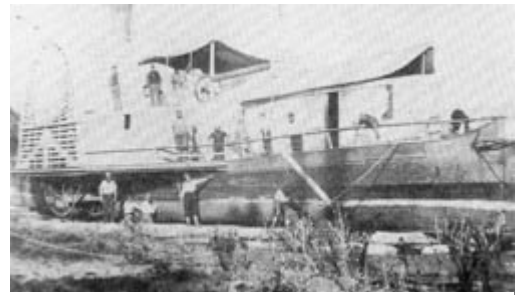


RIVER TRANSPORT

The rivers were the best 'roads' to Ipswich in the early days - they provided a smooth and easy trip compared with the bumpy dirt roads which often became impassable in wet weather.

In convict times, the commandant and officials were rowed to Ipswich, a trip that took most of the day. The botanist Fraser said his trip with Captain Logan took 11 hours on the way up and 13 hours on the return trip next day.



The paddle steamer 'Ipswich' pulled up on the riverbank for maintenance

It is interesting to compare this time with that of a champion rowing crew many years later: in 1893, a crew of eight in a lightweight rowing shell made the trip from the centre of Brisbane to the town reach at Ipswich in 4 hours, 52 minutes, breaking an existing record of about 6 hours.

The lime quarried at Ipswich was carried in punts - flat bottomed boats that floated with the tides and took several days to reach Brisbane.

When Ipswich became a town, punts such as the 'Jenny Lind' were used for carrying cargo. In 1842, the first beacons were placed on rocks and shoals to mark the channel. The Brisbane and Bremer Rivers were tricky to navigate and there were numerous rocks, mud banks and shallow sections.

Many efforts were made over the years to keep the channels clear and to remove rocks, which made traffic difficult.

The time to travel from Brisbane to Ipswich was dramatically reduced in 1846 when steam engines were introduced.

The first paddle steamer to make the trip was called 'The Experiment'. It had been operating in the Newcastle area but was bought by James Canning Pearce and transferred to Moreton Bay. The captain was Aylmer Campbell.

The Experiment used a steam engine to drive two paddle wheels, one on each side of the boat. Most boats which operated on the Bremer and Brisbane Rivers were side-wheelers such as this, not stern wheelers. (Note that the Kookaburra Queen, which has operated on the Brisbane River in recent years, is a stern wheeler. Its flared funnels are typical of Mississippi paddleboats of the USA, not Queensland paddle steamers).

On 20 June 1846, Pearce advertised in the Moreton Bay Courier: 'For Ipswich, the steamer Experiment. A. Campbell, master will commence plying between Brisbane Town and Ipswich on Monday next, the 22nd instant. Cabin 5/-, Fore Cabin 4/-, Freight per ton 78/6. Wool 2/- per bale. Parcels on a graduated scale'. The prices appear to have been reduced later. Note that these prices were not cheap. A skilled workman was paid about 30/- to 40/- a week.

Because the boat's pilot was not familiar with the river, the Experiment went aground on a mud bank at Woogaroo (Goodna) on its first trip and had to wait until it could float off with the next tide. It arrived in Ipswich at 1pm the next day and was met by the whole town, including an enthusiastic man who played the bagpipes.

The Experiment eventually settled down to a trip time of seven hours.

Before long, other paddle steamers began to operate on the rivers including the Mary Anne, Emu, Hawk, Swallow, Breadalbane, Settler, Bremer and Ipswich. The trip time was reduced to four or five hours, depending on wind and tide. There were also two steam punts, which carried cargo, Glide and Essex. The busy days of the river trade ended when the railway line between Ipswich and Brisbane opened in 1875. After that time, most cargo and passengers went by train.

Some river traffic continued. Pleasure boats continued to operate and a river trip with a picnic at The Junction (the junction of the Brisbane and Bremer Rivers) was a popular pastime until about the 1940s. One such boat was the 42ft Mora owned by Aubrey Cole.

The Essex and the Bullfrog carried produce and passengers on the Bremer until 1928.

In 1933, Percy Manders began to operate cargo boats including the Eclipse and the Bremer. His wharf was in the Basin at Blackall St and each trip from Ipswich to Brisbane and back took two days including the loading and unloading time. He towed barges loaded with logs for Hancock Sawmill and a flying fox was set up to haul the timber from the river to the mill. At the age of 80, Mr Manders recalled the difficulties of the Bremer River trips. He said navigation was a tricky business, especially when fogs 'whited out' landmarks used for navigation.

