

WHAT DID IPSWICH REALLY LOOK LIKE?

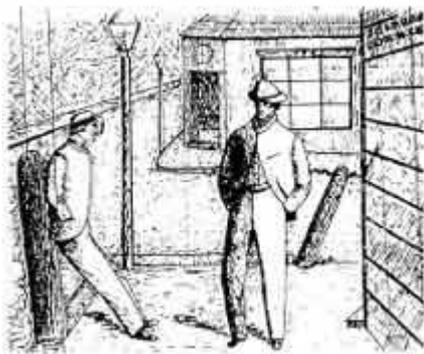
1840s to 1860s

When you look at the city area today, it is hard to imagine that 150 years ago; Ipswich must have been like a country village. If you could go back in time, a number of things would strike you as different or unusual.

The inner city is now strictly a place for shopping and business but back in the 1840s, 50s and 60s, many people lived there. Transport was difficult and slow so it made sense to live close to where you worked. Some people had a small house attached to the side or back of their shop while others had two-storey buildings with the shop on the ground floor and a residence above it.

People other than shopkeepers also lived in the city area for convenience.

Many animals could be seen in the streets of Ipswich. Horses were probably the most common, either being ridden or pulling carts and sulkies. There were also many teams of bullocks, which were used to pull heavy loads, usually on two-wheel wagons.



Two 'Loafers' on the corner of Brisbane & Nicholas Streets in the 1860s

The streets were dirt, not bitumen, and clouds of dust drifted into shops as vehicles passed - not very hygienic near food shops, particularly as the dust would have contained particles of manure left on the streets. Water carts pulled by horses were used to wet the streets and try to reduce the dust problem.

People also kept animals at their homes. Horses again were common. If horses were going to be used for transport, they had to be kept close by and that usually meant in the back yard or adjacent block of land.

Dr. Henry Challinor lived on the corner of Nicholas and Limestone Streets, where the Civic Hall is today, and he kept dairy cows and even a bull.

On one famous occasion, the water carrier King John (William Burr) was striding about in the Pump Yard opposite the doctor's house when the bull got loose and charged him. The water pump was wrecked, King John ended up in the waterhole and the doctor got a large bill for damages.

In the 1860s, there were complaints about flocks of geese that roamed about in Limestone Street and frightened horses.

On Limestone Hill, goats were common. They became such a nuisance as they wandered around that most of them were rounded up by the local police in the 1850s and slaughtered. Ipswich people remembered eating the meat, which they jokingly called 'venison'.

In the 1860s, a market was established on the corner of Limestone and East Streets. It contained saleyards for horses and cattle and a market building was constructed with separate stalls (shops) for selling meat and produce.

The business area would have been very lively. In the mid-1860s, for example, you could have watched blacksmiths, tailors, carpenters, candlemakers, tinsmiths, photographers and apothecaries (pharmacists).

The busiest area was near the wharves at the end of Nicholas, East and Wharf Streets where paddle steamers pulled up to unload passengers and goods. In 1865, the first railway began and the area near the railway station also became busy. Cobb and Co coaches followed a regular timetable.

At night, the town area was very dark. The first streetlights were installed in the early 1860s and used kerosene.

Poem from Ipswich Punch criticising the number of cattle in Ipswich streets in the 1860s.

The curfew tolls the knell of parting day
The lowing herds are turned into the streets
(Not like the herds described by Mr. Gray)
While sleepy Bobbies doze upon their beats.

The muddy Bremer winding slow her way
With fearful smells that now pollute the stream
What sound was that I heard below? but stay
it is the 'Settler' blowing off her steam

But yet a drowsy sound strikes on the ear
Like troubled spirits moaning for their sins
The glares of glowing chimneys now appear
And curling smoke from grumbling Cotton Gins.

Note: This is a parody of the poem 'Elegy Written in a Country Churchyard' by English poet Thomas Gray that begins:

The curfew tolls the knell of parting day,
The lowing herd winds slowly o'er the lea
The ploughman homeward plods his weary way
And leaves the world to darkness, and to me.

The 'Settler' mentioned in the poem was a paddle steamer

1880s to 1890s

Ipswich was growing up. The business area had few residents, no one was keeping cows in Limestone Street but the streets were still dirt.

Gas street lights had been installed, the town hall clock had an automatic gas light which didn't work very well and there were gas lights on the Blackall Fountain which was used as a meeting place for election rallies.

Horse-drawn buses made transport easier and from 1899, you could use the telephone.

1900s to 1920s

The streets in the centre of town were now bitumen, electric lighting had been installed and the motor car was starting to become common. Nevertheless, in 1917, a young man named Crane was riding his bicycle along Milford Street to attend army training and he was injured when he ran into a cow.

Picture theatres provided entertainment - silent movies at first then talkies in 1928. Planes were still a novelty.

1940s to 1950s

The pace was slower but Ipswich was now much like today. It had its own radio station, 4IP but still no television.

The baker still used a horse and cart and a few people still drove sulkies around the streets. Stockmen still drove herds of cattle through West Ipswich streets to the sale yards at Churchill.

From 1939 to 1945, it was wartime and many American servicemen arrived. Amberley air base was established, so aeroplanes overhead became more common.

Not every family had a car or a telephone.

Refrigerators were becoming more common, but the ice-man still called at many houses with blocks of ice for the ice-chest. Most families had a washing machine, but a few people still preferred their old-fashioned copper for boiling clothes.

The Victa lawn mower and the Hill's Clothes Hoist were about to be invented and the outdoor 'dunny' had disappeared from most Ipswich backyards.

Children played with tricycles, scooters and 'pushbikes' and indoors played board games such as 'Monopoly' or 'Snakes and Ladders'. There were no television sets, videos, video games, cassettes, CDs, roller blades, skate boards, Barbie dolls or computers.

Records were played on a turntable and the family radio occupied a large cabinet in the lounge room. Children enjoyed radio serials such as 'the Air Adventures of Biggles' while their parents listened to 'Blue Hills' and radio plays. Going to the pictures was very popular for both children and adults and many picture theatres had weekly serials.

WATER SUPPLY

Today, we take it for granted that when we turn on a tap, clean fresh water will always appear. But for people trying to cook and wash in early Ipswich houses, water was not so easily obtained.

