

## **BOILING DOWN WORKS**

The first secondary industries in Ipswich were boiling-down works on the banks of the Bremer River. Boiling-down was a process, which converted excess sheep carcasses into a fat called tallow, which could be used in cheap candles. It was a smelly process but was essential in the days before refrigeration - the excess meat could not be preserved by chilling it or freezing it.

Many people today believe that pollution is a modern scourge and that the rivers used to be crystal-clear and pure. This is not completely true because these factories discharged waste into the river.

In 1851, a man rowing on the Bremer noticed 'the water for a considerable distance covered with tallow in flakes of numerous dimensions'. The tallow had come from nearby boiling-down works.

In 1852, a steamer ran aground on a huge pile of bones that had been thrown into the river from a boiling-down works. This was said to be the normal practice.

Robert King opened the first boiling down works in the area in 1847, followed by John Campbell and John Smith. Smith's works were at a self-contained village known as Town Marie.

An advancement on boiling down carcasses was canning meat. A large cannery was established at Redbank in the 1870s and it also was a self-contained village with cottages for managers and workmen and workshops for all stages of the process. A tinsmith shop made the cans, a joinery made the boxes in which they were packed, an abattoir slaughtered the animals and a steam-operated factory boiled the meat ready to be placed into the cans. The lids of the cans were then soldered on.

## **TIMBER INDUSTRY**

### **Sawmills**

Sawmilling was a very early secondary industry. Many sawmills were established in the country near the source of timber but there were several in Ipswich.

Trees were felled by axe or crosscut saw and brought by bullock wagon to the sawmills. In the earliest days, the logs were cut by hand but steam engines were soon used to reduce the labour.

Hancock's Mill was established at North Ipswich in 1872 and is still operating.

Hoop Pine logs were hauled from Pine Mountain and hardwood logs came from surrounding districts. Spans at North Ipswich and Hancock's were still using bullock teams in the 1920s to haul timber.

### **Furniture and Joinery**

There were several early firms in Ipswich which made furniture. The best known is George Dowden who was also the town undertaker - a common combination. Dowden made excellent furniture in cedar and placed a makers' nameplate on each piece, making them very valuable today to collectors. His workshop was on the corner of Brisbane and Ellenborough Streets.

Joinery firms included Arthur Foote and Deadmans, which made furniture and joinery such as, doors, windows and staircases.

Ipswich today still has several large furniture and joinery-manufacturing firms including H. Thorne and Co, Kingston and Wallace, Duce Joinery and Acme-Jordan.

## **ENGINEERING WORKS**

There have been several major engineering firms in Ipswich - firms, which were extremely well equipped and able to produce anything from nuts and bolts to a complete railway locomotive.

Shillito established an engineering and mechanical workshop in 1867 to make agricultural equipment and do blacksmithing work. He made a steam engine to operate his machinery and made his own lathe and installed other equipment. The works made railway goods wagons and continued to make agricultural equipment such as corn-huskers and shellers.

Springall and Frost at North Ipswich made a steam locomotive for the railways in 1887. The firm later became Barbats and made mining equipment and agricultural equipment.

Scotts of Ipswich started before World War II. They carried out general engineering and during the war, they made munitions. This firm eventually became part of ANI-Ruwolt and still operates from Karrabin. It is one of the most technically sophisticated works in Australia and makes huge mills for gold mining, components for draglines on coalfields etc.



*Forrers Ltd, Engineers*

Other firms included Forrers Engineers.

## **WOOLLEN MILLS & CLOTHING MANUFACTURERS**

The Queensland Woollen Mills began operating on The Terrace at North Ipswich in 1877

The company struggled at first, then became profitable. New brick buildings were erected in 1890 and early in the twentieth century, the firm was employing 200 people. It produced tweed, flannel, serge, worsteds, blankets and rugs. In World War I, it supplied cloth for army uniforms and later supplied the cloth for railway uniforms.

John Morris started the Ipswich Woollen Company and opened a woollen mill at Tivoli in 1911. He then bought the cotton mill at East Ipswich and converted it to a woollen mill in 1913.

