

BREMER ECHOES

Our Forebears Past, Yet Present Still



ISSN 2208 - 2131

Ipswich Genealogical Society inc

Volume 41 No 2

July 2023

RESEARCH ROOMS & LIBRARY

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MONTHLY MEETING: SECOND Tuesday of the month at 9.30am
[except January]

“Brigg House”

**Cooneana Heritage Centre,
1041 Redbank Plains Rd,
New Chum 4303**

(Until further notice meetings will be at 4 Grenadier Circle Ebbw Vale)

07 3282 3067

Dues are payable by 30th September.

Subscriptions Single Membership \$40

Family 2 members residing at the same address \$55

Journal only subscription [Posted or emailed] \$10

Visitors welcome at Research Library per day \$20 ; ½ day \$10; Research
undertaken by post – Initial Research Fee \$30

Additional Research fees charged at rate of \$25 per hour or part thereof.

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 9.30am to 1.00pm

Thursday 9.30am to 2.30pm

Saturday 9am to 12 noon – Closed Sunday

Closed all Public Holidays

**PLEASE NOTE: This is the last magazine before the AGM to be held on
12th September 2023 and also Membership is due 30th September 2023.**

BREMER ECHOES

ISSN 2208 –2131

Volume 41 No 2 July 2023

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.

Val Cox (Returning member) Trevor Jones, Alison Joy Francis, Paul Fitner, Janenne Brown, James & Janice Runham, Jennifer Lee Murphy, Maree Evans, Bruce Duckett,

Cover Photograph:

From “The Steering Wheel” 1st May 1918 see story page 12

From the Editor: The year is half over and we all wonder where it has gone. I am sure days go faster than they used to, or is it an age thing?

June Walker one of the original members of our Society passed away in November last year. June would have been 100 in June this year, and spent the last months of her life in a nursing home. COVID made life difficult and there are no local newspapers, so we did not know until her magazine was returned in February that she was no longer with us. June had been a nurse and never married and was the last of her family, and there was no one to tell us of her passing. We realize in these situations how much we miss the local daily newspaper.

Included in this edition, extracts from motoring magazines from the first part of the 20th century, showing how motor cars and motoring in general have evolved since then. So different from the days of cranking the engine to start it and now you do not even need a key, and then you did not need air-conditioning, there were no windows – just fresh air.

Our new air-conditioners have been installed, and we thank the Good Guys and Cleanaway for their support and help. We can now enjoy a more even temperature especially in the kitchen, our “Volunteers Rest”.

The AGM will be held on Tuesday 12th September at 9.30 am at Brigg House and all are welcome. See page 22.

A PICTURE ON THE WALL



**Restoration of a Grave Ipswich Cemetery - 2011
see page 10**

VALE: June WALKER b. 2nd June 1923 d. 15th November 2022

Parents: James McRae & Alexandrina Robina (Fairweather) Walker



June taken 1988

June was the 4th child of the marriage of Jim & Lexie **Walker** and grew up in North Ipswich. Her father was a moulder at the North Ipswich Railway Workshops, and through the Depression he was employed at times for only three days a week.

The children never felt they were deprived in any way, as there was always food on the table and the clothes may have been hand me downs, but it was never a problem.

Sadly in 1936 while holidaying at Tugan the eldest son George was hurt while surfing and passed away a few days later. The family were wary of the surf after that and other holidays were

spent at Redcliffe, where the water was calmer.

The children attended North Ipswich State School, until the eldest Betty commenced Scholarship year when all the children changed to the Ipswich Central State School, for some reason. June tells the story of the day she forgot to say the name of the word before she spelt it. She was told by the Head Teacher (*Granny Phillips*) to go to her room and get the cane. June said she proudly showed off her bruised hand for the rest of the day.

Betty gained a "Trustee's Scholarship" to the Girls' Grammar School and the younger girls also went to Girls' Grammar. The youngest in the family Tom, attended the Industrial High School in Brisbane. ,

On leaving school June obtained employment at A.E. Axon Consulting Engineer Brisbane, until her employer joined the Army as a Major, and there was no work for the junior in the office. She went to work at the Booval Butter Factory as a clerk-typist, and stayed until she and a friend answered an advertisement for trainee nurses at Mackay District Hospital. June said there was no real tuition,



June Walker on the right, and her friend Maggie at Royal Melbourne Hospital. 1950,s

and the patients mostly showed them what to do. She returned to Ipswich after a while and went to work at Montrose Children's Home in Brisbane, where she said "the children soon played up on the new nurse". After about nine months, June and her friend Maggie moved to Melbourne for three years as trainee nurses at the Royal Melbourne Hospital. After obtaining her certificate June did Midwifery and Child Welfare, and nursed for a number of years. She ended her nursing career as a Blue Nurse in Ipswich helping patients in their own home, which she found very satisfying. June and her brother Tom, who was a widower, lived together for many years, until he passed away in 2019.

