

BREMER ECHOES

Our Forebears Past, Yet Present Still



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Ipswich Genealogical Society inc

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February 2026

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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 9.00am to 1.00pm
Thursday 9.30am to 2.30pm
Saturday 9am to 12 noon – Closed Sunday
Closed all Public Holidays

We Welcome our new members and wish them well with their research:

[Karen Ayers, Garry Maddigan, Lynn Clayton, Lorraine Neate, Robert Kavazos, Leonard Forsyth,](#)

Cover Photograph:

A Water Tank on Castle Hill Blackstone Ipswich; The tank supplied water to “Brynhyfryd”/ “Bryn-Hyfryd” the home of Lewis Thomas, which was built in 1890 and demolished in the 1930s. *(Editor's Collection)*

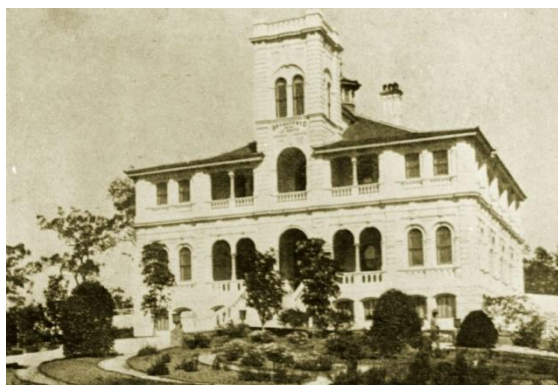
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The Journal of the IPSWICH GENEALOGICAL SOCIETY INC
The First Genealogical Society in Queensland 1977

Page 4	<i>The Voyage Of The Nowshera</i>
Page 10	<i>The Last Survivor</i>
Page 12	<i>Australia Post Notice 1974</i>
Page 13	<i>Sadly Missed</i>
Page 14	<i>Growth of Ipswich</i>
Page 16	<i>Weddings of Yesterday</i>
Page 18	<i>Times Have Changed</i>
Page 19	<i>Fleischmann</i>
Page 20	<i>Obituary–T.J.Barker</i>
Page 22	<i>Raffle Results</i>



*‘Bryn-Hyfyrd’ Residence of
Hon. Lewis Thomas M.L.C*

*(Member of the Legislative Council of the
Queensland Parliament (abolished in
1922)).*

From the Editor: A New Year and hopefully Peace will return to the world, but it does not look promising. We are fortunate to live where we do, and be thankful for what we have. Many are not so fortunate.

Included is part 3 of Brian Jeffrey’s story “*Voyage Of The Nowshera*” which has been interesting and gives a small insight to the conditions in which many of our ancestors came to Australia; would not be easy for any of them. *This is the final part of the story. Thank you Brian.*

You will find included, a little of the history of North Ipswich, *thanks John.*

We look forward to a successful year and hope some of us will find that elusive ancestor –he must have swum? We all need that tiny snippet of information to further our research, and sometimes it can be an unexpected source – keep looking!

The Society is in need of more volunteers for our roster, as we are all getting older, and hopefully this year we may be lucky with more helpers coming on board. One day a month is not a lot to ask, and you are never alone and it is a great way to learn what is available at Brigg House. Please give some thought to joining us.

Irma

THE VOYAGE OF THE *NOWSHERA*

A tale of drama, tragedy and mischief

Part 3: The bitter aftermath and new beginnings

Following the *Nowshera's* arrival in Moreton Bay in late September 1883, the ill-feeling between its surgeon-superintendent, Dr John **Usher**, and Captain J. W. Livingstone continued to fester and both men raced to bring their opposite number to book. Captain **Livingstone** brought seven charges against Dr **Usher**, who countermanded with 15 charges of his own against both the captain and some crew. A public inquiry opened before the Immigration Board later that same month, encouraging some passengers also to make allegations against both Dr **Usher** and Matron **Ware**.

Space here does not allow for a detailed examination of the charges and evidence; however extensive reporting of proceedings can be found in the *Brisbane Courier* and other publications of the time. Suffice to say that the first three of Captain **Livingstone's** seven charges against Dr **Usher** centered on his propensity to have crew and passengers put into irons without first consulting him. Central to Dr **Usher's** fifteen charges against Captain **Livingstone** were that he did not on any occasion give the doctor the slightest support, but instead permitted his officers to obstruct and override certain rules laid down by the Queensland Government for the maintaining of discipline and morality on emigrant ships. Dr **Usher** also made serious charges against the ship's Chief Officer, Mr. **Sheldrick**, in that he and crewmen under his control continued to go on the poop deck at night among the single women after having been instructed not to do so, and that he neglected to put down a row during which Dr **Usher** was physically attacked by three members of the ship's company.