Rainfall upstream continually shifted mudbanks and shoals and at one stage, he could not get his boats alongside the wharf in Brisbane because that particular section of the river had silted up. Water hyacinth was another problem. When heavy rains washed this pretty weed out of ponds and creeks, the main river became completely covered and boats could not force their way through. The raft of hyacinth was strong enough to support the weight of a man, though standing on it was probably a very dangerous exercise. Mr Manders also provided the official boat for the three-mile swimming contests held in the Bremer. These were run from Booval to the town bridge and were popular for both men and women. Another of his boats was called the Srednam (Manders backwards) and it was used for picnics and sometimes for fishing in Moreton Bay.

Until comparatively recently, the river was used to carry coal. The Riverside Coal Transport Company was formed in 1926, initially using the converted Government steam yacht 'Lucinda'. In 1928, the company began transporting coal from mines at Riverview and Moggill to the City Electric Light Company in Brisbane. In later years, it transported coal from Tivoli, carrying 400 000 tonnes a year in the late 1960s and 200 000 tonnes a year in the 1980s. In those years, the tugs and flat barges were a common sight on the River, always well painted.

The most recent river traffic has been tourist boats including the Mirimar which makes trips to Ipswich whenever there is a sufficiently high tide. The river is no longer kept clear and river travel is difficult for larger boats such as these.

ROAD TRANSPORT



Ipswich Railway Station, Union Street in the early 20th Century. Note the horse-drawn cabs waiting for passengers

The first road from Ipswich to Brisbane went via South Brisbane. It was not an easy road. Horsemen could travel it in less than a day, but in the 1840s, carriages and carts could take up to two days.

Wesleyan minister William Moore recorded in 1847 that he travelled from Brisbane to Ipswich and back in a single day, but complained of feeling the effects of the trip - he said the horse was too rough.

Nehemiah Bartley was an early commercial traveller and he said he travelled about 50km a day. He criticised some of the squatters who rode recklessly in his opinion and said he had been 'awakened at midnight by the thunder of hoofs galloping past in the darkness'. He said this was Joshua Bell and a friend who had left Ipswich after dark and intended to reach Gatton before they went to bed. Bartley thought this was dangerous.

Heavy loads were carried by bullock dray.

In the centre of town, goods were delivered by horse and cart. Cribb and Foote, for example, had many horse teams, which were kept, in stables in Martin Street. They were said to know their way back to their stables and at weekends, they were led out to paddocks at One Mile.

Even in the 1930s, half of Cribb and Foote's deliveries were done by horse and cart and the firm still owned 100 horses. Passengers were carried by horse-drawn buses and by horse-drawn cabs.

COBB & CO

Cobb and Co operated in Ipswich, with coach runs from Ipswich to Drayton (near Toowoomba) and from Ipswich to Brisbane.

The coaches left from the North Star Hotel in Brisbane Street and later from Tattersalls in East Street.

The coachman had a horn, which he blew at various points such as Booval to let the postmaster or postmistress know the mail had arrived.

On one famous occasion, the coach to Brisbane was held up by a bushranger.

After the railways were built the Cobb and Co service closed down in this area.

MEMORIES OF THE MOTOR CAR

The first privately owned motor car in Brisbane was a steam-powered car built by James Trackson. It alarmed people so much that a deputation went to the Government claiming that it was a menace to public safety and should be banned.

The first time a car was seen in Ipswich appears to have been 1903 when a car drove past North Ipswich State School. The late Mr Heffernan was a 12 year old student and clearly remembered that the children became very excited and were allowed to leave the class to get a better view.



A motor bus arrives at Ipswich Railway Workshops

The first car in Ipswich was a REO. The owner was Dr Roderick McDonald and he sent to America for the car. It had the number Q6 so was probably the sixth car registered in Queensland. Mr Ambrose Hamill acted as chauffeur for a while and drove Dr McDonald on his rounds. Dr McDonald later drove himself and when he went away during World War I, his son Roderick, aged 14, learned to drive and took the family on trips - no one appears to have been concerned about his age, even though he was so small that he looked through the steering wheel.