Bremer Echoes August 1991

WAR TIME IN IPSWICH - JUNE'S STORY

There is nothing dramatic as far as I am concerned, but, of course there was the general underlying knowledge of the tragedy of it all as it unfolded day by day.

My first memory, I suppose was hearing the British Prime Minister, Neville **Chamberlain** declaring that they were now at war with Germany, after the invasion of Poland by Germany, and this was followed by our own Prime Minister R.G. **Menzies**, committing our forces also. We had no TV in those days and we all listened eagerly to the daily communiques on the wireless. Prior to the Declaration of War, there was a weekly broadcast on the wireless, I remember, by a Dr **Goddard**, who always ended his broadcast with the words "500 planes for the defence of Australia!" I think, in actual fact, we had 5 Wirraway planes at the start of the war.

I was 16 at the time and working in an office in Brisbane. The very next morning after the declaration of war, there were soldiers guarding each end of the Indooroopilly bridge. The office I worked in was next door to the American Consulate in the Bank of Australasia Chambers on the corner of Queen and Wharf Streets. Soon there were Officers of the Marines going past in the corridor and many American servicemen in the streets.

Whenever our soldiers were going overseas they would march through the streets of Brisbane and we all left our offices and shops and lined the streets to wave them off. The soldiers apparently had very little equipment and I remember them training around the streets of North Ipswich where I lived, with their broom sticks for rifles.

We were all given instructions by the Air Raid Precaution Wardens of what to do in case of an enemy attack and no lights were allowed to be shown. All windows were covered with a blackened thick paper and this was policed strictly by the A.R.P. wardens who did rounds every night in their particular sections. These wardens were men over 45 years of age who were too old to be called up for active service and who were identified by an armband with "A.R.P." on it.

Every home and business had to have some sort of air raid shelter. The usual suburban one was a trench dug in the back yard. There were some above ground concrete ones built in the city, but it is hard now trying to remember where they were – I think there was one where the old railway yards were (somewhere in the vicinity of the roadway going into Kern's Carpark, (1991) and I think there were some in Limestone Street and probably others dotted about the place. I can remember seeing the first American Flying Fortress plane making its way to Amberley whist we were digging our trench.

Air raid sirens were sounded and we had to practise getting to the shelters and not come out until the “all clear” had sounded. There was one day when the siren sounded – it was not a practise. We all looked at each other and took off for the shelter. I was now working at the Booval Butter Factory in the office, my other job having run out due to no work, as it had been with Consulting Engineer A.E. Axon who became a Major in the Army during the war, and later the Vice-Chancellor at the University at St Lucia.

It was a strange feeling being in the underground shelter in the grounds of the Butter Factory – one girl became upset – but mostly there was an air of excitement, I suppose. Apparently there was an unidentified plane flying around, but nothing came of it.

Another memory is of the Soldier’s Hut in the R.S.L. grounds in Nicholas Street. Various groups took turns in cooking and catering for the soldiers on leave. Our church took its turn and we had some busy nights trying to be waitresses and the older women doing the cooking. A piano was there for anyone to play and it was quite a noisy evening. The Australian Comforts made wool available for knitting socks and some very peculiar socks were produced.

All the civilians had to have coupons to purchase items of food and clothing, and other goods – we were all issued with a certain amount of coupons and they had to last for the specified time. On holiday once at a Guest House in Montville, I remember we could only have butter **or** jam not both on our bread. Petrol was also rationed and, although there were not as many cars around, there were some who ran their cars on charcoal – a contraption for burning it was towed along behind.

No one went to work without wearing a hat or stockings at the beginning of the war, but stockings became very scarce and we used to paint our legs with a cosmetic paint and draw a black line up the back to look like a seam.

Towards the end of the war, when I was still at the Butter Factory, we would get very excited when the Troop Trains came by and would go madly out, waving and cheering. The office then was quite near the railway line in what looked like an old home.

I remember very clearly when the Atom Bomb was dropped. We went to the pictures that night and I couldn’t help thinking of a whole city being wiped out by one bomb! Then the end came and all the whistles blew – we left work and went into town. That night the streets of Ipswich were alive with happy, cheering people.

Whilst none of my immediate family was badly affected by the war, I knew some who were, and one wonders at the futility of it all and the terrible sadness it brings.

PROFILE - JOHN ROSSITER IGS LIFE MEMBER



Born in 1938 John was the first child of Ernest and Edith Rossiter and the family lived at North Ipswich where Ernest had a butcher shop. John's brother Donald arrived a few years later.



John speaking to Eric Clarke and Barry Ainslie

John attended both North Ipswich and Brassall State Schools. He then was employed at Beirne Pty Ltd Department Store in Ipswich in the Manchester Department, and for several years he was the Ticket Writer for the store. John's great love was photography, and he moved to the Photographic Department at Beirne's when it was first set up.