Surveyor Wade's Dam

Surveyor Henry Wade drew up the first plans for the Ipswich Township in 1842 and marked a proposed reservoir to provide a town water supply. The site was a gully running along Gordon Street and Marsden Parade. The gully filled with water when it rained and Wade suggested that a small wall could be built across it to form a dam. However, although residents later requested that the scheme be carried out, the dam was never built.



A plumber's shop in Ipswich with water tanks for sale.

Water Carriers

In the 1850s, almost everyone in Ipswich used water from the Bremer River for drinking, cooking and washing.

Some people probably collected their own supply but most relied on the water carriers or 'water joeys' who took water from the river in carts and sold it around the streets.

The water carts consisted of a very large wooden barrel mounted on its side between two shafts. The cask had a leather spout at the end which allowed water to be poured into small casks or tanks at each house.

One famous carrier was Thomas Burr, known as 'King John' apparently from the regal way he sat with his legs astride the barrel.

The water carts were backed onto the wharves beside the Bremer River at the end of East Street and the casks were filled by a wooden bucket attached to the end of a long rope – a very slow and primitive method.

The job had its hazards. The carts were backed up against a log to stop them rolling but this didn't always work and sometimes cart, horse and driver ended up falling into the river. Carts were also filled at One Mile by backing them into the river.

The river water was not very hygienic and residents sometimes complained that it was brackish (rather salty).

The Pump Yard

The next water supply was from the 'Pump Yard' – the block bounded by Limestone, Nicholas, Ellenborough and South streets. There was a natural fresh spring in this area and this had been known to local aboriginal groups who sometimes camped there.

In 1862, the spring was enclosed with bricks and slabs of timber to form a water tank and a little later, a pump was installed. The council declared the area a water reserve and a lessee was appointed to look after the springs and control their use.

By-laws for the water supply were published in the Government Gazette. The rules stated that each resident could take up to four buckets of water a day free. They could obtain larger quantities if they paid two pence a cask.

Another pump was installed for spring water from the 'Spring Gardens' at Hanover Street, Newtown. The property was owned by Mr William Vowles.

Pumps at the River

Further progress was made when the Council installed hand pumps at several places beside the river to allow people to fill casks more quickly.

In the early 1860s, several enterprising people started 'waterworks' on the riverbanks near the centre of town and at North Ipswich.

These consisted of a timber stand with a metal water tank on top of it. A steam engine operated a pump to bring water up from the river into the tanks. Horse-drawn water carts were driven underneath the tank stand and their casks could be filled very quickly.

Household Tanks

Collecting roof water was not easy in the very early days – the first simple huts did not have proper gutters. But by the 1860s, gutters started to become common and tinsmiths such as E.W. Hargreaves advertised that they had installed machinery to bend galvanised iron and could supply tanks.

Some Ipswich houses such as Garowie had brick tanks built into the ground and rain water was collected in these. They are often incorrectly called wells but are really storage tanks. Hand pumps were needed to pump the water out.

Even this century (20th) when there was a good piped water supply, many houses kept their galvanised iron tanks because people like to use rain water for washing.

In country area near Ipswich, many houses still rely on collecting rain from the roof in tanks for their water supply.

The Waterworks at Kholo

Water from the Bremer was not very sanitary and the water was sometimes brackish and unpleasant to drink.

From the 1860s onwards, the Council tried to establish a proper waterworks to pump water from the Brisbane River and to reticulate it (distribute it through pipes to homes). The goal took 10 years to achieve and several different schemes were investigated.

The site finally chosen was at Kholo. Railway engineer William Highfields made a report on the proposal and said that the water there flowed over gravel and was clear and of excellent taste.

Pumping machinery was shipped out from England and was erected under the supervision of David Rodger. The waterworks consisted of a pumping station which pumped water up into a large concrete reservoir on a nearby hilltop.

From the reservoir, water flowed to Ipswich along a main water supply pipeline.

The Waterworks were handed over officially to Ipswich Council on 31st August 1878. Mr. J. Bedford a former locomotive Superintendent from the Railway Workshops became the first manager of the Ipswich Waterworks.

Today, Ipswich now receives its water supply from Mt Crosby waterworks, which was built in the early 1890s to supply Brisbane. In 1920, Ipswich City Council agreed to purchase water from the Mt Crosby supply and the old Ipswich waterworks became obsolete. This area is now the site of the Botanic Gardens.

Mt Crosby

Work on the Mt Crosby waterworks project started in 1890. Because it was then a remote site, cottages were built for workmen and a small township developed with 60 cottages, a store/post office and a school.

The original trenches for the big water pipes were dug by hand and working conditions were hard. Men were not allowed out of the trench for a drink – instead a billy boy would hand down a panniken on the end of a sapling.

The pumping station was driven by steam engines and wagons carried coal from mines at Tivoli to the works.

Later, a tramway was built. Trains stopped across the river and winches were used to haul coal wagons across to the station. These tracks can still be seen across the top of the weir. The pumping station changed to electricity in 1948.

FIRE BRIGADE

Fire was a constant danger in the buildings of early Ipswich. The first houses were simple huts or 'humpies' with slab walls and a bark roof.

Meals were cooked over an open fireplace or in a wood stove, and buildings were lit by candles or lamps that burned oil or kerosene. To help prevent a fire, the kitchen was often detached at the rear. Even a little later when the houses were made of brick or timber with a slate or metal roof, the risk of a spark starting a fire was considerable.

If a fire did happen to start, it was hard to extinguish. There was no piped water supply until 1878 and at first, there was no fire brigade.

The first fire fighters were the water carriers. The Ipswich Council required the water carriers to keep their carts full at night and paid a fee to water carts attending a fire - the first cart to arrive received the most money so there was usually a race. This occasionally resulted in an argument. In 1868, for example, a chimney at Ipswich Grammar School caught on fire. Chimney fires were common - the chimney became clogged with soot and the interior then caught alight.

When the Grammar chimney caught fire, the boys rang the school bell so energetically that the townspeople thought the whole school was burning down. The chimney was quickly extinguished but two water carters arrived, Patrick Byrne and Michael O'Sullivan. Although their services had not been needed, they asked the Council for the reward.

At first, the Council did not want to pay because the fire had been so trivial; but eventually, the Aldermen decided that the alarm had been given and the carters had responded when they thought there was danger so the payment was made. No doubt the boys who had needlessly rung the bell received a different type of reward.

The fire fighting service provided by the water carters was limited. Establishing a proper fire brigade was considered important and a committee was set up by the first Council in 1860 to investigate how this should be done. The general idea evolved that the Council should buy a fire engine and employ firemen and the insurance companies should contribute toward the costs.