In 1930, John Morris left the company and traveled to England with his wife and son Ivor to buy new equipment. On his return, he set up Morris Woollen Mills at Redbank in buildings which had formerly been used by Redbank Meat Works. This was in the middle of the Great Depression and the firm started with five employees, although as many as 450 people queued outside hoping to get jobs. The mill grew and during World War II, worked 24 hours a day, seven days a week to produce military cloth and army blankets - they were not allowed to produce anything else.

After the war, the mill made fashion goods including men's suit material, women's dress materials and wool for knitting. It employed up to 1000 people and was the biggest private firm in the area. It won many fashion awards for its cloth and supplied furnishing fabric for Expo 68 in Montreal.

In 1973, tariff restrictions were lowered and cheap imports flooded the Australian market. The number of employees dropped to 360 in 1975. In 1980, the mill was bought by Primac who closed it in 1983.

### **Clothing Manufacturing**

There have been several large clothing manufacturers in Ipswich including Bishop and Woodward. Large-scale tailors such as Parker and Goertz employed up to 30 people.

## **COAL MINING**

The best guide to the history of coal mining in this region is the series of three books 'Coal in Queensland' by Professor Ray Whitmore, published by the University of Queensland Press.

Because so much information is already available, the heritage education kit provides only a very brief summary.

The first coal mine in Queensland was opened by John Williams in the 1840s, probably in 1843. The site was the riverbank at Redbank. Other early mines were at Moggill and Woodend Pocket.

Some of the early mines such as the one on the riverbank at Woodend were very simple, a tunnel driven a short distance into the hillside with the coal taken out in a wheelbarrow.



*Loading a coke oven at Tivoli*

A writer described other early mining 'Colliers then set to work on some of the outcrops appearing on the sides of the steepest hills. Tunnels were soon made and the mineral was wheeled out by means of barrows. As the tunnels ran almost horizontally, no mechanical aid was required in bringing out the small wagons.' A later development was sinking deep mine shafts. One of the few old mining relics left in Ipswich is the 'Jessie Brown' winding engine which was used at the West Moreton Mine at Blackstone to raise and lower the cages which descended into the shafts. These cages were used to get men and equipment into the mine.

A 'headframe' or 'poppet head' was built above the shaft and a cable ran from the winding engine, over a wheel at the top of the head and was then attached to the top of the cage. Under the ground, tunnels led off the main shaft. Some were high and easily worked, but some were barely big enough for a miner to crawl into to dig out the coal.

Shaft mining has almost disappeared in this area, and has been replaced by open cut mining.

### **PIT PONIES WERE WORKMATES**

Rhondda Colliery was the last mine in the Ipswich area to use pit ponies to help haul coal. Former surface superintendent Fred Williams remembers them well. 'They weren't really ponies, they had thick legs like a small draught horse', Mr. Williams said.

The men used to take them down the shaft in a cage at first. The horses knew when to turn their head sideways so they didn't get a whack'. In later years, the horses walked down a tunnel into the mine. 'The ponies didn't stay down the mines. They worked a shift just like the men', Mr. William said. He said the pit ponies were used to pull wagons on rails along the mineshafts to a central place where the coal could then be loaded.

They pulled only along the level and did not haul coal up out of the mine. In the mines, the horses wore a special harness. 'They had a collar and a U-shaped steel "limmer" connected to the harness.' 'A steel "gun" then hooked onto the truck. If a wagon ran forward, the steel limmer and gun stopped the skip running into the horse.' The horses also wore a padded cap so they wouldn't bump their heads. Rhondda had 16 horses with eight used at any one time.

'They were good, well-behaved horses and were exceptionally well looked-after', Mr. Williams said. 'There were two men to look after them when I was there, Jack Doyle in the mornings and evenings and Percy Topping during the day.' 'The horses knew when it was knockoff time. In the afternoon, one leader would go up and the rest followed up the tunnel.' 'There was only one instance in the 16 years I was at Rhondda that a horse got lost - he went up the wrong passageway', Mr. Williams said.

Back on the surface, the ponies were scraped down and washed until they shone and then they were fed. A blacksmith kept them properly shod. 'They had comfortable stalls with their name on top of each one, names like Dolly and Prince.' 'The stalls were cleaned out every day and sawdust was spread on the floor. The horses knew when it was time to go into their stalls.' They usually worked five days a week and had a yard near the stalls for days off. They were very valuable horses and were expensive to keep. 'The men became very attached to their horses - they were workmates', Mr. Williams said.