Motor gymkhanas were held in Ipswich at Bundamba Racecourse with events similar to horse gymkhanas. In one event, apples were placed on posts and drivers had to cut them with an army sword.

Doctors seem to have responded very quickly to the motor age, enjoying the convenience of not having to harness up a buggy to go out on rounds. The doctors also seem to have lacked confidence initially and employed chauffeurs. Dr Brown owned an early Minerva and was chauffeured by Fred Cheyne while Percy Timperley drove for Dr Lightoler.

In 1922, Percy Timperley took a Model T Ford to Coolangatta. The trip involved crossing creeks and many cars became stuck at the notorious 'Tunnel Hill' near Southport. When it rained heavily on the trip, he had to send the car back by train. Percy later opened a garage in Ipswich.

A well-known early garage was FW Johnson and Sons - the name can be seen on buildings in the Top of Town. Cribb and Foote also opened a motor section and Faulkner Motors, which still exists, was operating by the 1920s.

Mrs Thelma Floyd of Ebbw Vale recalled that her father Hugh Coleman bought a Chevrolet from Johnson and Sons in 1924 and it was the first car in the New Chum - Dinmore area. Their family went on picnics to places such as Redcliffe.

Cars remained a novelty for many years and a ride in a car was a great experience for children. Doris Timperley who lived at North Ipswich as a child recalled that her uncle owned a car in the 1920s and he often took her for a ride as far as the town bridge. He then continued on his way while she had a long walk back home, but she considered it well worth the effort.

Roads were still a problem and when an auto club started in Ipswich in 1918, it said the roads needed to be improved. Twenty cars took part in its first club outing.

Another club was formed in 1925 by people from the Railway Workshops. A year after it started, it had 600 members and it was affiliated with the Royal Automobile Club of Queensland.

HOLD-UP HAD HAPPY ENDING

Ipswich businessman John Hooper has a family interest in bushrangers. His great-grandfather Harry Hooper was held up in a mail coach robbery and later helped to reform the thief.

Among the Hooper family papers is a faded message to Harry Hooper from bushranger William Jenkins. The letter dated 7 January 1881 reads: 'Dear Sir, I am authorised to forward and beg your acceptance of the enclosed remittance as restitution money to cover the loss sustained by you on the 7th January, 1867 (just 14 years ago) when the coach was robbed on the Ipswich Road. Any surplus you can give to the Ipswich Hospital. And I am further requested to assure you that the party concerned will never cease to remember with feelings of the deepest gratitude, the generous aid you gave him when he stood so much in need of it and which was attended with such happy results for him.'

The signature on the letter is hard to decipher but is presumably that of Jenkins solicitor or a friend. The story behind the letter was told in this series several years ago, but without its sequel. It all began at 6am on 7 January 1867, when the Cobb and Co mail coach set out from Ipswich to Brisbane. On board were 10 passengers, nine men and one woman.

When the coach neared Oxley Creek, a man riding a bay horse came out of the bush. He wore long boots, a pair of check trousers, a Crimea shirt and a Californian hat. Over the hat was a piece of dark cotton, which came down over the man's eyes to form a mask, with slits for eyeholes. In his hand was a double-barrelled pistol. He gruffly ordered the driver to pull up. The driver tried to escape by whipping his horses into a headlong gallop but the bushranger kept beside the coach and fired at the leading horse. Driver John McKenzie had been working with Cobb & Co for only 10 days. When the shot was fired, he wisely decided to pull up.

The passengers were ordered out of the coach at gunpoint and forced to 'shell out'. The bushranger then ordered the driver to move on a short distance past the passengers and give him the mailbags, particularly the Goodna mail which he thought contained a large amount of money.

While the bushranger was checking the bags, his mask fell down.

Later, in court, the driver identified him and swore, 'I would know him anywhere'.

The bushranger gathered the mail, tied it to his saddle and departed, leaving the passengers to go on to Brisbane and raise the alarm. There was little sympathy for the passengers because nine men had been held up by one bushranger.

'The Queensland Times' said: 'that nine men should have submitted in broad daylight on the Queen's Highway to insolent behest's of one solitary scoundrel is indeed humiliating'.