Although the idea was simple, it took five years to sort out the details and the fire brigade did not start until the middle of 1865. The first fireman was George Cuthbert but the brigade appears to have been largely voluntary.

The new brigade had a major job in its first few months of operation, when fire destroyed a timber building in Bell Street owned by Cribb and Foote.

Three fire hydrants were installed in 1865. These were in Nicholas and Ellenborough Streets and were presumably fed by water from the pump yard. For fires, which could not be reached from these hydrants, people relied on the water carts and buckets. The fire engine, which Council had discussed for so long, was not purchased.

In July 1878, there was a big fire in Brisbane Street and this pointed out the deficiencies of the existing services. Most of the fire fighting was carried out by a Railway Fire Brigade - it is not clear what had happened to Mr Cuthbert and the earlier volunteers but their brigade seems to have lapsed.

More meetings were held in Ipswich and a fire brigade was formed in accordance with recent Government regulations. The re-formed brigade gained a tricycle fire reel with a hose wound round a drum. One fireman pedalled it to the fire while the firemen and volunteers ran there. The tricycle was later replaced by a 'manual fire reel' - the firemen pulled it on foot to the fire.

Then came a horse-drawn vehicle with hoses and ladders. The first motor fire vehicle was purchased in 1908. This was wearing out by 1913 and there were complaints that it would no longer go uphill. A new engine was purchased and the vehicles gradually evolved into the modern equipment of today.

Until electricity was introduced about 1920, fire continued to be a great threat. Public buildings such as the Ipswich Town Hall had fire hoses even in the 1890s - this building had huge hanging gaslights and also gaslights as footlights on the stage.

The retail store Cribb and Foote had its own fire brigade led by Allan Cribb and it successfully fought a big fire in 1914. The fire started when a young employee brought a lighted candle into the basement where turpentine, kerosene and linseed oil were stored. Cribb and Foote also had a big water tank on its roof, which could supply water for fires.

Fire Stations

At first the Ipswich fire brigade did not have a building to store its equipment but in 1878, the Council built a shed in Nicholas Street near the railway. A fire station was built in Brisbane Street in 1918, next to the Baptist Church.

The Brisbane Street building was demolished and replaced by a new building facing Limestone Street in 1967. This was partly prompted by the introduction of one-way streets - the Limestone Street position made it easier for engines to set out in any direction.

THE GREAT FIRE IN BRISBANE STREET 1878



The fire started in 'the grocery shop of Mr. H. Shanks, Brisbane Street' – probably the shop in this photo

This article from 'The Queensland Times', 4 July 1878 gives a vivid description of a fire in Ipswich. Like a modern television reporter, the journalist has given an on-the-spot account of events as they happened and we can imagine the scene in the newspaper office as the night staff set the type as the new information came in.

Thursday, 4 July, 4am

At this hour, cries of 'Fire' and the ringing of the various church-bells warned the townspeople that another conflagration had occurred. On proceeding to the spot, it was seen that a fire had broken out in the back portion of the grocery store of Mr H. Shanks, Brisbane Street. It was quite evident that the fire was going to be of some magnitude, for soon after its discovery, the entire shop was one mass of flames and the efforts of the bystanders was directed to saving the stock of Mr William Tatham, bookseller and Mr J.J Muncaster, jeweller and watchmaker. So rapidly however, did the conflagration extend that there was very little time to save anything, and attention was turned to the shop of Mr James Foote, MLA, which was now observed to be on fire, and which was broken into, together with the drapery establishment of Mr J. Macfarlane, MLA. Although comparatively speaking, a deal of stock was saved from these two places, it was, of course, greatly knocked about, and much of it, we fear, will be found of little value hereafter. There was a great delay in getting any water.

4.30am

By this time, many hundreds of people were on the ground, but we regret to say that many of those present made no attempt whatever to render assistance. The greater portion of Mr Macfarlane's stock is now lying pell-mell in the Church of England grounds, and the water main in Nicholas Street having been opened, a steady stream of water was directed on to Messrs Hughes and Cameron's, in Nicholas Street, as the premises of Mr Muncaster had now been razed to the ground. (Note: the writer probably meant razed to the ground).

4.40am

The fire is still spreading, Mr Foote's brick shop having been gutted. The Southern and Western Railway Fire Brigade, under the command of Mr R.T. Darker, Locomotive Superintendent, are playing vigorously on the premises of Macfarlane, but the supply of water is scarce, being confined to a tank on the premises.

4.50am

The flames have been got under in Nicholas Street, and it is probable, if Hughes and Cameron's premises are saved, that the block of buildings lower down the street will yet escape destruction. Owing to a break in the main in Nicholas Street, it has been found impossible to throw any water on the premises of Mr Macfarlane, the supply of water in the tank having been exhausted. There are now between 3000 and 4000 people present and it seems as if it would be impossible to save the drapery establishment of Mr James Brady, JP and Mr John McGrath's North Star Hotel.

4.55am

Mr Macfarlane's shop is now completely enveloped in flames and efforts are now being directed towards saving the stock of Mr Brady and Mr F.J. Heeny, chemist. Most of those present are working very hard, but there is unfortunately, little method in their efforts. Of course the defect in the pipe already mentioned has made it simply impossible to extinguish the flames and nothing can be done except to save the stock and furniture.

5.10am

Mr Macfarlane's premises have been entirely cleared and the Fire Brigade engine, manned by willing hands, is directing a steady stream of water from a tank on Mr Foote's premises is being directed on the building. Fortunately there is no wind, or there is no knowing where the fire would end. Efforts are now being directed towards clearing away the sheds, stables etc. at the rear. (Editor's Note: the first sentence is not grammatically correct).

5.25am

The roof of Mr Macfarlane's shop has now fallen in but there are strong hopes the Mr Brady's establishment will be saved, as a steady stream of water is being directed on the corner of Mr Macfarlane's shop. Strange to say, the roof of the Bank of Australasia, which is nearly 100 yards from the nearest portion of the conflagration, was accidentally discovered by the Hon J.C. Foote MLC to be on fire - evidently from some sparks carried by the wind. Had this not been noticed by Mr Foote, there would certainly have been another disastrous fire to record.

5.35am

Efforts are being made towards saving the premises of Mr Brady, and there are strong hopes that they will succeed, as there is still a good supply of water in Mr James Foote's tank. We learn that Mr Foote is insured for the sum of \$4000.