During the 1950s and 1960s, John was very interested in leather work and basket weaving and was successful in local district shows as well as the Brisbane Exhibition. He has retained some samples of his beautiful work.

In 1974 John began work as manager of retail sales at Whiteheads Photographic Studio in Brisbane Street where he enjoyed interaction with customers when selling cameras and film. He and Donald were active members of the Ipswich Photographic Society, and John exhibited in National and International Photographic Exhibitions, and his many successes earned for him Associateship of the Australian Photographic Society. John served as a Steward for the Photographic Section of the Ipswich Show for 40 years and he was awarded Life Membership of the Show Society.

For a number of years until her passing in 1993, John became carer for his Mother, and since then, he has spent many hours caring for elderly friends, driving them to medical appointments, or to do their shopping, picking up and returning their washing, and visiting when they were in hospital. There always seemed to be a friend in need.



John taken at Pine Mountain
Celebrations 2012

John has been a very active member of the Ipswich Genealogical Society since the 1990's and has a great knowledge of Ipswich families and the history of the local area. He is always ready and willing to help members and visitors to the Society with their research.

To acknowledge his years of dedication, the Society Committee presented Life Membership of the Society to him, and a room at "Brigg House", Cooneana Heritage Centre, has been named "John's Room".

John has on going health issues and has moved to "Nowlanvil" Aged Care Facility and joins in the activities at the centre, but is still on hand to answer research queries for the Genealogical Society.

***(We thank the Ipswich Woodcrafts Club for the
"John's Room" sign).***



BOX FLAT MINE MEMORIAL

On 31st July 1972, fifty one years ago, an explosion in the Box Flat coal mine at Swanbank Ipswich sent shock waves through the community.

Seventeen men lost their lives that morning and a Memorial was erected in their memory.

Each year on 31st July a special service is held at the Memorial

REMEMBERING A YOUNG VOLUNTEER

Eddie Habben

The Death of Gunner Hayes.

Volunteer service in the military services in Ipswich in the mid to late 1800s was not without its dangers. No. 2 Battery of the Queensland Volunteer Artillery was formed in 1865 drawing the majority of its members from the North Ipswich Railway Workshops. The first serious accident in the battery occurred when a gunners hands suffered horrific injury whilst conducting a firing of his gun. In 1892 a fatal accident occurred during a training exercise at the Battery's facility at Queen's Park in Ipswich. Gunner Hayes, As a result of injuries sustained when the wheel of one of the guns ran over his abdomen, he succumbed to his injuries and died the following day.

Gunner Hayes was a miner who was employed at the West Moreton Colliery and was a popular young man amongst his associates and a keen member of the 2nd Battery one of several volunteer military units serving in Ipswich as part of the Queensland Defence Force.

In April 1892 whilst the Gunners were harnessing their horses to the guns of the battery, to take them out of the shed for training purposes, the horses became restive and it was necessary for the drivers to use strenuous efforts to control them. The reins of the driver of the gun that Gunner Hayes was attached to broke and he was unable to control his horses resulting in the gunners being thrown off. Gunner Hayes was thrown off and the wheel of the gun ran over his abdomen. He died the following day from the injuries he sustained surrounded by his friends and relatives.

Gunner Hayes was accorded an impressive military funeral attended by numerous friends and relatives that also included participants from all of the military units from the Ipswich area and representatives from Headquarters in Brisbane. Upon learning of his death whilst researching newspapers, I decided to locate his grave in the Ipswich General Cemetery.

I found the headstone of his grave badly damaged and the surrounds in very poor condition. A particular feature of his headstone that drew my attention was the representation of an artillery field piece inlaid into the sandstone. Being concerned about the state of the grave, I consulted with Jim Runham who arranged through his contacts at the 14 th Battery in Ipswich to have the headstone and surrounds preserved.

Jim Runham

Local historian Eddie Habben approached me about a Gunner who was tragically killed while training at the Milford St Army depot which was then occupied by the 41st Royal Australian Field Artillery. This unit is a descendant of the Moreton Field Battery that Gunner Hayes belonged to back in 1892. The Milford Street Army Reserve Depot was the second such

facility to be opened by the Colony of Queensland. The Moreton Field Battery was formed in Ipswich in 1864, soon after the Colony of Queensland was proclaimed in 1859. It is the second longest continuing serving military unit in Queensland until the artillery unit was transferred out in 2013 to Brisbane.

Upon hearing about Gunner Hayes and looking at his grave that was in a deplorable state of disrepair. I sort the depot commanding officer Captain Andrew Kendall to inform him of the story about Gunner Hayes. Out of this discussion a proposal about restoring his grave was tabled for further investigation and discussion. After making inquiries with the City Council and the Parks Department about the legalities of restoring the grave, we received their approval and encouragement. Upon receiving the approval news, an application to the battery commander was submitted to allow the soldiers of the battery to undertake the restoration project. His approval was received so it appears that there were no roadblocks in undertaking this project. However, there was no finance available to cover the budget of the restoration so a small not for profit subcommittee named the Milford Street Battery Association was formed with Captain Kendall as president and myself as secretary/treasurer.