A few days later, 'The Queensland Times' published a satirical play on the incident and Ipswich Punch published a song about 'The Unfortunate Nine'.

The criticism seems quite unfair, made by people who didn't have to face a bushranger's pistol. The robber escaped for the time. The mailbags were found empty at 'the Blunder' near Oxley Creek and the bay horse, stolen from a Mr Johnson, was found a few days later.

The publican of the One Mile Hotel said he had seen a man called William Jenkins riding the horse, so the robber was identified and the chase was on.

The police spirited the horse away to make Jenkins believe that evidence had been lost. Jenkins was seen drinking at Warwick, then at the border, then the trail was lost. He was finally arrested by Constable Gunn 18 months later. In August 1868, William Jenkins also known as John King was tried.

He protested his innocence but he was sentenced to 18 years jail.

The sequel of the story moves to the Hooper family.

The passengers on the coach had included several notable citizens of Ipswich. One of them was Harry Hooper who became Mayor of Ipswich in 1869. Harry Hooper had misgivings about the justice of Jenkins's conviction. After nine years of the sentence was served, he petitioned the Governor for Jenkins's release. The petition succeeded. Jenkins was released and he was assisted to set up a saddlery business in Brisbane. Jenkins proved to be more successful as a businessman than as a bushranger. His business prospered and he began to have pangs of remorse about the past.

On the 14th anniversary of his crime, he arranged for the letter quoted above to be sent to Harry Hooper with money to reimburse him for his loss in the holdup.

The story of Jenkins had a happy ending after all.

MARY McCONNELL'S JOURNEY

(From Brisbane through Ipswich to Toogoolawah, 1849)

While visiting Scotland, David McConnell met and married Mary McLeod. They returned to Australia and Mary later recorded her impressions. This is an abbreviated and slightly edited account of her first journey from Brisbane to their property 'Cressbrook' near Toogoolawah - now a drive of a little over two hours, then a four-day expedition.

At that time, she could not ride a horse so she travelled in a phaeton (a light carriage) and a groom led spare horses and a packhorse loaded with their clothing.

The trip from Brisbane to Ipswich took two days and they stayed overnight with Dr Stephen Simpson at Woogaroo (Goodna). The next night, they stayed in Ipswich, then still called Limestone.

The following extract is from Mary McConnell, Memories of Days Long Gone By, 1905.

Being the head of navigation, Ipswich was a busy little town. Goods came up from Brisbane by river and the streets were lined with drays and long teams of bullocks. The teams had brought wool, tallow and hides from the interior and they were reloaded with the necessaries for the stations - flour, tea and sugar and all the other things to make up a bush store.

The inn we stayed at was a rough little place and very rowdy.

We started early next day on our way, and a rough way it was over miles of black soil. We followed the bullock drivers' track; it was a feat of dexterity to keep clear of the ruts made by the wheels of the heavily laden drays. What impossible-looking gullies we crossed with their steep and often slippery-looking banks. I

am afraid I used to shut my eyes, abandoning myself to my fate. What a sigh of relief I gave when each difficulty was overcome!

Then we came to the wattle-tree country, poor soil but the trees were in bloom and the air fragrant with the sweet scent. Now we had rough driving of another kind, for we had to keep zigzagging to avoid fallen trees. Fortunately, there was little fencing in those days, so we had a wide space to choose from. After all this, we had a few miles of pretty country and better roads, but soon there was a sad change when we reached what was called in irony 'Bullocks' Delight'.

It was a terrible piece of country. Of course, we all got out and walked, but even that was difficult on the hilly, broken country devastated by floods with deep, dry watercourses everywhere. It had been a long and weary day and it was quite late when we arrived at Wivenhoe Inn. Many drays were camped all about while their drivers were carousing inside. The man and his wife who kept the Wivenhoe seemed quite respectable. The landlady brought our supper - a fine new ham, new-laid eggs, good bread and delicious fresh butter.

We thoroughly enjoyed our evening meal. We were very tired and glad to return to rest. Through the space between the partition and the shingle roof, every sound was heard and as the night wore on, the talk of the bullock drivers became unbearable. My husband went to the landlord to ask if he could not quieten them. It was no use, their money was as good as other people's, they said, so we had to endure it.

(They arrived at Cressbrook just before dark on the fourth day).