5.50am

The roof of Mr Macfarlane's shop having fallen in, the flames are bursting forth with renewed vigour. An engine, which is obtaining water from casks, is now playing in front of the premises in Brisbane Street. Many of the outbuildings are now pulled down, and the only damage is in the front. The small shop occupied by Mr John Morgan, which is situated between Mr Macfarlane's and Mr Brady's, and which was owned by Mr Brady, having been pulled down, there are strong hopes that the latter gentleman's place will be saved.

6.10am

The flames now appear to be confined to Mr Macfarlane's premises. The front of Mr Foote's shop has completely fallen in; and it is expected that a similar fate awaits the dividing wall between Mr Macfarlane's premises and those of Mr Foote.

6.30am

The dividing wall between Foote's and Macfarlane's has fallen in but the fire is not spreading. The crowd of people is enormous. The flames, when the conflagration was at its height, presented an awe-inspiring spectacle and were distinctly visible for miles around.

LIGHTING: CANDLES AND LAMPS, GAS LIGHTING, ELECTRICITY**Candles and Lamps**

The earliest settlers used candles and oil lamps for lighting. Grander houses had 'chandeliers' - ornate light fittings with many candles in them. The term was later used for ornate gas or electric fittings (although the variations gasolier and electrolier were also used).

Churches such as St Paul's were at first lit by candles, and from about 1865, by oil lamps.

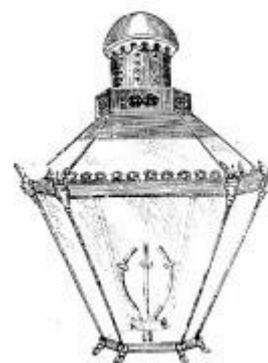
The best candles were wax and cheaper ones were made of rather smelly tallow. Farmers working in their barns at night used a simple rush light, made from tallow and a rush, which grew in the suburb of Blackstone.

There were a few streetlights but the city would have been very dim at night. This is brought home by the reminiscences of Tom Welsby who was a boy when the Duke of Edinburgh visited Ipswich in 1868. He wrote: 'The feature that impressed itself on my mind was the lighting of nearly all the Kerosene lamps'. Kerosene lamps arrived in Australia in the late 1850s. Caring for them was tedious and dirty daily job. Each morning, the lamps were gathered in one place, often on a table in or near the kitchen. The glass shades were washed, the wick was trimmed to keep the flame steady and the bowl was filled with kerosene ready for use that night.

Gas Lighting

The streets of London were lit by gaslight in 1812. Sydney was first lit by gas in 1841, but Melbourne was still employing a man to light the oil lamps in the street as late as 1880. A gas company was formed in Brisbane in 1865 and there were about 30 gas streetlights by 1866.

A gas company was formed in Ipswich in 1887. It bought land on the Terrace at North Ipswich for a gasworks. In May, the first gas pipes were laid in North Ipswich and streetlights were erected. The gas works consisted of a brick building where the gas was manufactured from coal and a large gasometer or storage tank.



On 14 June 1877, gaslights in the School of Arts (the Old Town Hall) were lit for the first time. Gaslights were convenient because they could be lit easily when needed, they did not smell like kerosene and they weren't messy.

Houses used small wall brackets and larger 'gasoliers', which hung from the ceiling and had several gaslights on extended arms - three and five arms were common. These are probably familiar to students because of the large number of brass reproduction lights now available.

Larger spaces such as the School of Arts in Ipswich used large lights known as 'sunlights', which had big reflectors to give more light. The School of Arts also used gaslights as footlights for theatrical performances, replacing the older 'limelight', which was used in theatres.

Gas was also used for cooking and people were delighted when they no longer needed to chop wood or clean sooty wood stoves.

Country areas did not enjoy the piped gas supply and continued to use wood stoves for cooking for many more years to come.

Electricity

The first demonstrations of electric light in Queensland were given in Brisbane in December 1882, when a few arc lights were lit in Queen Street. The softer, incandescent 'Edison' light was demonstrated a few months later in April 1883 when Edison's Indian and Colonial Electricity Company Ltd set up a demonstration for 80 guests in the Government Printing Office in Brisbane.

A few days later, the Queensland Government signed a contract to permanently light the Printing Office and Parliament House and a powerhouse was built behind the Printing Office. The advantages were said to be that electricity was steady, bright and did not have as much glare or heat as gas. There was also less risk of fire. The electric lights did not have to be cleaned like a gaslight, or refilled and cleaned like a kerosene light.

The Courier newspaper installed its own plant in 1884. The firm Barton and White demonstrated their lighting by holding a night cricket game in 1888 then offered to supply the public with electricity. This firm later became the Brisbane Electric Light Co.

First Electricity in Ipswich

Ipswich was slower to adopt electricity. As early as 1885, the firm Tracksons had advertised electric light installations in The Queensland Times newspaper. Thomas Lorimer Smith's sawmill and house at Marburg were converted to electric light in 1885 and electricity was used when the Marburg School of Arts was opened officially in 1885. However it is not know if any Ipswich clients installed electricity.

In 1912, the department store Cribb and Foote built new premises in Bell Street which had many modern innovations including a lift, a roof garden, a system of pneumatic tubes for docketts, a telephone system and electricity. The electric supply came from the firm's own power house which was built in Bell Street, about where the Ipswich City Square Food Court is now. The supply was extended to the older parts of the store a few months later.

In May 1914, an electricity supply for the whole town of Ipswich was discussed but supply shortages during World War I slowed from the project.

However in March 1917, the Ipswich Electric Supply Company received official government permission to supply power to Ipswich and what were then the nearby shires of Bundamba, Purga and Brassall. Shares in the company were offered to the public.

In May 1919, power poles were erected in the city area and on 22 September 1919, The Queensland Times became the first business to install an electric motor with the new supply. The motor had been bought from Cribb and Foote and was used to drive the paper's printing equipment.

The country areas around Ipswich did not receive the new supply but Rosewood, Tarampa, Laidley and Esk were connected in 1930.

The Ipswich Electric Supply Company later merged to become the CEL (City Electric Light Company), SEA (Southern Electric Authority), and finally SEQEB (South East Queensland Electricity Board). The first electric lights were very similar in appearance to the earlier gas lights but gradually the designs changed to suit the new form of light - electric lights, for example, could point downwards while gas lights always had to be kept upright.