We applied for several grants and were fortunate to receive a small grant from the Ipswich City Council Community Grant and a small grant from the Queensland Government and the Ipswich RSL. We also received several voluntary donations towards the project. Sergeant McCoombes was employed at Bunnings, and they willingly donated building materials required for the project. I found a local stone mason to provide expertise and to clean and re-stand the headstone and to redo the lead lettering.

Over the following two months the diggers held a number of working bees at the gravesite to first level the site and then concrete the grave and rebuild the four corner plinths. The stone Mason completed his restoration work so the project came to a conclusion, and it was then decided to have an unveiling rededication service in two months' time so that we can pay proper respects to Gunner Hayes.

The re-dedication of the Grave of Gunner John Hayes was held on 10th December 2011 and the following is a small extract from the Service

We today stand before the grave of Gunner John Hayes, which has been repaired by the good grace of the officers and soldiers of 41st Battery and the City Council and Citizens of the City of Ipswich, that we might rededicate it to the memory of Gunner John Hayes and remember and honour all who have contributed through their service and sacrifice to the growth and development of this our Nation, Australia.

Our thanks to Eddie Habben and Jim Runham, for this article. Irma



Extract From "National Motorist" Official Organ of the Automobile Association of Queensland, July 1955.

CAVALCADE OF WHEELS AROUND THE WORLD BY CAR First Attempt 1902

Early in 1902, the year before that in which the Ford Motor Co. was formed, a German automobile agent in London named Doctor E. E. **Lehwess** announced his intention to drive a motor car around the world.

This Proposal was freely advertised and finally the Pioneer French manufacturing firm of Panhard and Levassor agreed to build for Dr. Lehwess a special vehicle with a 25 h.p. chassis and pneumatic tyres. A large body of the omnibus type was fitted with a sleeping car interior. The tank could carry sufficient Petrol for a run of about 600 miles. The vehicle, which was christened the "Passe-Partout," cost approximately £3,000 and created immense interest when it was shown in London. To provide against breakdowns or holdups, ample supplies of spare parts, guns and fishing gear were carried.

Dr. **Lehwess** was nothing if not ambitious and he mapped out the following route. The car would be driven from London to Southampton, shipped to Havre, driven to Paris, Brussels, Berlin, Warsaw, St. Petersburg, Moscow, Nijni Novgorod, Kazan, Chelyabinsk, Omsk, Tomsk, Krasnoyarsk. Irkutsk, Kyakhta and then across China via the Gobi Desert to Pekin and on to Vladivostock. Here the car was to be shipped and taken to San

Francisco. From the West Coast of U.S.A. it would be driven across to New Orleans in the south, thence along the Mississippi up to St. Louis and on to Chicago, Cleveland, Buffalo and Niagara Falls, into Canada and back to New York. The "Passe - Partout" would be shipped from New York to Liverpool and driven from there to the starting point in London.

The party started off at the end of April, 1902, and duly arrived in Paris. After lingering for six weeks in the French capital, a start was made for Berlin which was reached in 12 days. **Lehwess** was certainly not in a hurry for he stayed nine weeks in Berlin. One excuse given for this long sojourn was that it was necessary to arrange so many details in connection with the journey through Russia and China.

At last the Party left Berlin at midnight on 1st September and after travelling about 16 miles they stopped and slept in the car. On reaching the frontier they were held up by the Russians for five days awaiting permission to proceed. They drove into Warsaw on 10th September, the journey from London to Warsaw having taken 4½ months. During their stay of 8 days in Warsaw they received the greatest hospitality and the Warsaw Automobile Club was formed.

Leaving Warsaw on 17th September they encountered their first real troubles when they discovered that Russia's main roads were merely mud tracks. Many times the car got stuck and had to be pulled out of the bog by the local people.

It took four days to drive from Warsaw to Grodno, a distance of 200 miles. Keeping on, the "Passe-Partout" finally entered St. Petersburg in good style. A nice rest was enjoyed in this city and later the journey was continued to Moscow. Nothing more was heard of this expedition for some time, but ultimately the news trickled out that the tour had been abandoned. It was said that the car was put out of commission through two cylinders being cracked by water freezing in the jacket. The "Passe-Partout" was stranded and abandoned in the snow at Clerio, near Nijni Novgorod.

Early the following year the car was purchased by a Mr. **Friswell** and brought back to London. When he located it, it was frozen in three feet of snow, but he hired several horses and a number of peasants and had the car hauled several miles to a railway, whence it was trucked back to England. So, in approximately 10 months the "Passe-Partout" was back at its starting point, having accomplished only about one-fifth of the programme which had been mapped out for it.

