

John Squire Aspinall

Photograph & Information provided by Maree Aspinall
December 2010 and January 2011



Early Years

John Squire Aspinall was born on 1st December 1869 in Gympie, Queensland. He was the youngest of 5 children born to John and Johanna Aspinall.

John and Johanna emigrated in 1865 from Bolton, England with their three eldest children. John was a boot maker in Bolton but upon arriving in Australia he worked as a sawyer and a miner in the Gympie area for a number of years. By the early 1880s he had decided to return to his boot making profession and relocate to Ipswich and then Rosewood. John and Johanna settled in Rosewood around 1883 where John set up his shoe making and repair business in John Street.

Meanwhile, John Squire learnt the shoe making trade from his father and in 1890 he married Martha Yarrow in Rosewood. Shortly after they married, John Squire and Martha moved to Gympie. In 1891 their first son, Charles Squire, was born, followed by their second son, Sidney John in 1895. After working in the co-operative store in Gympie for a few years, John Squire eventually started his boot making business and by the early 1900s he was trading as 'J.S. Aspinall', boot maker and repairer in Mary Street, Gympie.

During his time in Gympie John Squire was involved in a number of civic activities. He was a member of the Masonic Lodge and also the Gympie Light Horse. John Squire was also instrumental in founding the first group of Scouts in Gympie who went on to win the first 'King's Colours'. John Squire was a devout Methodist and he took a keen interest in the running of the Gympie Methodist Sunday School.

Later Years

In 1913 John Squire decided to sell his shoe shop in Gympie and relocate to Ipswich. Upon arriving in Ipswich he bought the store owned by Sam Palmer in Brisbane Street and began trading as 'Aspinall's Beehive Boot Bazaar'.

Queensland Times 2nd Jan 1926



HIGH GRADE FOOTWEAR.

No matter what class of Footwear you require, whether a Dress Shoe or a Work-a-Day Boot, remember that the qualities which ensure comfort and good wear are present in every line.

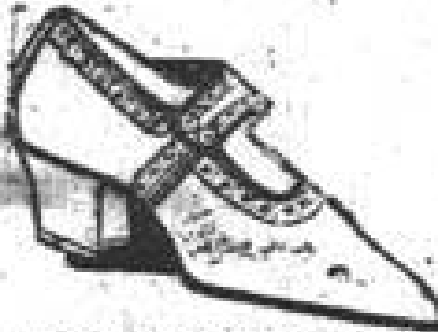
GENTLEMEN'S SHOES, in Glace Kid, Box Calf, Willow Calf, or Patent Leather. AT PRICES FROM 17/6 to 45/.

WORKING-BOOTS FROM 14/6 TO 36/; COSSACKS, 12/6 to 18/6.

ASPINALL'S BEEHIVE BOOT BAZAAR,

PHONE 222.

Brisbane-st., Ipswich. . . ALSO AT MARYBOROUGH.



PRICED TO CLEAR.

We have sorted out a few lines and 'single pairs' to clear, for the week-end, which are worth an inspection by the thrifty housewife and the careful man.

WOMEN'S STRAP SHOES, 5/11, Lace 5/11.
MEN'S BOX CALF SHOES, 16/11 BOOTS 11/8, COSSACKS 5/11.
MAIDS' SHINGLE SHOES, 11/8, School Shoes, 5/8.

ASPINALL'S,
Brisbane-St., Ipswich.

BEEHIVE BOOT BAZAAR,
And at Maryborough.

GENTLEMEN'S QUALITY SHOES.

QUALITY in Footwear makes itself evident after the Shoes have been in wear a month or two. These two lines have just arrived, and are an indication of the Values Offered.

BOX CALF SHOES, comfort last, 25/.
NIGGER BROWN CALF SHOES, Ascot Last, 25/.
OTHER PRICES RANGE FROM 16/11 to 45/.

Aspinall's
IPSWICH

"The House of Quality
Footwear,"

BRISBANE-STREET, IPSWICH.

And at MARYBOROUGH.

John Squire Aspinall bought a house for his family at 47 Waghorn Street, Ipswich (Denmark Hill) which he and Martha named 'Cootharaba'.