The only time they were not popular was when the ponies got bad breath for some reason. 'If they got bad breath, the men wouldn't have them down the mine', Mr. Williams said.

Bad breath must have been relatively common - a Queensland Times report in April 1929 said miners at Catherine Hills Bay in NSW went on strike when the pit ponies got bad breath.

## SHOPS AND BUSINESSES

Most household items are now made in large central factories, but Ipswich businesses once made many of these things in their own shops.

In the 1860s, for example, if you walked through the centre of town, you would have found:

- Coopers making barrels
- Blacksmiths shoeing horses
- Tailors making suits
- Milliners making hats
- Bootmakers making and repairing shoes
- Saddlers making saddles and harness
- Coachbuilders making carriages and wheels
- Candle makers and soap makers
- Cordial makers
- Bakers
- Furniture makers and joiners
- Lolly makers
- Chemists
- Photographers



*Thomas Given, watchmaker, corner of Brisbane and Nicholas Streets in*

As mentioned in the section on the town centre, many of the business people lived beside or above their shops. As well as these small manufacturers, there were many shops, which sold groceries, stationary, hardware, shoes etc.

Some items of clothes were sold ready-made, particularly working clothes, but a lot of clothes were made by the family themselves or by seamstresses (dressmakers). Men's suits were made by tailors.

Some goods were imported and especially at Christmas, a wide variety of imported foods were available, even from the earliest days.



*McCleod's Butchery, North Ipswich 1903*

## WORKING FOR CRIBB AND FOOTE

Kent Ponti began work at Cribb and Foote in 1930. His first job was as an oil boy - he had to fill bottles of oil from a large drum. This was typical of stores then - most things came in bulk and were put into smaller containers by the store.

Mr. Ponti eventually became manager of the hardware section of the firm and retired in 1976. He said Cribb and Foote prided itself on giving good service and the customer always came first.

The store was not air-conditioned and in hot weather, women were offered free cardboard fans with the Cribb and Foote name on them. Mr Ponti said male shop assistants had to wear a waistcoat, collar and tie while female shop assistants wore a navy blue dress or a skirt and white blouse.

He said an employee called a 'floor walker' was always in the store. He met customers, got a chair for them to sit on and called staff to serve them. 'The shop assistants had to get the goods out, show them to the customers and talk about them, wrap the purchase up and carry it out to the waiting buggy or car', Mr Ponti said.

The shop assistants knew most of the local and country people and usually didn't have to ask their name or even their address. 'Those were the days of real service', Mr Ponti said.

In his early years with the firm, Mr Ponti spent time looking after the horses in Cribb and Foote's stables in Martin Street. He said that even in the 1930s, half of the store's deliveries were done by horse and cart. The firm owned more than 100 horses.

Twice a year, Cribbs had a sale. For 10 days, a huge red flag 10 metres by 3 metres flew over the store with the one word 'Sale' on it. 'It could be seen all over town', Mr Ponti said.

The store had a big mail order section and used to send out 250 page catalogues to thousands of customers throughout Queensland and as far as Nauru, New Guinea and the Northern Territory. The mail order section had a staff of 25 and operated from a building in Nicholas Street. The mail order service ended in the late 1930s.

Cribb and Foote employed 300 staff and had a big staff ball and a Christmas party every year.

**From an interview in 1985, just after a fire, which destroyed the old Cribb and Foote premises.**

## **AGRICULTURE**

The first farmers in this region tended to plant maize (corn). They gradually diversified and a typical farm last century grazed a few cattle, grew maize and fodder crops such as lucerne and perhaps had a paddock of potatoes.

By the 1890s, dairying had become extremely important and was usually accompanied by pig rearing. Some farms grew fruit and there were several vineyards in the district, particularly from the 1870s to the 1900s. Other farms grew cotton, particularly in the 1860s, or experimented with tropical crops such as sugar cane.

