (whose offices were in the building now occupied by Al. E. **Cole**, auctioneer, in East St), this firm of railway contractors having had a very large number of draught horses engaged in the early railway construction work in and around Ipswich, 54 years ago, so that, in a way, Messrs. **Elliott** and **Dutney** were thus identified with the initiation of the railway system in this State. This partnership after some three years' duration, was mutually dissolved, Mr. **Elliott** subsequently removing to what was then known as the Five-Mile Water, where he leased a farm from the late Mr. John **Walton**, who was well known in the Mount Walker district. He here engaged in farming, for some two years, growing cotton and maize, and was very fortunate with his crops.

At a later date he selected about 100 acres of land at Stone Quarry, near Ebenezer, where he resided between seven and eight years, and he grew cotton and maize extensively, as successive crops. Both paid well, and he never had much to complain about in the cultivation of cotton, he having had big fields. Purchasing a farm on the Toowoomba-road, near Amberley, he shifted his quarters to it from Stone Quarry. Here he prospered. Mr. **Elliott** supplied, and drew with his bullock teams, for the several mills at North Ipswich-**Leslie's**, **Rielly's**, and **Hancock Bros.** He also drew much timber in connection with the construction of the extension of the railway from Ipswich to Brisbane during the early seventies.

In addition to mixed farming, he carried on dairying, and horse and cattle breeding. He had a grand draught stallion-Young Lincoln, which horse he used for stud purposes. His land comprised 600 acres, and, all combined, his ventures, which extended over a period of twenty, years were successful. He believed in doing everything well, and, although there were occasions when he experienced

hard and strenuous times, Mr. **Elliott** had not cause to regret his going, and remaining, on the land, for so many years.

He also found time to devote attention to other work, having been for nine years a member of the old Mutdapilly Board, and afterwards thrice a member of the \*Bundanba Board. He was chairman of the Amberley School Committee, for some years. He eventually retired from farm life, and came to reside in Ipswich, and he subsequently opened a grocery business in West Ipswich.

Some 22 years past Mr. **Elliott** paid a visit to England, where he remained for some time, during which he renewed the acquaintances of former friends and old scenes. Returning to Ipswich he later on retired into private life in Clay St, where his wife died. His sons Frederick, William and Robert, are well-known throughout West Moreton, Mr. Frederick **Elliott** having been a councillor in the \*Bundanba Council, while Mr. Robert **Elliott** held a seat in the Rosewood Council. His youngest son, Mr. James G. **Elliott**, is engaged in the Queensland Agent-General's Office, in London, and for some time he has occupied the position of assistant food controller in England. Mr. **Elliott**, who has seven grandsons at the front, has witnessed the expansion of Ipswich and its rural surroundings during the past half-century, and he has assisted materially towards that progress, having in a quiet way taken a keen interest in church (Methodists particularly), and educational matters, as he had the welfare of the rising generation always at heart.

\*\* Bundanba – now Bundamba

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*An extract from the speech given by John MACFARLANE M.L.A. in his advice to young miners, at a meeting at Tivoli, in connection with the Miners' Accident Fund. QT 20.05.1880*

### **“Success in Life, and how to obtain it”**

1. Keep good company; don't fritter time away about the streets in idle and worthless talk of frivolity.
2. Make the best of your time, and don't waste your spare hours, but spend them in a manner calculated to give edifying instruction and information.
3. Save your money – that is don't spend it foolishly nor be miserly. Money is a great power for good if properly used, and those who saved most had generally most to give to good and fitting objects.
4. Don't wait too long before you get a wife. They might laugh but it was a fact that they should get a good helpmate to take care of themselves and their money, and none should wait much after they are twenty four. But if you do not have £50 in the bank, they should leave marriage alone. Better still it would be better that they had saved £150, and could take a wife to a home of their own.
5. Make up your mind to succeed in life, and do not be content to remain a mere workman all your life if you can do better.