Source: Graham & Maree Aspinall

John Squire was a master craftsman and he also used his trade to assist those in need. He made specialist shoes for the crippled children's home and also made and repaired shoes for the miner's of the Ipswich district. He conducted a very successful business.

John Squire's interest in civic affairs led him to become an Alderman on the Ipswich City Council. He joined the Council on 13th March 1922 and he served until 5 May 1930. During this time he pushed for the introduction of street lighting for the city as well as campaigning for a reliable water supply. In 1926 John Squire took six months leave of absence from the Council to enable him and his wife Martha to undertake a world tour in which he combined both pleasure and sightseeing along with matters of interest to the Council.

For instance, whilst in England he looked into technical education in London, transport in Glasgow and sewerage in Bolton. He also visited Dublin, Ireland where he investigated the method of civic government and he also visited the war cemeteries in the Somme, France and finally he travelled to Los Angeles, America to look into the introduction of prohibition in that city. In 1927, he was appointed Deputy Mayor after polling second to Alderman A.T. Stephenson in the Council elections.

John Squire Aspinall's World Tour

Part of the trip was a fact finding mission on civic matters that he reported back to the council on his return. When he returned he was interviewed by a reporter from the Queensland Times.

**QUEENSLAND TIMES, SATURDAY,
NOVEMBER 6 1926
WORLD TOUR
ALD. J. S. ASPINALL
ROADS, BUSES AND SEWERAGE
PROHIBITION IN AMERICA**

Ald. J.S. Aspinall who with his wife, has just returned from a world tour, made some interesting investigations abroad into matters such as civic government. He is more convinced than ever of the value of travel to anyone associated with municipal politics.

In an interview yesterday, Ald. Aspinall said he had had a most enjoyable time, and his plan to allow periods for pleasure, business and inquiries into matters of civic interest worked out admirably. Respecting civic affairs, he began his studies soon after leaving the city. In Hobart and other places, for instance, systems of road-making received attention, for on these he proposed to base his comparisons after the old world methods had been gone into. From all his observations, he was convinced that a protecting surface on roads must be provided. In Hobart he travelled over a tourists' road, four-fifths of which had been treated with bitumen, and he was not altogether surprised to learn that the small portion which had not received that treatment cost twice as much to maintain as the remainder. In England, he found that bitumen and tar were never mixed, the authorities confining themselves to the use of the former. It was noticeable that in both England and America they kept strictly to the 16 feet roadway, while in some instances a 14 feet track was found to be satisfactory.

TECHNICAL EDUCATION

Inquiries made in London as to the system of technical education revealed that this great work was undertaken by the Polytechnic, a touring association, which ran classes on much the same lines as those conducted by the Queensland Technical colleges. "While in the great capital," said Mr. Aspinall, "I interested myself in matters affecting Australian trade. The thing that probably impressed me most was that Londoners use little of cane sugar. Wherever we went we had to be contented with beetroot tablets, which have only have the sweetening power of cane sugar, and is but 3/ a cwt. Cheaper. The tablets are attractively got up, and I am satisfied if we are to sell more of our sugar to the old country, a campaign of "push" will have to be inaugurated and the people educated to its obvious advantages. I found that Australian beef and New Zealand mutton almost generally were preferred, but I consider that the prices were much too high, even after allowing for a fair margin of profit. This was one of the matters about which I spoke to members of the Chamber of Commerce, and their explanation was that the cheaper varieties of meat were unsaleable, and, consequently, for that of high quality a greater price had to be sought.

METHODS OF TRANSIT

One of Ald. Aspinall's chief reasons for visiting Glasgow was to delve into the matter of transit. Fares were found to be on a very low scale, the visitors finding it possible to travel from the centre of the city to the end of almost any tramline for 1d. "Glasgow is recognised as a place that has made a success of its tramways, and the civic authorities are justly very proud of their achievement. I wanted to find how they viewed the question of motor buses. It was

generally admitted by those in authority that, if again they were considering a transit system for Glasgow, electric trams would not be favoured. Although they are extending the tramways in certain respects, provision has had to be made for buses, and it is regarded as certain that gradually the latter will supersede the old system”.