### **Vineyards**

Winemaking flourished in the Ipswich area from the 1870s until about 1900. Grapes were grown at places such as One Mile, Warrill Creek and Purga and produced wine which was sold locally and which sometimes won awards overseas. The Lamberts operated a vineyard on the banks of the Bremer River near Mt Walker from the 1880s onwards. About 1900, their cellar held 30 000 gallons or the equivalent of 192 000 bottles. Toongarra Winery at One Mile stored around 20 000 gallons in the 1870s and employed 40 men during the harvest. The Irwin Brothers at Warrill Creek made 'Warrilla Wine' which won an award in America in 1878 and medals at several Australian wine shows.

The industry declined early this century due to competition from southern states. One of the conditions of the formation of the Commonwealth of Australia was that there should be free trade between states, so the existing tariffs protecting Queensland industries were abolished. The southern wineries could produce greater quantities of wine at cheaper prices than Queensland. It also appears that there may have been some dumping of cheap wine on the Queensland market to force local producers out of the wine industry. In recent years, a few people such as Dr and Mrs Hoffensetz of Purga have revived the industry in this district, growing grapes and making white wine.

### **Cotton Growing in Country Areas**

As mentioned in the section on Cotton Mills, cotton was an important industry throughout Ipswich and district in the 1860s. Cotton was grown in the suburbs of Ipswich itself and in many nearby

country areas, particularly Yahmanto (now spelled Yamanto), the Mt Flinders area and the Agricultural Reserve near Harrisville.

The firm of Cribb and Foote built a cotton gin - a machine, which separated the fluffy ball of cotton from the plant - at Churchbank near Mutdapilly.

### **A Cotton Plantation**

This description with its quaint language is from 'The Queensland Times' 7th July 1864. The crinolines, which the cotton pickers were wearing, were huge hooped skirts - not at all suitable for farming. Yahmanto, the Cotton Plantation of Mr George Challinor ..... is distant about three miles from town, a little off the Warwick Road and the quantity of land now under cotton crop is 34 acres [about 15ha]. As we strolled through the plantation, we met here and there a pretty, rosy-faced maiden with her bag of cotton slung at the waist, her busy fingers rapidly adding to the store while the inevitable crinoline, it must be admitted, increased her labours rather than her grace.

As we beheld acre upon acre bursting out with sinewy pods, it was almost impossible to believe that, less than 12 months ago, the ground on which we stood had not been touched by the hand of man ..... The kind of cotton with which Mr Challinor has made this first experiment is the Sea island, but his intention next season is to plant New Orleans, of which he expects a crop double the quantity .....

The price paid to the girls for picking is one shilling per day [10c]. The cotton is to be ginned on the premises. Mr Challinor is also experimenting on a smaller scale with other tropical products and some sugar canes, which we saw in his garden, were very fine.

### ***A Letter from Mutdapilly***

In 1866, Stephen Magden left England and came to Australia. He seems to have been left money in a will, and his family sent it to him in regular instalments. He then wrote back, thanking them for the money and giving news of his life in Queensland. His letters have been preserved at the Cubria Records Office in Carlisle. Stephen could not write very well and his spelling was bad, but here are some extracts from his letters, just as he wrote them:

#### ***Ipswich Nov 18 1866***

Dear Brother and Sister,

I received your letter and the money boath. Times are very hard here now, I have done no work for four months but I am thinking of taking up som land. If we get it, we will have to grow cotten. You can take up land here at one pound an eacher [acre] and have eight years to pay.

Stephen didn't get his land but he obtained a job with a cotton farmer near Mutdapilly.

#### ***Normanby Reserve, March 29, 1867***

We have bad weather here now. Cotten is looking very bad with having so much rain, the caterpilles is eating it so much. I heard that one man had 20 acers eat, all the weeds too. It is expected we shall have a flood befor it takes up. Flouer is about 38 shillings for a two hundred pound bag and beaf is two pence halfpenny per pound.

It is Easter you will see by the date, but it is not much noticed here. There is no eggs or new close for the children, but it is not so with you, Mothers will have been busy.

We have begun to pick Cotten, the seson is in but the prospects are bad. It is very unplesent work in damp weather. I will enclose a peas, just as we picked it off the tree. Tell my Brother Leonard to send me som newspapers with the Cotten market in Manchester or Liverpool.

From Your Brother Stephen.

## Dairying

Many early farmers had kept a few dairy cows, but by the 1890s, dairying had developed into a major industry to supply the growing towns.