During the Inquiry, the Chairman read a communication addressed to the Immigration Agent, Sir Ralph **Gore**, and signed by some 170 of the single girls who had migrated in which they complained that Matron **Ware** had behaved in 'a most scandalous manner to the girls under her charge' and had treated one 'most cruelly'. The signatories asked that she not be placed in a similar position again. A signatory later told the Inquiry that Matron **Ware** had called the girls 'pigs' and told them that if they did not obey her in every particular they would be placed in a penitentiary. Another signatory testified that she had heard Matron **Ware** say she had come to be matron of respectable girls and not prostitutes. In her response, Mrs. **Ware** said such statements were a tissue of falsehoods. Sir Ralph commented that Mrs. **Ware** had been matron on fifteen voyages and that no complaint had previously been made against her.

The Inquiry was also informed that the Colonial Secretary had received a complaint against Dr **Usher** signed by 150 single men; however, despite an advertisement in that morning's *Courier*, no-one had attended to give evidence in support of the complaint.

Ultimately, the Board found that Captain **Livingston** had not been sufficiently careful to sustain the doctor's authority but dismissed the remaining charges against him on the grounds that they had not been substantiated. In respect of the charges against the Chief Officer, Mr. **Sheldrick**, the Board found that 'excepting that of unduly gossiping with the single women on the poop at night, contrary to regulations', the charges had not been substantiated. However, the Board found that the Second Officer, James **Holderness**, was deserving of severe censure for misconduct and recommended that he not be employed again on a Queensland emigrant vessel until after the expiration of two years, nor receive a gratuity payable under the regulations. In respect of Dr **Usher**, the Board found that, 'without questioning that gentleman's zeal or professional ability', he had exhibited a want of tact and temper necessary to enable him to satisfactorily perform the responsible duties of Surgeon-Superintendent of an emigrant ship.

In turn, the Colonial Secretary directed that '[Captain **Livingstone**] be severely censured for not sustaining the surgeon's authority; that the gratuity of the Chief Officer be withheld for undue familiarity with the single girls; that the Second Officer be debarred from coming to the colony in any vessel carrying immigrants in future; and that Doctor **Usher** be not again employed in the Queensland emigration service.' (*Brisbane Courier*, 5 October 1883)

Not surprisingly, the Inquiry and its outcome had been generating great interest in the community. The part played by some young female passengers was the subject of particular debate, inflamed by Dr **Usher** in his contributions to various publications of the day. In a letter to the *Brisbane Courier* on 5 October 1883, he claimed, 'The stamp of women taken notice of by the Captain and officers is being well displayed upon the streets of Brisbane by the girls themselves at the present time'. He reinforced the comment in a letter to the *Telegraph* (Brisbane) four days later: 'Amongst the single women on the *Nowshera* were some girls whose habits were of a very disorderly kind; girls who did not hesitate to appear in a semi-naked condition, and when in that state arranging to hold conversations with the officers, and persisting in their lewd conduct, despite all protestations on the part of the Matron or her subordinates...'

Such commentary drew the ire of a group signing themselves 'Seven Passengers on the *Nowshera*, still in Brisbane', who responded through the pages of the *Brisbane Courier*: '... it is all very well for Dr **Usher** ... to plead his cause now that Captain Livingstone is far away, but we who did experience the surgeon- superintendent's treatment, and who do know something about his conduct, possess very different opinions... Whilst we were under his charge "irons for twenty-four and forty-eight hours" were the order of the day...What right has Dr **Usher** ... to cast a covert aspersion of infamy upon the many respectable young lady passengers, thus putting a

stumbling block in their way at the very commencement of their life in this colony?...’ (*Brisbane Courier*, Friday 12 October 1883)