CITY MANAGEMENT

In the method of civic government adopted in the Irish Free State, Ald. Aspinall was keenly interested. In Dublin, he said, the municipal council had been abolished, and three managers appointed. It was claimed that the municipal rates were excessive, and the return was unsatisfactory. Accordingly the change was made. Everybody seemed to be most enthusiastic about the result which followed the appointment by the Government of the three Commissioners, one of whom is a highly qualified engineer, another being well versed in health matters, and the third a keen and successful business man. They have their staff as before; the only difference being that there are no aldermen. The great advantage in the system, said Mr. Aspinall, was that a man who did not give a satisfactory return for salary received would soon be dismissed. The affairs of Dublin were run on purely business lines, and conditions were vastly different to some other centres in the United Kingdom, where local councils comprised from 40 to 70 men.

SEWERAGE

Bolton a town which Mr. Aspinall says is like Ipswich in many respects, was chosen for an investigation of sewerage schemes. Two days were occupied in inspecting the plants which dealt with sewerage and the destruction of rubbish. With the first system provided in the city, the sewerage was sprayed over a filter bed, but more recently a newer plant was installed. Both systems, however, were still in operation, one-fifth of the matter being treated under the first method. To the Engineer in Charge, Ald.

Aspinall explained the situation of Ipswich, and detailed the chief difficulties with which according to experts, this city would have to contend. The Engineer explained that Bolton was discarding the old system, not because it was inefficient, but because the newer method required less space. The first scheme was thought by the expert to be the best for a moderately sized Australian town.

Mr. Aspinall went on to remark that from one end of England to the far North of Scotland, not one bad stretch of road was encountered, and for the most part the main track was 16 feet in width.

BREATHING SPACES

Mr. Aspinall stated that, in connection with growing towns in both England and America, excellent provision was being made for public parks. It also was interesting to note that in the United States private property in the suburban area of new towns was unfenced. Footpaths were from 12 to 14 feet wide and, commencing from what here is termed the fence line, was a 4ft. concrete strip, on the other side of which was grass, flowers, and palms were employed in an effective scheme of beautification. Every neighbourhood had its own recreation ground, and this fact led Mr. Aspinall to observe that in Australia more should be done in the provision of breathing spaces. In this country, he pointed out, they were not confronted with many of the difficulties which Americans had to overcome, land being more beautiful and far cheaper. He thought there was no question about the wisdom of other countries in reserving portion of their public parks as children's playgrounds.

While in France, a visit was paid to the war cemeteries in the Somme area, and Ald. and Mrs. Aspinall were agreeably surprised at the care and attention devoted to the resting places of so many British soldiers. They consider the Graves Commission has done its work exceptionally well. No difficulty was experienced in ascertaining the situation of a

particular grave, provided the name of the soldier and his regiment were known.

WORLD'S PRETTIEST TOWN

Ald. and Mrs. Aspinall are satisfied that the prettiest town they have seen is Los Angeles, which has a climate differing little from that of Queensland, and in which many of the wealthiest people of America have made their homes. There building regulations are very strict, and in some districts variation in designs of houses is insisted on. Tree planting has done much to make the city so beautiful, and good use has been made of the Australian gum.

PROHIBITION IN U.S.A.

In looking into the matter of prohibition, Ald. Aspinall said he looked for the man, who might take drink if it were there, but would not necessarily "chase after it." It seemed to be the general opinion that Prohibition under present conditions was not a success. It was held that there was more harmful drinking among young men and women than ever. "The view is taken," he said, "that Prohibition has closed the saloons, and certainly drinking is not carried on to the same extent as

before, but I am assured it is considered a smart thing for a young man to be able to trot out his flask at a party and treat his friends to a whisky. It is generally admitted that benefits have accrued, but they are not so great as might be expected. The law is not being enforced, and it is thought it cannot be enforced under the present conditions. That you can get drink in America is evident. On the first train we boarded, I went into the smoke room and a man produced a bottle of whisky, and asked me to have a drink. Personally, I think that the change was too drastic, and should have been more gradual. I am thoroughly satisfied that, if the hotels in Australia operated only during the hours observed by other businesses, we would be better off here than America is under Prohibition."