Some milk was sold directly as milk, and the rest was separated into cream. Separating the cream from the milk was an important operation, which had to be performed twice a day after milking. Dairies and dairy cooperatives were set up in localities such as Lanefield, Minden, Tallegalla and Rosevale with steam engines used to operate separators.



The cream was then sent on, for example to Frederick's Butter Factory at Marburg or to Booval Butter Factory. By the early 1900s, many farms obtained their own separators and the dairies began to close. The skim milk, which was a byproduct of the separators, was used to feed pigs, so dairying and pig keeping tended to go hand-in-hand.

Before the age of refrigeration, fast transport to consumers or butter factories was vital. Most farmers took their cans to the nearest railway station or stopping place for collection.

Cheese factories were also set up in the area. One operated for a short time at Rosevale but closed during the great drought in 1902. A second factory opened nearby after the drought and continued to operate until 1928. Trelawney dairy near Harrisville also had a cheese factory. This was initially owned by Mr E. Bullmore and managed by Charles Sealy in partnership with Mr Malcolm of Bodalla. In the late 1890s, Trelawney was making one-third of the total cheese production in Queensland.

If there was excess milk, it could also be preserved by making it into condensed milk. Trelawney set up a factory, selling its product as Eagle brand condensed milk. In 1905, Trelawney was sold to Cressbrook Dairy Company, which operated a huge condensed milk factory at Toogoolawah. The Cressbrook Company was later bought out by Nestles.

## Sugar Cane



*Arthur Gerber, Bob Kries & Harry Schultz cutting cane at Marburg 1903*

Sugar cane was once grown in several localities within the Ipswich region. A place name near Marburg recalls this era - 'Malabar' is a variety of sugar cane.

### **Walloon Mill**

In the 1870s, a cane farm and sugar mill was started near Walloon by Biggingee Sorabjee Pochee, a British subject from India. The machinery was operated by a horse, presumably turning a whim [a horizontal wheel turned by a horse walking around in a circle]. Captain Rea who opened the first Caledonian Coal Mine later operated this mill.

## Woodlands

The first person to grow cane on a large scale seems to have been Thomas Lorimer Smith of Woodlands near Marburg. His father Charles Smith arrived in Australia in 1864 and operated a sawmill at Walloon. When land in the Rosewood Scrub became available, the family selected land there and erected a new sawmill. Thomas joined his father in the business as soon as he finished school and eventually took over management. By 1881 the amount of timber available was decreasing and Thomas Lorimer Smith decided to grow sugar cane at Woodlands. The cane plantation employed 60-70 men including Kanaka labourers who lived in huts on the estate.

Smith next set up a sugar mill powered by a steam engine and arranged for local farmers to grow extra cane to supply the mill. In 1886, he started to distil rum as a byproduct but was forced to stop when pollution of the nearby creek became a problem.

Both the sawmill and the sugar mill were very well equipped and in 1885, Thomas installed electricity - one of the earliest commercial uses of electricity in Queensland. The same year, he installed a telephone between Woodlands and Marburg and in 1890, he built a grand mansion 'Woodlands' which is still standing. Cane was never a great success in the district because the rainfall was rarely adequate and there was also a fall in prices. The 1890s were a time of financial recession in Queensland and they were followed by one of the worst droughts on record in 1902-1904.

In 1905, the mill had to be sold to WA and DL Gibson who also owned Bingara Plantation near Bundaberg. Local farmers continued to grow sugar cane and bring it for processing until 1919 when the mill closed. The Smith family remained at Woodlands until the 1940s but used the property for dairy cattle.

### ***Marburg Electricity (The Queensland Times, October 1885)***

Yesterday was a red-letter day in the history of the town of Marburg. A little before 5 o'clock, Mr Dobson invited Sir Charles Lilley to formally open the School of Arts. The Chief Justice consented and addressed the large gathering. The front door of the building was then opened and the guests were admitted. Over the entrance door was the motto 'Forward Marburg'.

Overhead too were to be seen little electric lamps, for electric light had been laid on by the Edison Company, the motive power coming from the engine at Mr T.L. Smith's saw mill a short distance away. Arrangements have been made, we hear, to supply three or four places in Marburg with the electric light and the poles for a telephone to Walloon are being erected.