BULLOCK TEAMS IN THE IPSWICH REGION



Many writers commented on the large number of bullock teams in the streets of Ipswich. This description is from 'Memories of Pioneer Days in Queensland' by Mary McLeod Banks. It was published in 1931 but describes the 1860s and 1870s.

Has anyone ever written of Australia without mentioning the working bullock? Large, patient and well mannered, he was to be met on every road and even in the streets of the larger towns.

He was the only means of transit for heavy goods and he alone could draw the pine logs from the mountains. His arrival was eagerly awaited at distant stations for he was often delayed by drought or floods.

There were 10, 12, 14 or more bullocks walking in pairs in a long team; the driver walked beside them for their pace was slow, and he carried a long whip; he was quick to detect which beast might be shirking the load. All had to pull equally.

A dog or two went with the wagon and a well-to-do driver usually had a boy to help him.

The leading pair of bullocks each wore a bell which was heard from a distance before the convoy came in sight and at night, when the animals were unyoked and the whole company had camped by a creek or waterhole, the leaders' bells kept the team from wandering far a field.

The driver could not start on his long journey till he had a good load - wagons were unprofitable unless heavily laden. They carried articles of food such as tinned salmon, jams, sugar, rice, equipment needed for

the farm, anything in fact ordered from the town. On the return journey, they were laden with hides and station produce.

A wide tarpaulin was thrown over all as protection against dust and rain.

RAILWAYS

The first Australian railway line was built in 1854 from the docks at Port Melbourne to St Kilda. Sydney's first railway opened in 1855.



In Queensland, there were several early proposals to built private light railways known as 'tramways' but these did not progress beyond the planning stages.

After Queensland was separated from New South Wales in 1859, the new Queensland Government began to seriously consider building a railway. Roads were still bad and it was often difficult to get produce such as wool in to market, and to get supplies out to country properties.

Building the railway – before the days of heavy machinery

In July 1863, the Government decided to build a railway, which would begin in Ipswich and extend towards the rich wool-producing areas of the Darling Downs.

Travel from Ipswich to Brisbane was already adequate because of the river traffic, so this section was not considered urgent.

The government chose a narrow 3ft 6inch gauge, even though the wider 4ft 8 and a half inch railway was becoming the world standard. The narrow gauge was cheaper, but trains had to run more slowly. Abraham Fitzgibbon was appointed as the first railway official (later he was called Commissioner of Railways). Tenders were called and in early 1864, the tender of British firm Peto, Brassey and Betts was accepted. Also in 1864, John McDonald began to build railway offices and stores in North Ipswich.

On 25 February 1864, a ceremony was held at North Ipswich to mark the beginning of work. The Governor Sir George Bowen and Lady Bowen attended the function and Lady Bowen dug a small piece of turf with a silver spade and placed it in an ornamental cedar wheelbarrow. The officials then held a luncheon and a ball was held in the School of Arts that night. A monument with a railway wheel marks the approximate site of this ceremony, near the present-day Railway Historical Centre at North Ipswich.

Apparently, the real work had already started and the workmen had given the honour of digging the real 'first sod' the 'nipper' or youngest member of the gang William Mill.

The work progressed well, even though the gangs were working without the advantages of modern earth-moving equipment. Photos of railway construction show men using picks and shovels, wheelbarrows and horse-drawn carts.

As the line was built, a locomotive and wagon travelled backwards and forwards along the completed line to carry construction materials.

In April 1865, a short excursion was held to Guilfoyle's gully with officials and local dignitaries on board. The first section of line from Ipswich to Grandchester was officially opened on 31st July 1865, again with an excursion for official guests. The line reached Toowoomba in April 1867.

In theory, wool and supplies could now travel by the efficient, reliable railway, but there was some resistance initially because the railways charged a high price and a lot of wool continued to be carried by bullock dray - the railway charged 6/- (6 shillings) a bale to carry wool from Helidon to Ipswich.

Apart from its serious purpose, the railways also became popular for excursions and on weekends and public holidays, many people took the chance to travel to Helidon or Gatton as the line gradually progressed. The question of continuing the line in the other direction - from Ipswich to Brisbane - was a controversial one and many Ipswich people were against the proposal, believing it would lessen the importance of Ipswich.