First Printed - "Bremer Echoes" November 2012

## **A LITTLE ON THE BRITISH CENSUS**

- 1801- 10th March First Census - head count 8.3 million
- 1831- 30th May Only some survive
- 1841- 7th June. First with details, but ages rounded down to nearest 5yrs
- 1851- 30th March
- 1861- 7th April. Included relationship to head of house, marital status, place of birth and if blind, deaf or dumb.
- 1871- 2nd April Count 21.3 million people - Imbecile, lunatic, and idiot added to form.
- 1881- 3rd April. Has been filmed indexed and digitized by Church of Jesus Christ of The Latter-Day Saints.
- 1891- 5th April. Asked if employers, employees or neither. The forms in Wales asked if they spoke English, Welsh or both languages.
- 1901- 31st March. The forms asked for number of rooms in dwelling.
- 1911- 2nd April The words lunatic and imbecile were removed
- 1921- 19th June Will not be released until 2022
- 1931- 26th April. Count of 37.4 million; Destroyed by fire in 1942.

If you have looked for an ancestor in the census of England and Wales and have not found them, there could be a number of reasons.

At census time, the area covered was divided into enumeration districts each containing about 250 houses, and each household was given a form or schedule, on which they were to record the details of every person in that house on census night, giving name, age, sex, marital condition, relationship to the head of the house, occupation and place of birth. Each census [1841, 1851, 1861 etc] were slightly different in the information requested. The forms were then collected the next day, and in many cases the enumerator found he needed to assist the householder in the task. It was not always an easy job firstly to understand the dialect, and also many people were illiterate or had very little schooling. Remember that no one is infallible, and the information on the forms - up until the 1911 census - was copied into books which were forwarded to the General Register Office (GRO) and mistakes could easily be made. From 1911, the forms were not copied, but were sent direct to the GRO. The returns from each census have been microfilmed by the National Archives (UK) and are available to researchers, many on sites such as Ancestry.com or similar.

Those fishermen who were at sea, members of the Royal Navy and soldiers serving abroad, all itinerate travellers, and night workers such as in the railway were mostly not counted. There is one entry for railway passengers in 1841, that seem to have been waiting for a train at Southampton railway station, and also the workers on duty that night, and

this was purely by chance. Perhaps some of these people were entered twice? Were they added to the forms at their normal place of abode?

Enumerators were on occasion requested to seek out those living in caravans, tents and even hovels but if it was a wet and cold day, did they bother? Many of those in hospitals, institutions and prisons were sometimes entered only by their initials, so are lost to those searching for ancestors. At one time, a 'household' was defined as 'those eating together', and if there was only one front door, it did not mean that there was only one family in the building. Many of these contained a multitude of rooms and apartments inside the slum dwellings, so many could be missed, as it was not always safe for the enumerator to enter.

In the 1911 census some of the militant suffragettes stayed with others of their group to make it difficult for the forms to be accurate. As they did not have the right to vote, they did not see why they should supply information to the Government. In many cases the householder did not include new born babies with the result that the returns showed less children under one year of age, than had been registered.

In the 1881 census, when a form was being collected in the Mile End Road District of London, the enumerator, a local man, knew it was a brothel, but the women had not been noted on the form, so he insisted on them all lining up to be checked and their particulars added. In the case of these women, they were usually not noted as prostitutes but 'servants', 'needlewomen', 'unfortunates', and even 'fallen' or 'nymphs of the pave'.

Another problem was that some folk had only a vague idea of when they were born, so their age was not always accurate. There is a record of one collector who left his paper work on a bus. They were not very well paid, and were not always careful with their copying of returns, mistakes were made.

Some of the original returns were not kept in the best conditions, and have been lost or damaged over time. In 1841 in London the districts of Kensington, Paddington, Golden Lane and Whitecross are missing also parts of Kent and Essex. A number of other areas suffered the same fate.

During the Second World War, the entire 1931 census was lost and the 1941 was never taken in full. In 1939 there was a National Enumeration Register compiled, which was information collected as Britain was at war, and identity cards and ration books were to be issued.

Each person was given a number on the Register, and when the National Health Service [NHS] was founded in 1948, that number became their NHS number. In 1952 the National Enumeration Register was archived with the NHS and is now available at a cost. In 2010 the cost was £42.