But Dr **Usher** continued to have sympathisers, including the *Brisbane Telegraph*. Its columnist opined, ‘There were, among the single women ... a small contingent of girls who had been benevolently foisted on the Attorney-General for transmission to Brisbane. There were more of that sort booked, but Dr **Usher** weeded out a few at the Plymouth depot. Those few who managed to slip on board the *Nowshera* without detection soon let it become pretty evident what their profession was, and that they were coming out to practise in Queensland. The officers and sailors of the *Nowshera* finding such congenial company on board, determined to take advantage of the opportunities for enjoyment thus afforded by the voyage, and endeavoured to act on this determination. But Dr **Usher** ... did all he could to prevent the carrying out of this little arrangement...on the strength of a code of regulations issued by the Queensland Government...’ (*Telegraph* (Brisbane), 13 October 1883)

The Week (Brisbane) joined other publications in pointing out the invidious position of a surgeon-superintendent in trying to follow Queensland Government orders. ‘The performance of that duty by Dr. **Usher** seems to have been specially obnoxious to the officers of the *Nowshera*; they had a liking for some of the single girls, the more depraved the girls were the stronger was the liking for them.... Perhaps if he had shown "tact" enough to have shut his eyes to the bad example set by the officers, and had allowed the chatting and the grog giving at two o'clock in the morning things might have gone on more smoothly. But Dr. **Usher** seems to have had a different idea of his duty to those who employed him, and to those under his care...’ (*The Week* (Brisbane) 13 October 1883)

The Immigration Board’s findings and Immigration Agent Sir Ralph Gore’s stipulation that Dr Usher never again be employed in the Queensland emigration service must have come as a devastating blow to him, made all the worse by the public derision to which he was subjected. Yet the ignominy seems to have had only passing effect on his standing among his peers. Within a few months he received a letter from the Premier of Queensland, Sir Samuel Walker **Griffith**, ‘intimating’, as the *Brisbane Courier* put it, that the prohibition on such employment had been removed. (*Brisbane Courier*, 29 December 1883)

Surprisingly after such a bruising experience, Dr **Usher** wasted no time in re-establishing himself as a surgeon-superintendent aboard emigrant-carrying vessels, beginning with the *Crown of Arragon* in April 1884. He would subsequently serve on a further four. Gradually, through the praise-worthy care he delivered in that capacity, inter-action with the colonial government and community, and contributions to newspapers and professional monographs, he put the past behind him and established a solid reputation for public service which, over time, would earn him an international reputation.

In 1887, he severed his connection with the Queensland Government's immigration service and re-located to Melbourne, where he took up practice as a medical doctor and developed a particular interest in the treatment of alcoholism. In 1892 he set off to the United States to make a pathological study of dipsomania - the insatiable craving for alcoholic beverages - and its various treatments. Travelling on to London, he delivered papers on inebriety before the Medical Society and at a meeting of the Society for the Study of Inebriety. From London, he travelled to the Continent to visit the principal hospitals for the reception of habitual drunkards. He also took the opportunity to complete a series of experiments with the cholera virus in the laboratory of Louis **Pasteur** and gain credentials from the Pasteur Institute to use its vaccine treatment for cholera in Australia.

His investigations completed, Dr Usher conveniently found himself a return berth as medical officer on a new luxury steamship of the Anglo-Australian line, the *Miowera*, which arrived in Port Philip Bay on 8 December 1892. On 16 December he gave a lengthy interview to the *Fitzroy City Press* in which he recalled giving fifteen addresses to scientific bodies, including the British Medical Association where he had spoken in favour of women being admitted to membership. The international journey was something of a last hurrah for the good doctor, although for the next decade he doubtless drew on his experience and interests in treating patients. In the early 1900s he returned to England, where he died on 27 December 1918.

And what of the later years of some other players in the *Nowshera* saga?

Henry Stephen **Dutton**, the young unmarried passenger whom Dr Usher had appointed to serve as his assistant, joined the Qld Colonial Secretary's Department where his abilities led to his being selected by several Premiers to serve as their Private Secretary. Later, he became Under Secretary in the Chief Secretary's Department. He married and fathered three children. In January 1901, he accompanied the Premier to Sydney for the Commonwealth celebrations. Upon his return he was found to be suffering from pulmonary tuberculosis and he died in Toowoomba on 8 August that year, aged 36.



Henry Stephen Dutton c.1901. In 1883, Dr Usher appointed him to serve as his assistant aboard the *Nowshera*.