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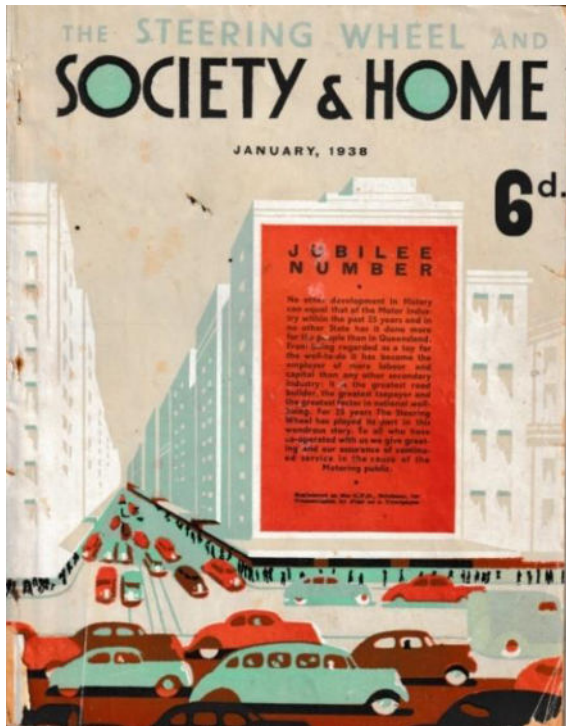
Epitaph:

A pass-them-all driver,
Was young Sammy Sprout
Who should have weaved in,
At the time he weaved out;

BOOKS ON MY SHELF / RACQ MAGAZINES

Information from the RACQ

In
it



The Royal Automobile Club of Queensland began in 1905 as the Automobile Club of Queensland. In 1921 it received its Royal Charter and became the RACQ as is we know it today.

The Club has produced a journal from 1914 when it was “The Steering Wheel”, from 1926 it was called “The Queensland Motorist”, in 1934 it became “The RACQ Journal” and in 1940 a name change to “The Road Ahead”



The Steering Wheel depicted is the January 1938 edition and is “The Steering Wheel and Society & Home” and appears to be a special Jubilee Number of the R.A.C.Q. Journal. (The cost was 6 pence. The following is on the front cover.)

“No other development in History can equal that of the Motor Industry within the past 25 years and in no other State has it done more for the people than in Queensland. From being regarded as a toy for the well-to-do it has become the employer of more labour and capital than any other secondary industry: it is the greatest road builder, the greatest taxpayer and the greatest factor in national well-being. For 25 years the Steering Wheel has played its part in this wonderful story. To all who have co-operated with us we give greeting and our assurance of continued service in the cause of the Motoring public.”

Photographs of brides and young ladies of the social set, and young children are included and a number of interesting articles appear – “Twenty Five Years of Motoring History”, “A Road Trip from Brisbane to Southport” (1913 it took 3½ hours), “The Gunns of Pikedale and Boolarwell” a number of pages “The Royal Queensland Aero Club Official Journal”, “Motor Boating on Bay and River”, and write ups on new cars with advertisements for road maps, car repairs, and a “Motoring Holiday to Sydney by Pioneer Motor Tours”.

The results of a writing competition were published, and one of the winners, A.H. Jackson of Sherwood wrote about his plans for a short holiday at Buderim for the mountains and Maroochydore for the sea. He and two friends have decided that camping in a tent would be preferable to a boarding house or a hotel which would be too expensive, and they had the use of a “small but serviceable car” and each had put aside £7 but hoped they would not have to spend it all.

Their ‘budget’ was as follows: Mileage of the car – they thought – would not exceed 300 miles and the car did 25 miles to the gallon which was 2/2 (about 22 cents) a gallon, plus 10/- for sundries making it £1/16/- so 12/- each. They allowed 7/6 a day for food, and they would be away 11 days, so £4/2/6 plus a few meals at restaurants £1/10/- making £5/12/6 or £1/17/6 each. For entertainment such as picture shows they allowed 12/- and other expenses 15/-; new bathing trunks 12/6 and 2 pair shorts 10/- this made £4/12/4 each and gave £2/7/8 to cover emergencies and unexpected expenses.

Page 13

TO SYDNEY by Car – an Ideal Motoring Holiday

In 1938 you could travel from Brisbane to Sydney by Pioneer Motor Tours leaving Wednesday taking 3 days, costs £7/10/- and leaving Saturday and taking 4 days for £8/5/- with first class accommodation. (Today \$15 & \$16.50)

The **Queensland Motorist** February 1933 edition, cost 9 pence

The heading for an article on page 28:

PETROL PRICE ENQUIRY

“The action of the Federal Government in arranging for an enquiry into the question of petrol prices in Australia is one that will be welcomed by motorists in Australia.”