### ***From a Letter to the Editor (October 1885)***

The electric light is a great acquisition. It reminds one of London in looking at the lights among so many trees. Astonishing what man and money can do in our day! Mr T.L. Smith should be highly commended for his interest in the progress of Marburg.

## **MR F.W. IRONMONGER, PINE MOUNTAIN**

### **A Pioneer in the Pine Mountain District**

These reminiscences were published in The Queensland Times in 1914. The account has been slightly edited. One of the pioneer sawyers and farmers in the picturesque Pine Mountain settlement, Mr F W Ironmonger has had a most interesting career since his arrival in Sydney. He was born in Derby, England in 1831. He was an only son, his parents being dairy farmers and fairly well to do. Mr Ironmonger learned dairying but he could not settle down in the old country - he desired to go abroad, which grieved his parents very much. A Mr Tooth, just about this period, had arrived from Australia and made his home in the village, and the new arrival caused a great deal of curiosity. Mr Ironmonger was introduced to Mr Tooth, and, after listening to his account of what Australia was like, he resolved that he would go to that distant country. Mr Tooth gave him a letter of introduction to his brothers in Sydney.

Mr Ironmonger left England for Sydney, in the clipper ship, Woolloomooloo on the 3rd of January 1854. He landed at Port Jackson and made himself known to the Toths of Sydney and stayed with them for a brief period. They advised him to try Moreton Bay, and gave him a letter to their cousin, Mr William Tooth of Brisbane.

On Mr Ironmonger's arrival at Brisbane, Mr William Tooth sent him on to his boiling down establishment near Ipswich. This was in the early part of 1855 and he here met both Mr Thomas Foreman and Mr George Livermore, who was coopering [making wooden casks], at those works.

After six months stay at the boiling down business, George Livermore, Thomas Foreman and Mr Ironmonger resolved to take a change and they left, and went to the Pine Mountain, where they started as sawyers.

While at 'The Mountain' which was then thickly clothed with the noble pine, the three were fully occupied in splitting shingles as well as staves [pieces of wood used for making casks].

During their pioneering operations at Pine Mountain it was not all 'sunshine', in the timber rafting business, particularly during the rainy seasons.

'The trade was very brisk', remarked Mr Ironmonger, 'but we experienced a lot of hardships, not only in getting our logs to Ipswich and other markets, but frequently the rain brought floods, which played great havoc with the log timber ready for rafting'.

Mr Ironmonger left for about a year, then he returned and again joined Mr Thomas Foreman in the timber trade at the Pine Mountain. This was about October of 1859 and they cut the timber for most of the principal buildings then being erected in Ipswich namely Thorn's private residence (now known as the Palais Royal Hotel), the Ipswich Hospital, the New South Wales Bank, Panton's residence in Thorn Street 'Claremont', the original East Ipswich State School and other places. Early in the 1860s Mr Ironmonger married a sister of the late Mr John Norris, who was a well-known bricklayer.

As soon as land was made available, he purchased a freehold at 'The Mountain'. The timber having been 'cut out' in the Pine Mountain district, Mr Ironmonger devoted his attention to farming. When on the land Mr Ironmonger engaged largely in cotton growing, which paid him well, so he says, as for several years the Government bonus system, commencing first at 10 pounds per bale of clean cotton, was in operation. His cotton was ginned at Messrs J and G Harris's establishment, as well as Messrs Blaine and Fleming's ginning premises in Nicholas Street.

He also grew lucerne extensively, as maize.

Mr Ironmonger stated, 'we filled in the spare time by rafting logs for the Brisbane sawmills'. As The Mountain became settled, the vicinity was very often visited by Ipswich people as a favourite picnicking resort, especially in connection with Sunday schools. The farms of both Messrs T Foreman and Mr Ironmonger were the spots chosen for those outings.

As the settlement grew, churches and schools were built, and, in connection with the erection of the State School, Mr Ironmonger took a prominent part, as he did also in church matters. He likewise took much interest in Divisional Board work, and he represented No. 2 Division in the Brassall Shire Council from 1890 to 1893 over memorable years.

In 1890, what was termed 'the first big flood' came down the Brisbane River, and the farmers and dairy folk had hardly got over the effects of that when in February of 1893, a still more destructive and higher flood visited them.