***Now available on Ancestry and Find My Past***

*Queensland Times 23 February 1911, page 4*

**AGRICULTURAL LABOUR:** It was but natural that at the gathering held in Laidley on Saturday night last to tender a send-off to Mr. M. **O'Keefe** who has been appointed by the Government as immigration agent in Ireland, something should be said about the need for agricultural labourers in Queensland, and about the prospects of getting them from Ireland. Mr John **Mahon**, Principal of the Agricultural College at Gatton, spoke with some authority upon this latter phase of the question, as he was in Ireland in August last and became personally acquainted with the present conditions of that country.

Mr. Mahon said at Laidley on Saturday night "In August last he Mr. **Mahon**" was in Ireland, and he could assure Mr. **O'Keefe** that he would have an uphill battle to induce people to come to Queensland, for he would have the Irish Press and the public against him. He would, however, get valuable assistance from the Agent-General and Mr. J.M. **Campbell**. The latter gentleman had travelled a good deal in Great Britain, and had endeavoured to get advertisements in the Irish Press regarding his mission, but not a word could he get inserted with reference to the in documents to come to Queensland. Mr. **O'Keefe** would find that the conditions in Ireland had altered, and that times were now more prosperous. The Irishman, said Mr. **Mahon**, was fond of his home." It must be pleasing to Irishmen generally to have this direct testimony to the prosperity of the Emerald Isle, a condition of things which has been brought about largely by legislation dealing with land laws, which has made land available for the small settler and has provided him with inducements to make the best use of it. The spirit of patriot in which seeks to keep Irish labourers at home, in order that they may add to the material wealth of the country, is one with which colonials cannot quarrel. All that an agent like Mr. **O'Keefe** can do in such circumstances is to faith fully point out the great scope that there is for suitable settlers in a young country like Queensland, in the hope of attracting those whose prospects at home are not such as to encourage them to stay there.

The difficulty of finding actual farm labourers as possible immigrants, however, is not confined to Ireland, as it also exists in England and Scotland. Mr. Ashton **Hilliers** recently referred to this subject, as applied to England in a monthly periodical named "The Vineyard." The deficiency of rural labour in the old land, he declares, grows more and more serious each year. Some districts in southern England have been almost "bled white" by the depletion of farm labourers as a result of the attractions offered by Canada, South Africa, Australia, and New Zealand.

From other sources than that supplied by Mr. **Hilliers** it is gathered that the exodus from the old country to the new is justified by the circumstances of the case. For instance, 56 farm labourers struck work in Norfolk demanding an increase in wages from 13s to 14s a week, and a six-

and-a-half instead of a nine-and-a-half hour day on Saturdays. These men had been working 10 hours a day for 2s 2d a day, but this strike failed because plenty of persons were found willing to take their places at those rates. Surely there is an opening for such men in Australia! Great Britain is doing the right thing by endeavouring to make more land available for small cultivators, and by improving the conditions of rural life as much as possible. But it has to be borne in mind that an agricultural labourer transferred from England, Scotland, or Ireland to Australia still remains a unit of the British Empire. And it cannot be gainsaid that the prospects for suitable settlers are immensely superior in a young country like Australia to what they are in England, Scotland, and Ireland.

That is the justification for sending agents like Mr. **O'Keeffe** and Mr. **Glasse**y to the old country to try to attract immigrants to Queensland. We have the prospects here, and we are warranted in making them known to the would-be immigrant. Those who come here need not leave their loyalty for King and country behind them-all that they do is to leave a land that is thickly populated, where it is hard to find scope for their energies, for one where greater population is needed and where the scope for energy and industry is illimitable. We badly need more rural labourers here, and we hope that plenty of them will come.

### BRICKS FROM EARLY IPSWICH

*From Queensland Times 7<sup>th</sup> April 1986*      \* *Bundanba – now Bundamba*

Bricks were made in Ipswich in the 1800,s and in Aldine's History of Queensland there is a mention of the firm of **Worley** and **Whitehead** who were making bricks about 1888, at what is now known as Bundamba, but at that time was spelt \*Bundanba.

The brickworks were near the site of today's Bundamba TAFE College, and known as \*Bundanba Brick and Tile Companies. It is said the machinery was capable of producing 8,000 [*sic*] bricks a day, and between six and twelve men were employed. These bricks were "*marked \*Bundanba in the frog and a depression in the brick with a trademark imprint*".