“Motorists in Brisbane will be interested to hear how the necessity arises for them being charged, as they are in certain cases, two pence per gallon for certain brands of spirit, than these same brands can be purchased for in Sydney.”

SHELLKOL – The Spirit of Queensland

An alcohol-petrol fuel was available in 1933. It was produced in a factory at Sarina in central Queensland and information and test results are published in the Queensland Motorist that year and also mentioned in 1935.

A sample of the fuel had been certified by the Government Analyst and the Certificate granted.

from page 32

CERTIFICATE 6580 W.J.W.

GOVERNMENT AUTHORITY STATE OF QUEENSLAND

To the Secretary, R.A.C.Q., 177 Edward Street, Brisbane.

I, the undersigned, Government Analyst for the State of Queensland, do hereby certify that I have received on the nineteenth January 1933, from you one sample of Shellkol, received per Mr. C.A.M. Weller, and have analysed the same, and declare the result to be as follows:-

Petrol 85.5 per cent. by volume

Alcohol 14.5 per cent. by volume

It absorbed 0.58 per cent. by volume of water before there was any separation of alcohol.

J.G. Henderson, Government Analyst.

Page Twenty of THE STEERING WHEEL. 1st May, 1918.

“Needless Waste”

EVERY AUSTRALIAN MOTORIST

owes to his Country whatever his Country needs from him. At present Australia calls for support for its Industries and the saving of needless waste. Buying imported tyres is directly opposed to this policy, for despite the fact that they cost more they offer no compensating gain over the Australian-made White Tread

DUNLOP TYRES

The Dunlop offers you these distinct advantages:—

- (1) Lower initial cost, high mileage and satisfactory service.
- (2) You help Australian industry and find employment for Australian workmen.
- (3) You save needless waste, by getting miles for every penny you pay for Dunlops; this you cannot expect from imported tyres that carry heavy tariff duties—which you pay.
- (4) Your money stays here—circulates—and makes for prosperity. Not so when your money goes overseas.



REMEMBER!
All tyres eventually reach the scrap heap, but Dunlops—owing to their superior quality and extra thickness—take longer reaching that end. Use Dunlops and save needless waste.
All popular sizes stocked by leading Garages.

DUNLOP RUBBER COMPANY
ALL STATES AND N.Z.

“I saw your Advertisement in The Steering Wheel” Start your enquiries quick.

NOTHING MUCH HAS CHANGED.

Even as far back as 1938 it was noted that used tyres were a problem.

Not a lot has changed in the last 105 years; we still have not found a solution to the many tyres that are found in every state in Australia. Ed.

Page 20 from The Steering Wheel 1st May 1918

National Motorist – Published Monthly by Automobile Association of Queensland June 1947

PETROL RATION TICKETS

The issue of petrol ration tickets for the month of June at the A.A.Q. Office will cease on Saturday 28th June. Tickets for the month of July will be available from the Association from Monday 30th June till Saturday 26th July. Members are reminded that it is necessary to produce the current registration of the vehicle when applying for ration tickets.

(During the Second World War, petrol was rationed and ration tickets were needed to buy fuel, obviously this was still the case in 1947).

From "National Motorist" Official Organ of the Automobile Association of Queensland, July 1955.

QUEENSLAND COUNTRY GARAGES AVAILABLE FOR SERVICE

IPSWICH

Phone Number

All Parts Qld Motor Cycle Specialists 174 Brisbane St. (Loetzsch O.)	day 953; night 1202;
Boughen Motors, 34 Brisbane Rd. East Ipswich	1346;
Brassall Motors Toowoomba Rd Brassall – Lift Tow Truck –	385;
C & F Motors Pty Ltd Nicholas St.	252;
Bert Carter 53 East St.	4318;
Collett's Garage East St. Ipswich	4889;
Steinhardt's Service Station Brassall Rd	723;
Doneley Shop Motor Garage	4375;
Faulkner Motors Brisbane St.	532;
Johnson F.W. & Sons Brisbane St Lift Tow Truck	932;
Keidge Motors Nicholas St	4171;
V.A. Loetzsch Otley St East Ipswich (Motor Cycles)	4811;
Marsh Motors Pty Ltd Bell St.	323;
Modern Motors Service Brisbane St Lift Tow Truck - day 488; night 1013	
W.A. Molloy Wharf St	day 465;
Pioneer Garage Pine Mt. Rd.	462;
Roberts Service Station 5 Ways East Ipswich	510;
C.F. Runge's Garage Brisbane St - Lift Tow Truck	day & night 744;
C.E. Thorne & Co Bell St	day & night 985;
Timperley P.J. & Sons Challinor St.	4602;
North Ipswich Garage 23 Down St North Ipswich	243;
(This was – Water's Garage in 1953- same address & phone number)	
Whitehead P.H. 4 Karragaroo St	150;
Zupp's Motors 34 – 36 Brisbane St	72;

From "National Motorist" October 1953.