Herbert Freemont **Hardacre**, the passenger who achieved notoriety as the 22-year-old single passenger given rough and inexplicable treatment



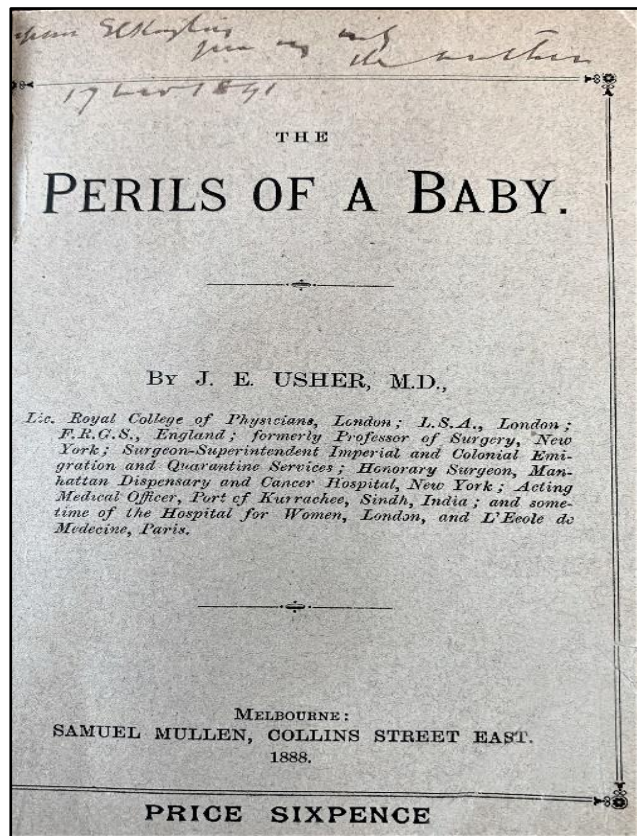
at the hands of Dr **Usher**, established himself as a prominent figure in political, industrial, and legal circles in Queensland. He served as Secretary of the Butchers and Tramways Employees Unions, as Minister for Lands and Agriculture in the notoriously short-lived (1-7 December 1899) Labor ministry of Andrew (Anderson) **Dawson**, and as Secretary for Public Instruction in the first Labor ministry of Thomas

Joseph **Ryan**. He proved to be a thorough and conscientious administrator. He resigned from parliament in October 1919 to join the Land Court as one of three judges created under the Crown Lands Act and served in that capacity until his retirement in 1931. During a 30-year marriage, he and his wife Alice Beatrice (nee **Maynard**) had raised three sons. He died in March 1938.

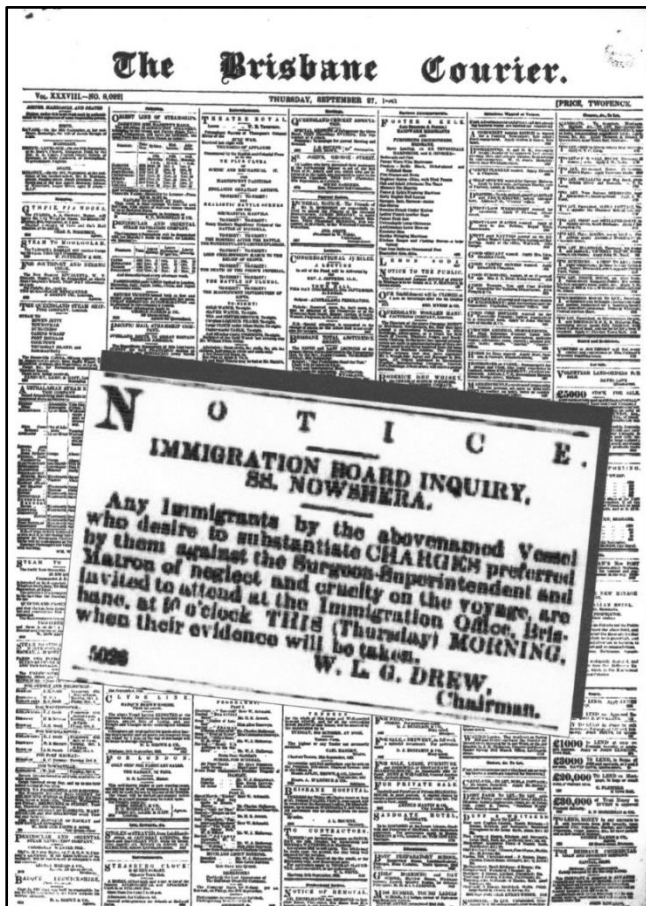
Passenger and diarist William **Hastie** settled in Ipswich, where he continued his trade as a joiner and carpenter. He and Elizabeth had another two sons, Walter Scott in 1884 and George Charles in 1886. In time, William entered into a successful business partnership with Frederick **Halliwell** and for many years the pair operated a well-known contracting business, **Hastie and Halliwell**. He had a keen interest in civic affairs and was a member of the Brassall Shire Council, serving as its chairman for a period. He was also a foundation member and first President of the North Ipswich and Tivoli Progress Association and during the 1920s a member of the Ipswich City Council. A deeply religious man, he taught Sunday School as an elder of the Presbyterian Church until only a few years before his death in May 1932, a little over a year after Elizabeth. William and Elizabeth's lives are commemorated by Hastie Street, Tivoli, an area of North Ipswich which William championed over many years.