Some sources say a branch line came from a siding on the northern side of the rail bridge at Byrne St., crossed over the street and bent round towards the brickyards. The last mention of the brickworks was in 1899.

During demolition of buildings in Nicholas Street Ipswich in the mid 1980's another brick with \*Bundanba was found, but with a depression only on one side.

An avid collector of bricks for many years was the late Jim **INNES** who was a Post Master at Bundamba Post Office, a number of years ago. Jim had a large collection of old bricks and made a study of the bricks and the works where they were made.

*QT Monday 25 April 1910 p 6*

**“LITTLE IPSWICH”** [Extract]

In the early days of this city's history what is now designated West Ipswich was known, far and wide, as "Little Ipswich." Then "Ipswich was a funny place--the like was never seen; there was Ipswich north, and Ipswich south, while the Bremer flows between!"

Now known as West Ipswich, "Little Ipswich" played a most important part towards the progress of Ipswich, and it was for many years, the key of the Far West, and it was in its vicinity that the first settlement on the opposite side of the One-Mile Creek, on the old Toowoomba-road, near by Black Neale's water-hole was made, after Moreten Bay was proclaimed open to free settlers. That was as far back as in March, 1842, when the late Mr. Donald **Campbell** (father of Mr. Hugh **Campbell**, sen, of Limestone-street), after his arrival from Sydney, made his first home there, and started business as a blacksmith—a most necessary occupation, considering the bullock-dray traffic that was to be carried on between Ipswich and "the Condamine." The latter term, between 50 and 60 odd years old, embraced all the Darling Downs.

Then, in 1843, the late Dr. W. McT. **Dorsey**, established the first hospital in the Ipswich district, on a side near the old pound-yards in "Little" Ipswich, that dear old name by which all the youth of 50 years ago knew it. The Government doctor of '40 periods was the late Dr. **Simpson**, whose head-quarters were at Woogaroo (now Goodna), and he was subsequently Commissioner of the whole of the Wide Bay district. I mention this fact because it was during Dr. **Simpson's** regime as Commissioner that the late Mr. Richard **Watson** (the respected father of Mr. Samuel and Ald. Richard **Watson**) made his first appearance in the Ipswich district, he having the oversight of the then border police, and subsequently became a resident of Little Ipswich, the **Watson** family being among the first lot to make their home there--on the corner of Keogh and Brisbane Streets. (The first-named thoroughfare was, until within the last four or five years, known as Ridge-lane.)

The first man, however, to build a weather-board cottage, (Dr. **Dorsey's** hospital being only a "hut") in Little Ipswich was the late Mr. James **England**, subsequently a large holder of station property in the Bundamba and Tarampa districts, and uncle of Mr. James **England**, of Roderick-street. Mr. England "shipped" the framework of the aforesaid cottage from South Brisbane by punts to the "head of navigation." He had established himself as a bootmaker in South Brisbane, but, better facilities offering this way, he removed both building and business to Little Ipswich, bringing a lot of game-fowls and sporting dogs as well, he having also run a dairy on a small scale.

*(The newspaper article contains information on James England)*

## ROMAN CATHOLIC RECORDS RESEARCH

Available at Ipswich Genealogical Society “Brigg House” the INDEX- on *microfiche*- to the marriage and baptism records of a number of Roman Catholic churches in the local area.

St Mary’s Beaudesert- Marriages 1875 to 1980 / Baptisms 1874 to 1991

St Mary’s Gatton Marriages 1897 to 1963 / Baptisms 1886 to 1986

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Marburg / Lowood Baptisms only / 1948 to 1959

Wacol Migrant Centre Baptisms only / 1951 to 1990

Also in book form, INDEX to St Mary’s Ipswich Baptisms & Marriages –

For further research The Brisbane Archdiocesan Archive maybe able to help.

*From the internet:* The Brisbane Archdiocesan Archive is not a public archive with the facilities to conduct family history research, please consider the following alternatives; [Queensland State Archives](#), [State Library of Queensland](#), [Genealogical Society of Queensland](#) and the [Queensland Family History Society](#).

Visitors (to the above Archdiocesan Archive) are more than welcome though it is essential an appointment to consult records be made in advance with Archives Staff. Enquiries as to the availability of materials should also be made in writing and addressed to the Archivist.

The Archivist

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