Mass Produced Plastic Bodies: *The first car with mass produced plastic body is the Chevrolet Corvette. For 1953 only 50 bodies a month are to be produced, but next year the production will be stepped up to 1000 a month. The Corvette is a two-seater with a six-cylinder engine. It is 70 inches wide and 33 inches high and has a wheel base of 102 inches.*

Extract from Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), Tuesday 4 July 1893, page 5

AN EARLY IPSWICH IDENTITY

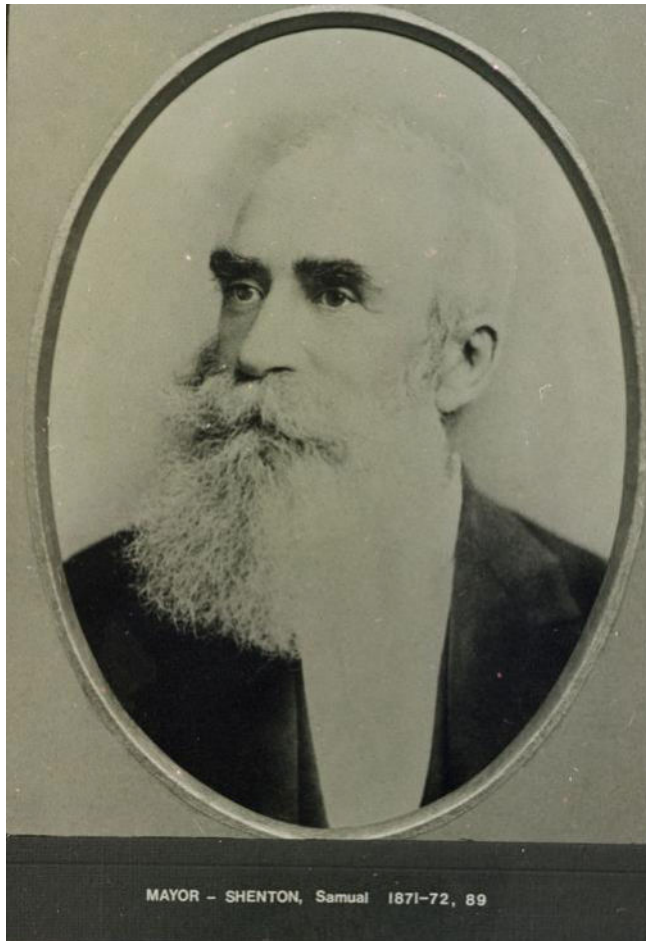
Samuel Shenton, son of Thomas, was born at Leicester, England, 8th July, 1829. His father was a building contractor, and after leaving school at about thirteen, Samuel was apprenticed to a carpenter and joiner, for seven years. The family moved to Birkenhead, where he lived for four years, then moved to Liverpool for work.

*His sister had come to Australia in the first of Dr **Lang's** vessels, the "Fortitude", and Samuel joined her in 1850, arriving on the "Tartar". (from Aldine History of Queensland 1888)* After a short stay in Sydney, he came to Moreton Bay on the schooner "Souvenir" arriving on 1st March 1851 and came up the river to Ipswich the next day, accompanied by his mother and sister, and also the late Rev. Thomas **Deacon** and his niece, who were fellow-passengers from London.

He began business as a carpenter and contractor, and built Dr. **Challinor's** house and shop, Brisbane Street, later destroyed by fire and Mr P. **Cardew's** residence, "Rhossilli", the Wesleyan Church and Parsonage, and the first Congregational Church, in which the Rev. E. **Griffiths** preached on his arrival in Queensland. Samuel built another Congregational Church in 1854-1855, at one time used as a schoolroom. The first Presbyterian Church was erected in 1853 for Dr **Nelson**, and the School of Arts, G. H. **Wilson's** residence, the Lands Office were buildings he constructed. In the early 1850s he also acted as an undertaker in Ipswich, and as he did not have a hearse, the coffins were carried to the cemetery in a firewood cart.

Samuel gave up contracting, and concentrated on the architectural part of his business, and was involved in erecting many business premises, amongst them the shops of James **Foote**, "Deacon's Estate" shops, J. **McGill's** Brisbane Street, also P. **Thompson's** and P. **O'Sullivan's** shops in the same street, the Queensland Times and buildings for Messrs. **Hughes** and **Cameron**. He prepared the plans for the North Star Hotel and the Ipswich Hospital buildings, including the doctor's residence, and the Jubilee Ward. Other residences he is credited with were for Jas. C. **Cribb**, E. W. **Hargreaves**, C. C. **Cameron**, G. R. **Wilson**, J. W. **Daisy**, and R. **Gill**.

Mr. Shenton was nominated for the office of alderman in the first Council, was unsuccessful, but was elected in February 1863, after 3 years, he retired. In 1869, he replaced John **McDonald** and was Mayor in 1872 and 1873, then retired from Council to concentrate on his business. In 1883 he contested the election for the East Ward, and was defeated by John **White**, but in 1888 he was elected without opposition.