For its part, the *Nowshera*, still flying the flag of the British India Steam Navigation Co, assumed its original purpose, plying between ports in South-East Asia and Australian capitals carrying cargo and livestock as well as 1st and 2nd class passengers. In 1887, the ship sailed from Melbourne carrying what *The Queenslander* of 12 November 1887 described as 'the greatest shipment of horses for India that has ever left this port...with 405 head'. The horses were part of a steady trade in so-called 'Walers' to

the British Indian Army in its defence of both the British Indian Empire and the princely states. Typical of its cargo on return voyages to Australia were cornsacks, woolpacks and bran bags. The *Nowshera* was sold for scrapping in 1911 and broken up in Bombay.



In 1888, Dr Usher published this 32-page pamphlet giving advice regarding the care of infants.



Brisbane Courier September 27 1883

Submitted by
Brian Jeffrey

THE LAST SURVISOR

John Rossiter



Back in those forgotten days of the early to mid 1930s, times were tough. This was the time of the Great Depression. There were many sackings and families were desperate to survive. The un-employed head male of the family was offered work for the dole to buy food to feed his family. These were the days when a meal of bread and dripping was almost considered a luxury.



This was the period when the cutting was put through the crest of Raymonds Hill to make it easier for vehicles, both horse and motor, to travel across the top of the hill in wet weather.

Teams of men on the dole using picks, shovels, crowbars and wheelbarrows dug and removed the excess dirt and rocks. On the western side of the road was a quarry used by the Council in the earlier days for road base. All of the excess waste was tipped over the edge into this quarry.

In the wide expanse on the crest, an island was formed in the centre creating a double road.

This was when the fancy gutters, made of flint-stone and concrete were put in place. These gutters are now listed as items of significant interest in the heritage register. There was no machinery involved. All the work was carried out with bent backs. The rocks were carried in wheelbarrows and the concrete was mixed by hand – they had it tough.



As a means of beautifying the area after this work was completed, the Ipswich City Council in 1936, planted 24 standard hibiscus trees at intervals on the island and adjacent to the eastern gutter of the main road. These trees each had a protective cage built around them. Four x 2” x 2” hardwood stakes about 5 feet high had a metal ring attached about 8” from the top and bottom. These were secured with small bolts.

Initially the trees flourished, but then over the years some would die. Some were replaced with other hibiscus shrubs, and they, over the years have also died.

In 2022, after some 86 years, there is one survivor of those original plantings. It is on a severe lean but is otherwise healthy. Unless something can be done to save it, its days are numbered.

Following a request, to the I. C. C. Parks Dept. the tree was trimmed on 19th July 1922. How much longer can it survive.

....>>>X<<<<....

AUSTRALIA POST NOTICE 1974

This Notice appeared in the Queensland Times during the 1974 floods when Ipswich was inundated.



This was long before mobile phones and the internet.

The past actually happened. History is only what someone wrote down.

SADLY MISSED

Sadly two of our valued members passed away in November 2025, Audrey **Dillon** and Bettina **Kracht**. Both were over 90 and were long time members. On the 8th January 2026 another of our members John **Hertrich**, passed away.

Audrey



Bettina



John



Audrey died on 4th November, Bettina on the 16th November 2025 and John on the 8th January 2026.

These three long time members have worked in different ways to help the Society.

Audrey was Librarian for many years and was on the roster, Bettina was Pedigree Compiler and a Roster volunteer, John a tower of strength with maintenance, and when we moved to Cooneama Heritage Centre, and the building was renovated, John was the “go to” man, and the overseer on the job. His

help was invaluable; as a way of saying “Thank you, John was made a life member in 2018.