'The whole of my beautiful orange orchard was swept entirely away', remarked Mr Ironmonger, 'and my residence suffered, besides which I lost a number of cattle, but I still remain at the 'old spot' - Riverside Irrigation Farm. The farmers all suffered - some more, some less; so it was of no use to deplore our several losses. We had simply to turn to with a cheerful heart, and make the best of things'.

Mr Ironmonger states that he has kept a diary, recording all that has transpired during his 54 years residence at the Pine Mountain, where he has reared a large family, one of whom is Mr Herbert Ironmonger, who has proved to be such a capable cricketer - especially as a left-hand trundler - and who is now engaged by the famous Melbourne Cricket Club of Victoria as a ground bowler.

Mr Ironmonger speaks in glowing terms of the Queensland climate, stating that he has never had a day's sickness while in this State. He is still hale and hearty, and is carrying on a dairying business, making daily calls to Ipswich.

## THE STORY OF THE CLAUS FAMILY

Mr Len Claus of Haigslea recalls the story of his family. It is typical of many German farming families in this region.

Christoph Claus was born in Germany in 1837 and came to Queensland as a single man in 1863. His first place of residence was at Eagle Farm, now the site of Brisbane Airport. His wife-to-be Christine Gradwohl came out from Germany three years later in 1866 and arrived in Sydney. Christoph journeyed to Sydney by bullock team to meet Christine - a bullock team was at that time his only means of transport. They were married when they returned to Brisbane in 1867.



*Christoph & Christine Claus*

In 1870, Christoph selected a block of land in the Walloon Scrub (later called Kirchheim and now called Haigslea) and in 1872, they came to live there. His first efforts were to build a humpy for shelter, then they built a house with slab walls and a shingle roof. To conserve water was a problem. They were able to obtain a ship's tank to collect water from the shingle roof. Christoph also put down a slab well near the house to conserve water.

Christoph was skilled in several different spheres. He was a keen axeman and he could use the adze with perfection. He built all the sheds on the property. He fenced quite a large garden with palings so they could produce their own fruit and vegetables.

Money was scarce so they produced as much food as possible. They grew a lot of potatoes and particularly cabbage, which they shredded and salted down in wooden casks - this was called sauerkraut. They gradually turned to dairying and pig producing. Christoph was skilled in curing hams and bacon and also in the making of smoked sausage called wurst.

It wasn't long after settling in that he began to grow grapes, some for the table and mostly for wine production. He was particularly skilled in the art of wine making - this was really his specialty. The wine produced was two varieties of red wine - a sweet wine and a dry wine.

Christoph and Christine Claus had six children, two sons John Henry and Christoph Frederick [known as Christ] and four daughters Fredericka, Annie, Minnie and Emma. His older son John Henry Claus went working as a carpenter at an early age. He helped to build the Church of England that now stands in Marburg. His wages were 11 shillings for six-day week (\$1.10). He later started in business in Haigslea and Marburg, conducting a general store.

The younger son Christ worked the farm and eventually took it over from his father. He carried on with the dairy and developed a small winery producing several hundreds of gallons yearly. Christ found there was a ready sale for his wine priced at 10 cents a bottle. In the early days of the Marburg Show, Christ was a keen wine exhibitor, taking many first prizes and championships with his exhibits.

## MR F.W. LINNING OF HAIGSLEA

*These reminiscences published by The Queensland Times in August 1926 describe many difficulties faced by early farmers and also illustrate the resourcefulness of early immigrants.*

Mr Linning was born in Germany in 1840. Seeking better prospects and a brighter land, he set sail from Hamburg in 1864 and came to anchor in Moreton Bay. He said the immigrants landed on the southern side of the river at Brisbane and had to cross to the northern side to await arrangements for employment. No bridge had then been made and the crossing was made in a ferry punt. The ferryman demanded a penny each for the fare, but not one of the 92 immigrants he carried could pay. Only one of them could speak English and that imperfectly.

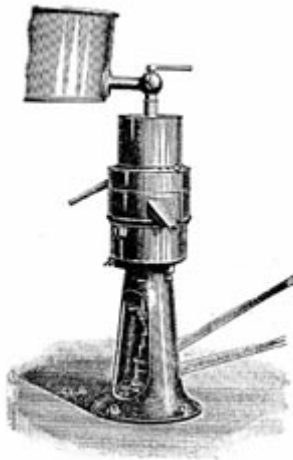
The ferryman threatened that he would throw all the luggage overboard if they did not pay, so two of the men held him while the rest walked off the ferry with their belongings and left him cursing.