Ald. Aspinall is loud in his praises of the English people for their hospitality. He said: Those who have gone from Australia have evidently created a very fine impression. This was apparent from the courtesy which was shown to us everywhere, when it was made known we were Australians."

MEMORIAL WINDOWS AT THE IPSWICH UNITING CHURCH



John Squire was a member of the Ipswich Temperance Masonic Lodge of which he held the highest office achievable within the Lodge. He was also a great supporter of the Methodist Church and a regular church goer.

A memorial stained glass window was erected in the Ipswich Uniting Church in his honour.

DEATH OF JOHN SQUIRE ASPINALL

John Squire Aspinall died on 3rd July 1934.

**QUEENSLAND TIMES, JULY 4 1934, page 6.
EX-ALDERMAN'S DEATH.
Passing of Mr. J.S. Aspinall**

The death occurred suddenly yesterday morning at his residence, Waghorn Street, at the age of 64 years, of Mr. John Squire Aspinall, ex-alderman and ex-Deputy Mayor of this city. Prominent in the city's affairs and associated with many public bodies since his arrival in 1913, the late Mr. Aspinall was a well-known and respected figure, whose chief qualities were his sincerity and his practical, optimistic philosophy. The news of his passing will be received with the greatest regret and sorrow by the many friends and admirers whom he had gained during his unselfish work on behalf of the city and its public bodies.

Born in Gympie in 1870, the son of the late Mr. and Mrs. John Aspinall, of that town, he first came to Ipswich in his early youth and received his primary education here. Returning to Gympie he entered the cooperative store there and later became its manager. He then went into his own business and conducted it with success until 1913, when he sold out to come back to Ipswich.

While at Gympie he was a member of the Gympie Light Horse, and had gained the Long Service Medal for his 20 years' service with it. He took an active interest in the Boy Scout movement in those days when the body was making its first appeal to the youth of Queensland, and was instrumental in founding the first troop of Scouts in Gympie, the King's Own. Under his scoutmaster-ship this troop won the coveted King's Colours, the first time in the State.

In Gympie he was also prominent in lodge matters as a member of the Masonic Lodge,

Gympie, and the Queensland Caledonian Royal Arch Chapter, and was keenly interested in Sunday School work in connection with the Methodist Church. He was at one period Superintendent of the Gympie Methodist Sunday School.

In 1913 he sold out and travelled to Ipswich, where he bought the store formerly occupied by Mr. Sam Palmer, situated in Brisbane-street, opposite the 'Queensland Times.' And entered the retail shoe trade.

His sustained keen interest in local affairs transferred his attention to matters in this city and his assistance, in an advisory or a material capacity, was always forthcoming. Gaining prominence in local authority matters by his clear-sightedness and business acumen, he was nominated as a candidate for alderman and was elected to the council in 1921. In 1924 he was re-elected and again in 1927, when he polled second to the Mayor, Ald. A.T. Stephenson, the present holder of the office. He was appointed Deputy Mayor and completed the term as a very able second-in-command. During his seat on the council he was at different periods on the Water Committee and the Lighting Committee. In both cases his terms of office on the committees were associated with difficult periods in the history of the city. The present efficient system of street lighting, in a large part, was due to the efforts of Mr. Aspinall, and the institution of the existing water supply was another matter which received much of his attention.

In 1926 he was elected President of the Technical College Committee, in which body he had previously held the position of Treasurer. His interest in lodge matters continued and during his work in connection with the Ipswich Temperance Masonic Lodge he reached the highest position that was

possible for him to obtain. Through his efforts in this connection the Masonic Lodge of Ipswich undertook the erection of a new hall, which was completed a few years ago and which was cleared from debt several months ago. He was also a member of the Hall Committee, and its Treasurer. He held the post of Secretary to the Ipswich section of the Royal Arch Chapter for a number of years.

Other public bodies which were fortunate in having the interest of this energetic and progressive citizen were the Chamber of Commerce in its early days, and the Rotary Club. To the latter he was appointed in the year succeeding its inception in the city. He was also at one period the council's representative on the Ipswich Fire Brigade Board.