We miss them all and May They Rest in Peace

Queensland Times (Ipswich, Thursday 9 March 1911, page 4

THE GROWTH OF IPSWICH: The article published in our issue of Saturday last from the pen of "Red Gum" headed "Glimpses of Early Ipswich" has awakened an interest in the very noticeable improvements that have taken place in the public and private buildings in our midst.

Our contributor's reminiscences of the early growth of the city, and his references to the preparatory work at the corners of Brisbane and Bell Streets, and at the intersection of Nicholas and Limestone Streets, for the erection of buildings which will tend to still further adorn those thoroughfares, has caused the thoughtful citizen to reflect on the gratifying improvements which have been made in Ipswich during recent years.

The actual rebuilding of Ipswich began some considerable time ago, but last year has witnessed the demolition of old public or business premises and their replacement by much more substantial edifices, of styles which are a credit to the architects who designed them, and which are gradually, but surely, changing the outward aspect of the central or business portion of the city.

The beautifying of Ipswich architecturally has not been restricted to the section which contains the commercial houses, the professional offices, and the ecclesiastical edifices. The enhancement of the appearance of the suburbs to the east, the west, the north, and the south by the erection of comfortable cottages and pretty villas on modern lines has been, and is still, going on apace.

The old land-marks in the way of the originally roughly-constructed slab premises and gable-ended shingle roofed domiciles are fast passing away. In recent years this has been particularly noticeable on the outskirts of the city, and some of these parts are becoming quite attractive as a result of the erection of stylish homes, many of them being surrounded by neatly kept flower-beds and kitchen-gardens. A drive round these quarters would be an eye opener to the person who knows little of the environs of the city in which he lives, and would serve to demonstrate to him that there is a growing appreciation, on the part of the inhabitants generally, of good work and attractive designs in architecture.

It is gratifying to observe that it is so, and gratifying also to remember that this improvement in the character of the buildings, and the rapid augmentation of their number, are manifestations of progress and stability. This expansion of Ipswich is cause for congratulation, the more so because that growth is proceeding on sound lines.

Will it continue? That is a legitimate question. The answers have been varied, but there are those, who might be regarded as being competent to express an opinion, who have not hesitated to reply in the affirmative. At the present time there are many indications that there must be a further extension of the city and suburbs. Great as has been the growth of late years, the housing accommodation is inadequate.

Our industrial establishments are busy. Work in the railway yards at North Ipswich is rapidly being multiplied resultant on the large increase of railway traffic, due to good seasons, the construction of new lines, and the general prosperity in the country. In that direction, therefore, new avenues of employment are sure to open out. With the advance in our population, and the expansion of our over-sea trade in various commodities, there is certain to be still further development in our extensive coal-fields.

The proprietors of the larger collieries are preparing therefor, and, in expectation of greater demands being made on their resources, are now proceeding with developmental work. Coal properties have been eagerly sought after, and have been required at good values not by the mere speculator who expects to make money by selling the freehold but by those who desire to secure the mineral and realise upon it. Here again, then, as time goes on, fresh opportunities for employment are certain to be afforded.

The rapidity with which the shares in the recently-formed Ipswich Motor 'Bus Company have been taken up is an evidence of the confidence which the investors therein have in the future of Ipswich. It is fully expected that, as a result of the comparatively quick means of transit which the proposed motor service will provide, an impetus will be given to the building trade in the suburbs served by the conveyances.

Altogether the outlook for the future of Ipswich is bright, and the prospects encouraging. The city is fortunate in possessing business and professional men of enterprise, whose aim is to promote its interests in every possible way, and who, in common with all sections of this community, are proud of the reputation which Ipswich possesses of ranking amongst the most stable and solvent cities, not only in the State, but in the Commonwealth.



Brisbane and East Street corner with Palais Royal Hotel on the left. The Town Hall tower can also be seen.

WEDDINGS FROM YESTERDAY



1915

Colin ROBINSON &

Clevie SALISBURY



1925 *James W.T. JOYCE & Lucy FACE*

1945

Allan CLARK &

Leonie HOSKIN



1955 Murray LINNING & Coral ANDERSON

TIMES HAVE CHANGED

John Rossiter

Before these days of massive supermarkets, we had the corner stores where all your food needs were catered for, except the butcher. Corner stores and butchers are these days a rarity.