HEALTH: EARLY DOCTORS, HOSPITALS, CHEMIST SHOPS, DISEASES, AMBULANCE

Early Doctors

The first doctor arrived in Ipswich in 1842, the first year of free settlement. This was Dr William McTaggart Dorsey who built a simple house at West Ipswich near the current One Mile Bridge (this was then just a shallow creek crossing). Dr Dorsey built a small cottage 'hospital' for his patients but it would have had almost few medical facilities, as we know them - probably just a bed where patients could stay. Other doctors followed Dr Dorsey.

One of the most interesting was Dr Von Lossberg, a German doctor who remained in practice in Ipswich for 50 years. Dr Von Lossberg at times rode long distances on horseback to attend patients. He made one such trip to a cattle station 100km away to amputate the arm of a stockman. He performed the operation and tried to return but became lost in the bush after his horse became caught in quicksand. He was lost for five days without food and was writing farewell letters to his family when he was found by an aboriginal man who brought help.

In or near towns, most doctors travelled in a horse and sulky to do their rounds.

Doctors were among the most enthusiastic early purchasers of motor cars, probably because it was more convenient to start a car for an emergency night call instead of harnessing a horse.

In the early years, visiting specialists sometimes came to Ipswich eg. in 1864, Dr Berncastle of London, Surgeon, Occultist and Aurist advertised that he would visit Ipswich for five days in December and could be consulted on 'all Diseases of the Eye and Ear, on all afflictions of the Chest and on all other Medical and Surgical cases'. Dr Berncastle then went on to Brisbane and Rockhampton.

Hospitals

Ipswich Hospital was built in 1859 and accepted its first patient in 1860. (For more information on Ipswich Hospital see the publication at the Ipswich Library titled 'The History of Ipswich Hospital' written by Dr Ross Patrick, 1993).

St Andrew's Hospital was started by Dr John Cameron in 1909 and by 1924, was being run by a group of four local doctors.

Ipswich once had many other private hospitals. Medicine was simple and setting up a small hospital was not the huge expense it would be today.

Several doctors set up their own hospital. The QCWA Rest Home in Milford Street was once a private hospital owned by Dr Brown, while Carrington Guest House in Roderick Street was once St Mary's Hospital run by Dr Flynn.

Most babies were born in small private maternity hospitals run by a capable nurse. Ipswich Hospital did not get a maternity section until about 1940.

Chemist Shops

Ipswich had several chemists or 'apothecaries' as they were once known. They mixed up medicines ordered by doctors from basic ingredients. Antibiotics were not known until the later years of World War II. Some books dating from 1866 have been preserved from an Ipswich Chemist shop. They record the prescriptions ordered for patients, eg. Master William Panton of Claremont must have had a bad cold because the doctor ordered a cough mixture with a honey mixture for sore throat. Later, he was given a tonic containing iron to build him up.



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Dentists

Dentists were advertising in the local newspapers from the early years eg. in 1863, Mr Wilson, Surgeon Dentist, advertised that he would visit to Ipswich on the last Monday and Tuesday each month. He could be consulted at Tattersall's Hotel.

In 1866, M.H. Long of 'The Medical Hall Ipswich' advertised that 'M.H. Long, Surgeon Dentist, extracts teeth with the most approved instruments obtainable. M.H.L's Fifteen Years' experience in the profession is a sufficient guarantee to those entrusting themselves to his care, that they will be satisfied with his treatment. Stumps extracted with slight pain'.

Diseases

There were many fevers and diseases in early Ipswich which were once considered very serious but which no longer affect the community.

One of the worst diseases was typhoid, transmitted by contaminated food or water. Its symptoms are high temperature, sweating and red spots on the chest and abdomen. Today, it is treatable and usually not very serious, but it used to be highly infectious, extremely serious and often fatal. When this terrible disease broke out in the closed environment of a ship, many people died. Ships sometimes arrived in Australia still carrying typhoid and were then placed in quarantine at the mouth of the Brisbane River.

In October 1866, some German immigrants, mainly young women, arrived in Ipswich and were sent to the immigration depot at North Ipswich. It was then discovered that there had been typhoid aboard the ship. The authorities burned all clothing and belongings of the immigrants to try to prevent the spread of the disease. The poor immigrants were very upset to have lost everything just as they arrived.

Typhoid affected people other than immigrants - in 1913, the son of Dr Von Lossberg died of typhoid. Scarlet fever was common among children and smallpox was diagnosed in Ipswich as late 1913. This was a serious illness - people became covered in sores and even if they recovered, their face was usually permanently scarred.

Influenza

Getting 'the flu' is common today and although we feel miserable, it is seldom serious. Just after World War I, a form of flu called 'Spanish influenza' spread through Australia and many people died in the southern states.

The Ipswich Vice Regal band had been in Sydney attending a band competition. When they tried to come home after winning the championship, they were stopped at the Queensland-New South Wales border. The flu had not reached Queensland and the health authorities decided to stop the disease spreading. The members of the band spent 10 rather uncomfortable days camped at the Showgrounds at Tenterfield before the outbreak of flu waned and they were allowed to come home. People in the southern states wore masks to try to stop the spread of influenza.

Ambulance

The Ipswich Ambulance service started in 1901 as a sub-centre of the Brisbane Brigade. The first superintendent was Mr W.C. Tomkins and he set up in Downs Street, North Ipswich. In the first year, the ambulance attended 1173 calls.

In 1906, a local committee took control and Ipswich became an ambulance centre. At this time, the staff consisted of the superintendent, two bearers, one relieving bearer and nine honorary bearers (Ambulance officers were called 'bearers').

About 1907, the centre obtained a four-wheeled horse-drawn wagon. The first motor ambulance was bought in 1916. In 1909, a new site on the corner of Downs and Flint Streets was purchased and a large brick ambulance centre was built in 1918.

Sub-centres were set up at Redbank and in country areas such as Toogoolawah, Esk and Harrisville. Most relied on volunteers.

A Mines Rescue Station was set up in conjunction with the ambulance in 1913. There were also volunteer bearers at workplaces such as the Railway Workshops.

The service was then known as the QATB (Queensland Ambulance Transport Brigade). It is now called the Queensland Ambulance Service and is a division of the State Government Department of Emergency Services.

IPSWICH SCHOOLS

Most children in the very early years of Ipswich were taught by private teachers. These were usually educated people who set up a simple school, often in their own home. Sometimes they were the only teacher, sometimes they employed assistants.