One of the greatest interests that occupied his time was his keenness in matters pertaining to the welfare of youths and boys, and in this respect he was an ardent supporter of the Boy Scout movement. After his term as Scout Master at Gympie he followed the growth of the troops in Ipswich closely, and offered much practical assistance. When the Boy Scouts' Local Association was formed he was elected Chairman and the movement had the benefit of his great experience.

In 1926, with Mrs. Aspinall, he completed a world tour, and during his absence he studied in other countries matters of local application, bringing back with him a new insight into problems and a fresh aspect which was of material benefit to his fellow citizens.

This disinterested aspect of his character and his desire to help in any way that was possible were his outstanding traits, and in all his associations gained him due respect and admiration. He was a keen supporter of the Methodist Church, and a constant church-goer.

In sporting life he was for many years a member of the Ipswich Bowling Club, but an injury to his leg prevented his continuance at this recreation. One of his greatest hobbies was his garden, which is one of the most attractive of suburban plots.

Seized with illness about a week ago the late Mr. Aspinall was confined to his bed until Monday. He had apparently recovered then and was able to get about, but yesterday morning he relapsed and died suddenly.

He is survived by his wife, two sons, Mr. S.J. (Waghorn-street), and Mr. C.S. (Townsville), and three grandchildren.

The funeral takes place this afternoon at the Ipswich Cemetery.

**QUEENSLAND TIMES, JULY 5 1934, page 6.
LATE MR. J.S. ASPINALL.**

The esteem in which the late Mr. John Squire Aspinall was held in the community was evidenced by the large attendance at the funeral yesterday. Numerous public bodies with which the late Mr. Aspinall was associated were represented. Particularly noticeable was the large number of lodge members. Nearly 50 vehicles comprised the cortege. At the cemetery a large number gathered. The Church burial service was conducted by Rev. W. Shenton and ex-Comp. H.C. Frost (Temperance Lodge, No. 169) read the lodge service.

The chief mourners were the widow, a son, Mr. S.J. Aspinall (Waghorn-street), and three grand-children.

The pall-bearers were Ex. Comps. F. Bound, H.C. Frost, T.R. Clark, G.R. Drysdale, W. Pratt, and J. McDougall.

Amongst those present were – The Mayor (Ald. A.T. Stephenson), Ald. O. Perry, A.S. Millar, T.E. Woodford, F.L. Foote, T. Tunstall, T. Humphreys, and the Town Clerk (Mr. B. Smith); Grand Treasurer, P.A. Briggs, Second Grand Principal A.T. Pollard (Brisbane), First Principal P. Bound, Second Principal P.E. Wilson, third Principal F.R. Clarke, Ex Comps. F. Walker, H. Barratt, A.E. Roberts, G.R. Drysdale, J. McDougall, W. Pratt, D. Cochrane, Bros J. Greenland, J. Walker, W. McMurdy, A.J. Rodway, W. Pratt, A. Nichol, B. Owens (Ipswich Caledonian R.A.C., No. 4 Lodge); Ex Comps. H.C. Frost, W. Cafferky (Ipswich Temperance Lodge, No. 169); Bro. J.W. Dalton (Hope of Ipswich Tent, I.O.R); Messrs. F.J. Meacham (President), E.M. Scott, J.B. Colthup, A.H. Whitehead, J.F. Walker, M.T. Sullivan, W.B. Parkinson, and Rev. R.B. Massey, Rotary Club; E.Cairns, C.E. Jenkinson, Moreton Shire Council; W.J. Jones (Chairman), A.A.O. Poole, J.H. Bearkley, W. Watson, W.G. Cafferky, Fire Brigade Board; Drs. M.S. Patterson and H.D. Foote, Messrs

Well Attended Funeral.

N. McGill, J.T. Finimore, R. Worley, F.C. Downes, Boys Scouts' Local Association; G. Mathieson, Technical College; T. Beirne, T.C. Beirne, Ltd.; J.A. Cameron, U.F.S. Dispensary; J.C. White, Mrs: G.W. Allen, Messrs. L. Thomas, A. Lowe, W.C. Halley, A.A. Smith, M.P. Pender, J. Irwin, G. Bolton, E. Dann, and L.G. Holbeck.