MAYOR – SHENTON, Samuel 1871-72, 89
 Samuel Shenton Mayor of Ipswich 1871-1872, 1889
 Courtesy Whitehead Family – Picture Ipswich
 WHD-017-NEG-2155

Mr. **Shenton** was one of the founders of the subscription library and reading rooms, in 1854, which became the School of Arts, and was a member of the committee and of the Ipswich and West Moreton Horticultural and Agricultural Society, and the Queensland Pastoral and Agricultural Society. In the year 1870 he was a trustee of the General Cemetery for the Congregational Church, and chairman for twelve years. Samuel was a Director of several building societies of the early days, and when the Ipswich and West Moreton Permanent Building, Benefit and Investment Society, was formed in 1877, he was appointed valuator and architect to the society. He was one of the promoters of the Queensland Woollen Manufacturing Company, and of the Ipswich Gas and Coke company where he was Director for several years from its foundation.

Samuel **Shenton**, married Miss Eliza **Thorpe**, niece of the Rev. Thomas **Deacon** on 12th January 1853 and lived in West-street for nineteen years, before he purchased Rose Hill, Newtown.
Samuel died in July 1893.

IN LIFE'S GARDEN

Count the garden by the flowers never
 By the leaves that fall
 Count our days by golden hours
 Don't remember clouds at all.
 Count your nights by stars not shadows,
 Count your life by smiles not tears.
 And with joy throughout your lifetime,
 Count your age by friends not years



The Week (Brisbane, Qld: 1876 - 1934), Saturday 2 February 1878,

BAD STREETS OF IPSWICH

The streets of Ipswich are presenting, in spots, the appearance, well known' to all who dwell under the shadow of a pushing municipality. Long narrow trenches are being dug down the thoroughfares, and black iron pipes are being hidden therein. This means that a water supply is about to be introduced, from a source away from the town itself; and considering the prevailing contempt of sanitary precautions, and the contiguity which is commonly borne by the cistern to outbuildings of a nature not considered beneficial to health by the faculty, we must say this improvement comes not a day too soon. "We have met with a gentleman who said he had been through typhoid fever, and enjoyed it. Typhoid fever, he explained, was not so bad out here as it is at home. We doubt, very strongly doubt, both assertions. If, as he says, the disease is lighter here than in other places, it must be because the soil is not so thoroughly saturated with sewage contamination; but as that defect is in a fair way of being remedied in a short space of time, there will be very likely a marked augmentation in the society of typhoid cases.

Of all towns in the world Ipswich is the one in which perfect drainage is indispensable, and we are glad to see that the municipality are taking steps to secure this first of sanitary necessities. If this contagion had not been demonstrated, if streets full of typhoid fever had not, in London and elsewhere, been traced to poisoned wells, we would admit that we were writing in an alarmist strain, but there is no possible room for question. No clearer evidence has ever been produced in law courts or elsewhere than the chain of facts which have revealed the silent system of deadly destruction which is often developing itself under our very feet.

The analyst treats the water and discovers faecal -matter, the physician shows that faecal matter produces typhoid germs. The Government inspector points out' that the well from which the water is drawn is situated a few yards from a disused cesspool-built over and forgotten very likely for years. But there is an insidious vitality about these messengers of death that seems to outlive the memory of man. However, we are not smitten with the epidemic yet, and before we have got to the melancholy state of suspicion which puts, so many English towns into agonies of terror, we shall have a copious supply of what we are assured is the finest water in the colony. In view of that happy consummation we gaze with pleasure on the heaps of dirt that ornament our streets, and cheerfully accept the risk of-stepping unaware into a pit two feet, or so in depth although the shock of that kind of unexpected descent is one of the most unnerving in the category of human accidents.



**PLEASE NOTE: 2023 ANNUAL GENERAL
MEETING**

Annual General Meeting of the Ipswich Genealogical Society Inc

Tuesday 12th September 2023 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 1041 Redbank Plains Rd, New Chum
4303 before 24th August 2023

AGM AGENDA

- Minutes from the 2022 Annual General Meeting
- Business arising from the minutes
- President’s Report; Treasurer’s Report;
- **Election of Officers:**
 - President; Vice President; Secretary; Treasurer;
 - Appointments to other positions

Please inform the Secretary of any other business you wish to include
on the Agenda by Monday 1st September 2023

Irma Deas, President Ipswich Genealogical Society Inc

23rd June 2023

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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Supported by Bluedog Training

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PRINTED by Hon Shayne Neumann MP Federal Member for Blair,
The Ipswich Genealogical Society would like to thank Federal Member for Blair, Hon. Shayne Neumann and his Ipswich Electorate Office staff who have kindly printed “Bremer Echoes”