The grocer would weigh out the flour, sugar, tea, rice, pumpkin, cheese and whatever right before your eyes. The goods were placed in brown paper bags and tied with string – not plastic and sticky tape like we have today causing pollution. The butcher would cut and weigh the cut of meat you required and weigh it on the scales right in front of you. He would place it onto white or greaseproof paper and then wrap it in newspaper. The local kids made their pocket money by selling the newspapers to the butcher at 1d per pound.

Trading hours were restricted and offenders were fined for breaches of the rules. One of these raids occurred at North Ipswich and a report appeared in the Brisbane Courier on 20 June, 1933.

*“STOREKEEPERS FINED - for breaches of the shop assistants award. In failing to close their non-exempted shops at 5.30 p.m., the following storekeepers pleaded guilty before Mr W. **Simpson**, P. M., yesterday :- George **Commings**, Waterworks Road, North Ipswich; Richard **Johnson**, Pine Mountain Road, Brassall; Mabel Caroline **Rossow**, Raymonds Hill; Andrew **Allan**, Wyndham Street, North Ipswich. Each was fined £1 with 6/- costs. Mr A. A. O. **Poole**, Industrial Inspector, prosecuted.”*

All of the above stores have not existed for many years due the change in times and the advancement of supermarkets. The last of those corner stores closed 23 June 1996.



Store on Raymonds Hill Pine Mountain Road, North Ipswich.

(Extract QT 16.05.1914) **FLEISCHMANN - Nicholas Street**

Mr & Mrs John **Fleischmann** left Bremen Germany for Moreton Bay in November 1858 on the sailing ship “Deana” and arrived six months later, with their son Charles born 15th March 1852 in Wurtemberg. The family stayed for a time at Kangaroo Point with Charles **Fleischmann**, John’s brother, and came to Ipswich on the river steamer “Hawk”.

Their first home was a wooden cottage owned by William **Vowles** on land between Nicholas and Ellenborough Streets, later owned by F.W. **Whitehouse** and was the site of Whitehouses Café facing Nicholas Street. *“In the old days, 50 odd years ago, there was a lane called “Bottle Alley” running through from one street to the other, this narrow thoroughfare being for the convenience -as a “short cut” - of the residents of Ellenborough Street”- in which there were no places of business”*(QT 16.05.1914 page 7)

Charles, attended Church of England day-school, situated on the corner of Nicholas and Brisbane Streets, later the site of the Bank of Australasia. Teachers over the years were Mr.Hugh **Stowell**, Mrs. H. **Newton** and a Mr. **Compton**. The building, in Mr. Chas. **Fleischmann's** youthful days, was also used for the Lutheran Church services were conducted by the late Rev. Lacy H. **Rumsey**, the Anglican clergyman, in the German language.

After a few years' residence on the Ellenborough-street side of 'Bottle-Alley,' the family moved into Nicholas-street, occupying a shop, known as Mr. John **Hackshall's** fancy bread and biscuit factory, situated on the northern side immediately opposite **Thompson's** Horse and Jockey Hotel, in Nicholas-street.

In the late 1860s when baker Patrick **Donegan**, retired to become a licensed victualler at North Ipswich, at the Queensland Hotel, John **Fleischmann** moved into larger premises the two-storeyed brick building, which he purchased from Mr **Sutton**, of Redbank.

When John **Fleischmann**, sen., died in 1897, Charles took over the saddlery business.

John **FLEISCHMANN** d. 04.08.1897 Jacobine (**BURCHART**)

FLEISCHMANN d. 06.12.1917

Charles H.**FLEISCHMANN** b. 1852 m. Mary **WERNOWSKI** 19.02.1876
d. 26.10.1932

Children:

Charles Ambrose	06.12.1876;	Frederick William	23.08.1878;
Arthur Ernest	01.09.1880;	Mary May	28.07.1882;
Ethel Maud	26.09.1884;	Florence Eva	11.02.1887;
Caroline Olive	13.10.1889;	Harold Victor	28.03.1894;
Eunice Eve Esther	18.07.1898;		

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 a 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 unfinished.

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), Mr. Edmund **Barker**, (Locomotive Foreman Gladstone). The funeral is announced for 11 o'clock to-morrow morning.



Camel Wagon of Wool Bales

Charleville Queensland c1930s or 1940s

Editor's Collection

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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.
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