However, work started in January 1873 and finished in 1875. By July 1876, trains could run from Brisbane through Ipswich to Warwick, unaffected by weather unless there was severe flooding.

Railway Workshops

The first rollingstock (locomotives and carriages) used in the Queensland railways were built in England, at the Avonside Engine Company of Bristol. The locomotives were then shipped to Queensland and reassembled at North Ipswich.

Workshops were built near the present-day Railway Historical Centre and became a major Ipswich industry. The highest number of employees there was 3300, just after World War II. In 1993, they employed about 1000.

The workshops were part of Ipswich life and grandfathers, fathers and sons of many families would all have worked for the railways.

Shortly after railways started, the workshops began to build carriages and wagons and in 1877, it began to build its own steam locomotives. A total of 218 locomotives were built at Ipswich between 1877 and 1952 when Queensland changed from steam to diesel.

The large 'shops' were used for all aspects of railway work including timber joinery for carriages, upholstery and painting.

A large roundhouse was erected to hold locomotives being repaired. This was demolished a few years ago. The site and its buildings became too small and starting in the 1880s, the workshops were gradually moved further to the north, to their present-day site.

A powerhouse was built at the new site about 1890 to supply electricity to the workshops - one of the first supplies in Queensland. This building is still standing.

An additional railway workshop was built at Redbank in 1958.

People who built the railways

The first railways were built by the English firm Peto, Brassey and Betts and they brought many experienced people out to Australia to manage and operate the railway, for example the first traffic engineer was John Kennedy Donald, father of Mrs Morrison of 'The Chestnuts' in Court Street.

Many labourers also emigrated from Britain and settled in Australia. These men who built and repaired railway track were called navvies. They arrived in Queensland by sailing ship, stayed for a short time at an immigration depot at North Ipswich, then were taken out to the work camps along the railways line. Often, wives and children went with them.

A great financial depression struck Queensland in 1866 while the railways were still being built and many workers became unemployed for a while. This caused great hardship - the people usually had no relatives in Australia and there was no equivalent of the dole.



*The first Ipswich Railway Station.
Tattersall's omnibus has just got a passenger*

The situation became so bad in 1866 that a group of navvies seized a train at Helidon and travelled to Ipswich to present their case to the authorities. One of the navvies Patrick Quigley wrote a letter to the editor of 'The Queensland Times' saying that the navvies did not wish to harm anyone.

'I wish the public to understand that all we want is work, with a fair rate of wages and I am sure that no man of common sense will blame us for trying to get employment. The Government promised us work but did not fulfil their promise. There are little children crying for bread and their poor mothers telling them their fathers have gone to get some'.

THE FIRST RAILWAY EXCURSION

This is an edited version of a newspaper description of the first railway excursion in Queensland, from Ipswich to Guilfoyle's Gully on April 22, 1865.

The steamboat 'Brisbane' brought a party of people from Brisbane to Ipswich on April 22, 1865. In it were the Colonial Secretary Robert G.W. Herbert, Minister for Lands and Works Arthur Macalister, the Hons. Colonel Maurice O'Connell, J.A. Bell, Ratcliffe Pring, John Bramston, George Harris and Dr. Henry Challinor MLA.

They were joined at Ipswich by Commissioner for Railways Abraham Fitzgibbon, Samuel Wilcox representative of Peto, Brassey and Betts, Mayor John Murphy of Ipswich and Stuart Hawthorne MA, Headmaster of the Ipswich Grammar School. Other people present made a total of 160.

The train was composed of the locomotive named 'The Pioneer', one first class and two second class carriages, all of which were entered from the end. The train was waiting at a temporary platform near the north bank of the Bremer River.

When the passengers were seated, the engine whistle immediately 'sounded shrilly' and all 'with more or less startled feelings were borne along'. On the route, several groups of people gazed at the train, 'some with obvious looks of alarm'.

Inside the carriages there were exclamations. One from a lady was 'Oh! what a pretty place it is'. The noise of the engine startled a horse, almost unseating the rider, near the railway fence. The fence was merely ironbark posts with twisted wires through them. A passenger remarked, 'It doesn't jolt much'. Another said 'How smoothly she moves'. They were contrasting the railway train with the horsedrawn buggies on the unmade rough roads of those days.