On the voyage, the immigrants had had poor and scanty rations, and for many weeks, had been looking forward to better fare when they landed in Brisbane. At the Immigration Bureau, they received their first Australian meals. A side of beef was hung up near a fire, bread and water were provided. Each man cut a piece of meat for himself and cooked it at the fire.

A clerk went around amongst the newcomers, allocating jobs to them. Most of the work for which men were wanted was with bullock teams or shepherding, mainly in the back-blocks. If they objected, the reply of the clerk was 'Well, there's the gate, get out'.

Mr Linning said he was engaged as a labourer and cook at 10/- a week [\$1]. His farm work was from daybreak until dark and cooking was done mainly at night. He then took up a five-acre block of land at Indooroopilly, cleared it and grew vegetables. The first railway from Ipswich to Toowoomba was then being built. The seasons were good and there was a ready demand for all he could grow.

On July 1 1872, Mr Linning took 120 acres of land at Haigslea as a standing scrub homestead selection. On the selection, he went through much hardship and years of unending clearing, fencing, planting and fighting bad seasons. In 1889, he had a very bad season. He could see that, for the time being, farming would not pay and decided to try something else. He started on cheese making. This went well in the winter when the temperatures were no more than 70 to 80 degrees, but in summer, he could do nothing without a cool chamber. The result was that all he gained from the venture was experience. He then tried bacon curing but with the same result.



*Cream Separator (from Lasseters' Catalogue*

Next, he bought the first cream separator to be used in the district. This machine had a capacity of 60 gallons an hour. He bought up the milk from the farmers round the district, separated it and made butter for the Brisbane market and for Ipswich and general supplies. His was the second butter factory in Queensland.

The chief difficulty against which he had to contend was still the heat of the summers. He found a ready sale for the butter in Brisbane by carrying it to the iceworks in Ipswich, chilling it there and sending it on to Brisbane. His business quickly increased and in the second year, he bought a small storage plant. He then opened a branch at Glamorganvale and later on at Marburg.

He soon found the Brisbane market insufficient for the butter he produced and opened sales branches at Charleville, Rockhampton, Townsville and Charters Towers. At Glamorganvale alone, he was receiving 1000 gallons of milk a day. When the general use of separators on farms started, he sent carts around the Pine Mountain, Glamorganvale, Marburg, Fernvale, Kirchheim [Haigslea], Thagoona, Rosewood and Walloon districts to collect the cream for his factories.

As the business was getting bigger than his customers could absorb, he had to find a further outlet for the butter. He sent a big consignment on the first boat that ever took Queensland butter to London and afterwards, exported big quantities of butter on every boat. In 1901, he went to London to see his agents and to investigate further marketing possibilities. In the six months he was away, he visited the scenes of his youth and saw the graves of his parents in Germany and travelled over a great deal of the continent.

The business increased steadily and eight years later, he found it necessary to make another trip to Europe. While he was abroad, his sons carrying on the business, installed bigger machinery and increased the sales and output. The export trade was still carried on, with butter on every available cargo boat. There was only one loss in transit - 1000 pounds worth of butter in the 'Pericles', which struck a rock and foundered off Fremantle in 1910. The consignment was well insured.

The big butter business was continued until the cooperative companies started and their competition proved too strong for the privately owned factories throughout the State. The suppliers supported their own cooperative factories and Mr Linning's, with many other private factories, closed down.

## **YEAR 8 STUDENT EXERCISES**

### **Coal Mining**

#### *Analysis Skills*

- Why would small boys be particularly suited to mine work?
- Where would some of these miners be, if they were suddenly taken in a time machine to 1993, instead of 1893?

#### *Writing Skills*

Write a paragraph to describe working in a coal mine in 1893 eg. Topic sentence – coal mining in the 1890s was tough and dirty work for boys and men. If there was a sudden big storm, water could flow down the tunnels and drown people (more development of that idea – re-visit main idea). There were no power tools, so picks were used [sum up]. Coal dust, dangers, and possible cave-ins made it a hard job.