The very first school teacher in Ipswich is believed to have been John Gregor who taught from 1843 to 1848.

Another early teacher was Daniel McGrath who began to teach in 1847. He had been trained as a teacher in Ireland and was a Catholic but taught children of any religious denomination.

In 1849, Samuel Welsby opened a school in Ellenborough Street and advertised that he would teach reading, writing, arithmetic, mental and literal bookkeeping, mensuration, trigonometry, algebra, navigation, grammar, geography, use of the globes, stenography, Latin, French, music etc. he also accepted boarders.

The churches often started schools and in 1851, for example, St Paul's Anglican Church opened a school in the first church building on the corner of Brisbane and Nicholas Streets. This building was used as a church on Sunday and as a school on weekdays.

The first official schools were called National Schools. In Ipswich, the first National School was opened in a temporary building 'down a laneway leading off Nicholas Street to the railway goods yards'. The teacher was John Scott.

A new school building opened in 1862 on land bounded by Limestone, Gordon and Brisbane Streets. The school had several different locations and had separate sections for girls and boys, not always housed together. It eventually evolved into Central State School, now located in Griffiths Road.

Other very early official schools were West Ipswich, North Ipswich and Warrill View (which became Amberley State School).

Secondary Schools

The first secondary school in Ipswich was a private school run by Samuel Whitehead. It opened in 1852 in Brisbane Street, Ipswich. Mr Whitehead later opened a stationery business but about 1880, he was ordained and became a minister of the Congregational Church.

Two other private schools, which taught advanced subjects were the collegiate College, which began in a slab hut on the corner of South and East Streets with teachers M. Lanktree BA and A.P. Gossett MA. Ipswich Academy opened in 1860 under Thomas Fraser and in 1866, W. de Burgh Hctor opened a school in East Street, which taught advanced subjects.

The first official secondary school in Queensland was Ipswich Grammar School, which opened in 1863. The next secondary schools in Ipswich were St Edmunds and Ipswich Girls' Grammar School which both opened in 1892, and Ipswich Technical College which started to give classes in 1891.

RECREATION AND SPORT

Many people tend to underestimate the variety of leisure activities available in early Ipswich. While there were obviously many limitations imposed by distance and lack of communication, life in the nineteenth century was certainly not boring.

About 1865, for example, people interested in cultural activities could listen to the town's orchestra, visit the town library, attend Shakespearian plays and concerts and see a wide range of visiting entertainers including acrobats and singers.



Tennis group about 1915. Did the women really play tennis in those dresses and hats?

The 1840s

These very early years offered few prospects of entertainment. The population was small - 103 in 1846 and 300 in 1847.

Many hotels had already opened to cater for travellers and these were used to hold meetings.

Church meetings were often accompanied by social events. When the Wesleyan Chapel was opened in 1848, for example, a 'tea party' was attended by 70 people.

In late 1848, horse races were held between Boxing Day and New Year when many bushmen from outside districts were in town. The races had prizes such as a saddle.

Cricket games were also popular and a club was started in 1848.

The 1850s

Ipswich now had at least one hall, a brick building in East Street constructed for George Thorn who let it out for visiting entertainers. It was known as Thorn's Billiard Room so it presumably also held a billiard table. In upper Brisbane Street, near the intersection of West Street was a long, narrow timber building, which was used as a bowling alley. An entertainment often mentioned by pioneers was the appearance of an acrobat who walked a tight rope strung across the East Street/Brisbane Street intersection.

Balls were held in private houses and hotels eg. when the Glen Cottage Inn was completed, a ball was held before the opening.

When Sir George Bowen came to Ipswich in December 1859, two weeks after his arrival to take up office as the first governor of Queensland, he was entertained at a ball in George Thorn's house, then on the corner of East and Brisbane Streets (where the Palais Royal Tavern is today).

Wealthier families owned magic lanterns - the forerunner of modern slide projectors.

The most popular sport in Ipswich at this time was racing. The simple races held in 1848 had been popular and in January 1850, a committee was formed to make races an annual event.

Contractor Cline Peacock built a racecourse at the Grange (Grange Road at Raceview used to run into the entrance to the course). The course had a racetrack and a grandstand.

Some of the races were very long, between five and six miles (12-15km) and the prizes were the equivalent of \$35 to \$70, which was generous for those times. The riders wore jockey costumes and formal rules were adopted to control the races.

In 1852, a club known as 'the North Australian Jockey Club' was formed. It adopted fixed dates for Ipswich races and settled on the most suitable rules for racing.

Cricket continued to be popular and more clubs were formed. In June 1850, the Squatters' Eleven played the Ipswich Cricket Club. In 1857, the North Australian Cricket Club of Ipswich challenged the Moreton Bay Club of Brisbane. The first game was played at North Ipswich and the return match in Brisbane.

The 1860s

The School of Arts (now the rear section of the Old Town Hall) was built in 1861. It contained a library and reading room, which must have been very popular - new books were listed in The Queensland Times. The School of Arts hall was popular for fundraising fetes, then called bazaars.

Ipswich had a lively group of intellectual people at this time. They produced their own humorous magazine 'Ipswich Punch'; writing the text and providing sketches and cartoons. Copies still exist and provide great insight into Ipswich life.

Some of the same people were involved in amateur theatricals and produced Shakespearian plays, selling copies of the play at the door. They also produced concerts including skits and short musical 'burlesques'. Many entertainers came to Ipswich. These included the Nathan Juvenile Theatre Troupe, five children aged five to 12. Ipswich people were amazed by their singing ability.

Ipswich had its own poet Frederick Chubb who wrote poems for special occasions.

The town also had a Philharmonic Orchestra - Punch was quite rude about it and said attending a Philharmonic concert was a good cure for insomnia.

If you wanted something a little livelier, you could go to Clunes Music Hall, which opened in 1866 in Nicholas Street. It seated 400. Ipswich also had several brass bands.

Christmas was celebrated with great festivity and shopping for presents became an entertainment in its own right with the shops open at night and bands playing in the street and on the verandah of the North Star Hotel in Brisbane Street.

Then as now, private parties were part of social life. Dr Dorsey's daughter remembered riding a horse to Brisbane, arriving at 6.30pm, dancing at a ball at Government House until 3am then riding back to Ipswich. Men who smoked were specially catered for - a local tobacconist set up a gentlemen's smoking room where 'friends and the public could enjoy the narcotic weed in ease and comfort'.