A shrill whistle from the engine startled the passengers again. 'That horrid whistle again!' someone exclaimed.

Several short bridges were crossed by the train and then a long bridge, which gave the passengers 'a common feeling of temerious joy'.

The train passed 'some stone-breaking navvies', who were the first to greet it with 'three hearty English cheers'.

'Ugh! Did you feel that lurch?' They did. Subsequently they learned that the jolt was caused by a large stone, which had been placed on the line by 'some unknown scoundrel'.

'A very pretty country this - prettier than Brisbane and more like England' said a lady passenger. The carriages were comfortable, the first class one had padded seats. They were arranged horizontally and facing each other, with room for six people on each side and 'ample room for a gentleman between two crinolines'.

The train passed an Aboriginal boy, who with much fear, clung to the head of his dray horse. By the time the train passed over the last culvert, the 'eyes of the ladies were beaming with fearless delight'.

The journey finished at a temporary platform at Guilfoyle's Gully at 12.10pm, having travelled the 7 and three quarter miles in 40 minutes. The estimated speed was one mile in four minutes.

The engine 'Lady Bowen' was in a nearby siding, with six trucks of stone metal.

As was usual in those days, there was a luncheon and 'refreshment' in a large marquee, to which all were welcome. There were the usual toasts and speeches.

During the speechmaking, Colonel O'Connell remarked that 'looking outside, they would see the lumbering bullock drays on the one hand and the useful railway on the other; the drays suggestive of bogs from which they had to be drawn by toil, the train of each travel nowadays'.

After the speeches there was dancing, to piano, melodium and violin, until 2.55 p.m., when the train left to return to Ipswich, where it arrived at 3.16 p.m. and was 'loudly cheered'.

The passengers alighted 'declaring the trip to have been by far the most pleasant travelling in Queensland'.

YEAR 8 STUDENT EXERCISES

Compiled by Mr Roy Clark, History Subject Master, Bremer State High School. Exercises to develop history skills based on the 'Ipswich Heritage Education Kit for Schools'.

Theme: Was life in past times in Ipswich as hard as they say it was? OR What was good about the 'good old days'?

COBB & CO COACH HELD UP

Comprehension Skills

- Name a bushranger who held up the Ipswich to Brisbane mail coach.
- Who was on the Ipswich mail coach the day it was held up?
- How many people were on the Cobb and Co coach that day and of which sexes were they?
- Whereabouts did the robber appear?
- How was the robber armed?
- Which effect followed, when the robber told the crew to pull up?
- Why did John McKenzie stop the coach?
- What does 'shell out' mean?
- Give the reason for the robber's wanting to open the Goodna mailbag?
- How was the driver able to identify the bushranger later, in Court?
- The passengers 'raised the alarm'. What does that mean?
- Give a reason why no one in Brisbane felt much sympathy for the passengers.
- Who actually owned the bay horse the robber had used?
- Who 'dobbed in' the man seen to have been on that particular bay horse?
- Give another name William Jenkins used.
- What happened to Jenkins after Constable Gunn caught him?
- How did the Mayor of Ipswich get the bushranger out of jail?
- What is 'restitution money'?
- If you remit money, what do you do?
- What became of the bushranger? What did he do?

Decision Time

You, the student, have now studied primary and secondary source material concerning Daily Life in Ipswich over the years. Remember the theme: 'Life was hard in those days'.

Come to a decision on the truth of that statement, remember:

- The geese causing the man on the horse to fall
- The dirt streets and dust in food shops
- Pushing a mower with no engine
- River pollution in the 1860s
- The fire and difficulty in putting it out
- Pony power only, far down 'in the pits'
- The race riot at the boiling down works
- A 4 day trip from Brisbane to Toogoolawah
- No lights in the streets in the 1850s
- Bushrangers hold up mail coaches
- Teenagers worked in the mines
- Cruelty to bullocks and horses in the street
- The Minister says you can't have a Welsh school teacher if you want one
- Mum walks from Brassall to the hospital three times a week with a sick son
- Ten in the family
- No tap water, get water out of the river in the 1840s
- Many children left school at 13 years of age
- Ipswich miners were drowned in a mine flood during the 1890s

Make your decision

Was life hard in early Ipswich?