In 1865, the first section of railway line in Queensland was opened between Ipswich and Grandchester. For the official opening, important people were invited on an excursion to Grandchester where a picnic lunch was held in a large tent. Railway excursions soon became popular for everyone, mainly on public holidays such as Boxing Day, Easter and Separation Day (Dec 10). Trains ran to places such as Helidon in the morning and returned late in the day.

Horse racing remained popular - Ipswich was described as the most horsey town in Queensland. In 1861, a Championship Sweepstake was held at the Grange Racecourse with the astounding prize money of more than 1000 pounds - a fortune for those times.

The 1870s

In the late 1870s, the roller skating craze hit Ipswich. Mr Rollo built a hall at North Ipswich as a skating rink. Another sport starting to become popular was football.

The 1880s

Welsh people who arrived in Ipswich during this decade formed choirs and held the first Eisteddfod (singing and speech competition) on New Year's Day 1887.

Rowing was popular. There were sculling races on the Bremer and an Ipswich Grammar School crew beat Brisbane Grammar School in a regatta.

The Town Hall was used as a skating rink; a band on the stage provided music.

The 1890s

In 1891, an Ipswich store was demonstrating Edison's Improved Phonograph. This machine, the predecessor of modern sound systems, played cylindrical records. For the first time, Ipswich people could hear the world's great singers and musicians.

Choirs including the Blackstone-Ipswich Cambrian Choir (which still exists) held regular concerts as well as competitions.

Visiting entertainment included Wirth's Circus and Wild West Show and De Barry's splendid drama 'The Parson's Oath' complete with magnificent scenery - the play was said to be 'the rage in London'. Sunday Schools played a big part in Sunday activities for children. Annual Sunday school picnics were held with all the children being taken into the nearby countryside for a picnic lunch and games. Picnics were also held by various trade groups.

There was very little commercial traffic on the river but picnic excursions were common, usually going to the junction of the Bremer and Brisbane rivers where there was a good picnic area. Bands sometimes accompanied the excursion. Ipswich people also went on excursions to Moreton Bay.

1900 to End of World War I

Picture theatres began and brought a new era to Ipswich. There were several theatres including Bossy Martoos' Olympia and the Lyric. The films were in black and white and had no sound so small orchestras were formed to play suitable music to accompany the action - dramatic music for adventure films, soft music for live scenes etc. The early theatres were partly open-roofed.

Going to the pictures was quite an occasion - a band played at the Blackall Fountain at the intersection of Brisbane and Nicholas Streets then marched down to the Olympia Theatre in Limestone Street (near Gordon Street) with the crowd of theatre-goers following them.

Like the phonograph, theatres opened Ipswich to a wider world, for example, during World War I, the theatres sometimes showed film of the war.

Motor cars started to become common in Ipswich and the first auto club was formed in September 1918, with 20 cars going on a drive to Ferney View as its first outing.

At the Royal Society of St George Ball, guests admired a demonstration of the new dance the tango. Picnics were still popular. In November 1913, the ironworks of the railway workshops went to Southport by train for a picnic day, accompanied by the railway band. Cribb and Foote employees travelled to Brisbane by train then boarded the steamship Koopa for an excursion to Redcliffe. The UFS Dispensary went to Redcliffe on the government steam yacht Lucinda and local schoolteachers went by boat from Ipswich on an outing to 'The Junction'.

Sunday Schools held their picnics on June 4, the sites chosen were the Showgrounds, Queens Park, Limestone Park and nearby paddocks.

On New Year's Day 1914, 1474 people travelled out of Ipswich by train for excursions.

Ipswich bands were winning national championships and the city had an orchestral society. More than 2000 people attended a band concert in Queens Park.

During World War I, there were many social events to raise money for soldiers and these included street parades and concerts. About 3000 people attended a concert at Bossy Martoo's picture theatre to hear a 1000-voice choir, several orchestras and military trumpeters.

Roller-skating was still popular and there was a rink in Burnett Street. A bowling club opened in Queens Park and a boat club was started.

Swimming races were held in the Bremer for both men and women. In November 1913, eight women competitors started at Booval and swam into the city reach, taking one hour 21 minutes.

Ipswich also had unusual sports: a hurling club (an ancient form of hockey) and club-swingers. Cycling became very popular and Ipswich had its own club.

Between Wars 1919 to 1939



Advertisement for the first talking film seen in Ipswich, July 1929

In July 1929, the first talking film or 'talkie' was shown in Ipswich. The film was 'The Jazz Singer' starring Al Jolson.

The first radio broadcasts in Queensland began in 1923 and radio station 4QG opened in 1925. A few years later, Ipswich gained its own radio station, Radio 4IP. It operated from the Old Flour Mill in the Top of Town.

1940s and 1950s

Children listened to the radio, enjoying comedy shows such as 'Greenbottle' and serials such as 'The Air Adventures of Biggles'. The local radio station 4IP had a live children's program. School children went to the studio on Friday afternoon to take part in competitions and enjoy a sing-along of the pop songs of the day. Saturday afternoon matinees at the picture shows were popular. Many schools had an annual school ball, usually held at the Showgrounds Pavilion. Students wore fancy dress and learned folk dances. Sunday Schools still held picnic excursions by train to Wynnum.

1960 to today

Ipswich people heard about television for several years before it finally arrived.

Australia's first regular television service was started by TCN9 in Sydney in 1956. In Queensland, there had been a few simple experiments in 1935 with TV signals being relayed from Brisbane to Bundamba.

The first TV licences in Queensland were granted in 1958. The first Channels were QTQ9 and BTQ7. Channel 2 opened in 1960 and Channel 0 (later 10) in 1964.

The immediate effect of television was to keep people at home and many other entertainments declined for a time.

RULES AND REGULATIONS

Every society has developed rules and regulations to allow it to function smoothly and Ipswich is no exception. The varying needs of the Ipswich community as conditions changed, the varying people who made the rules and the varying types of rules are discussed in this section.

Convict Era

The first white residents of Ipswich were convicts and soldiers and the rules governing them were set out in Government Regulations.

End of Convict Era (1839-1842)

The convict era ended in 1839 and for three years, a public servant George Thorn was in charge of Ipswich and the few convicts who had remained behind here. His superiors were in Brisbane and he took his instructions from them eg. instructions about when to begin shearing the government sheep. Thorn showed New South Wales Governor Sir George Gipps around the settlement when he inspected this region and Thorn seems to have been consulted about the best position for the town centre, although Gipps had the final say.

When surveyors began to lay out the town centre, Governor Gipps also overruled their original ideas, saying that Ipswich would be a small town and would not need a town square or wide streets, a decision which affects Ipswich right up to the present day.

Free Settlement to Separation (1842-1859)

Free settlers began to arrive in 1842 and for the first few years, there were few residents and fewer officials.

In 1842, Dr Stephen Simpson reported that two free men, Smith and Watson, had been hired at one shilling a day to help the Police. He said bushrangers had been active in the district and continued: 'Until such time as a regular Constable is appointed to Limestone, Smith will take up his quarters there, as the complaints are great of the insecurity of property at that place'.

The first official police were supervised by the New South Wales Government and were organised into districts.

When the Ipswich constables arrived, they lived in bark huts near the present-day site of St Andrews Hospital and there was a 'lockup' for prisoners - it was a rough building made of slabs and was very small, 2m by 2.2m.

At first, Ipswich people had to go to Brisbane if they were charged with a minor offence.

Then in 1846, a prominent citizen Dr William Dorsey was appointed as a magistrate to hear court cases. He was not trained as a lawyer but was an educated man and this was considered adequate to allow him to reach reasonable decisions in simple cases such as theft or debt. As the population grew, other educated people were appointed to share the workload.

In 1847, the NSW government appointed William Moore as Chief Constable. He was also appointed as inspector of slaughterhouses and cattle and the Police Commissioner in later years complained that too much police time was spent in this type of extra activity.

In 1855, a Police Magistrate was appointed. He was Colonel Charles Gray, a former soldier who had fought at the Battle of Waterloo.

Unlike the magistrates who had other jobs and who sat in court only when needed, the Police Magistrate was a government employee and was virtually in charge of Ipswich. He was a point of contact for the

government and was consulted on Ipswich matters such as roads, bridges, government buildings and licences.

Note that there was no town council at this time, and there was no Queensland Government. The area was part of New South Wales and was looked after by the authorities in Sydney.

There were still rules and regulations to be obeyed however. When George Thorn was building a set of shops in East Street in the 1860s, he was criticised because he erected a safety fence too far out in the roadway, and also he did not leave a light burning on the fencing at night. These were apparently official regulations.

Colonel Gray also was consulted about new businesses and recommended that an application to open a theatre in Ipswich should not be allowed, quoting fire risk and more importantly, the risk that a theatre would encourage low moral standards.

Hotels had to be licensed and had to renew this licence every year.

Public committees were formed to organise many town matters. When the New South Wales Government gave money for road improvements in the district, a committee of residents was formed to supervise the works.

Ipswich people were able to elect a Member of Parliament to represent them from 1848 onwards. However, this was a member of the New South Wales Parliament and the people elected had to travel to Sydney - a long and difficult journey.

Separation (1859)

People in both Brisbane and Ipswich were not happy about being governed from Sydney and this led to calls for separation from New South Wales. This was eventually granted in 1859. It meant that Queensland had its own Governor who represented the Queen and who communicated directly with the British Government. More importantly, it meant that Queensland could elect its own Parliament.

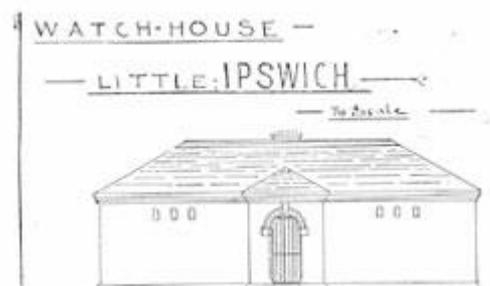
An election was held in early 1860 and the first people to represent this area were Frederick Forbes, Arthur Macalister and Dr Henry Challinor who represented Ipswich and George Thorn, Alfred Broughton and Rev William Nelson who represented West Moreton. Parliament met in Brisbane.

The role of the Police Magistrate was reduced after a parliament was elected.

Police

After Separation, the Police continued to be organised on a district basis. In 1863, Ipswich had one Chief Constable, 3 sergeants and 16 ordinary constables as well as the Police Magistrate.

From 1st January 1864, the police were organised on a Queensland-wide basis and policemen were liable to be transferred to wherever they were needed.



*Police Watch House at Little Ipswich
(West Ipswich)*

At the end of 1864, Ipswich had 1 Police Magistrate, 1 sub-inspector, 1 sergeant, 2 acting sergeants and 17 constables. In this year, the population of Queensland was 75,000 and there were a total of 176 police and 163 native police in the colony.

The number of police at Ipswich was readjusted and in 1871, Ipswich had 1 senior sergeant, 1 senior constable and 7 constables.

However the number increased again and by 1889, there was a staff of 15, and there were small stations at North Ipswich (3 men), West Ipswich (1) and Blackstone (3).

Blackstone police station was opened in 1889, North Ipswich in 1887.

Police were also stationed at nearby country towns including Boonah, Harrisville, Laidley, Marburg and Rosewood.

The early police walked on their beat or rode horses.

A major innovation in 1895 was the issue of bicycles to police. The only problem encountered was that the lamps were difficult to keep alight for night work.

Commissioner Parry Okeden introduced the modern 'finger print system' to Queensland in 1904.

Town Council

A Municipal Council was elected in 1860 to deal with purely local matters such as roads, streetlights, water supply etc. The first Mayor of Ipswich was John Murphy. The Council passed many local rules called By Laws eg. in January 1862, Council ruled that houses in the main streets area should have gutters and spouting.

The Council charged each property owner a rates levy and was able to carry out work. The Government also granted a small amount of money to assist. Ipswich people at first resented the rates because before that, they had not paid any fees for living in the town.

It is clear from the early work the Council had to do that Ipswich was still a very primitive town in 1860. The roads were dirt and there were still tree stumps in the roadway. Many streets were impassable in wet weather.

Note that Brisbane was no better - when the first Governor arrived in December 1859, a special effort was made to get rid of the tree stumps in George St in Brisbane to create a good impression for Sir George. Ipswich Council did pioneering work for many years, then was able to move on to more interesting projects. The Ipswich City Council did not introduce rules for development until after World War II. Up to this time, the city grew where it could. Little thought was given to the effects of mixing different land uses eg. putting factories next to houses.

Legislation for development was first introduced in 1953 then was updated in 1957. The many different schemes were combined into what is known as a Town Planning Scheme. These schemes introduced regulations to guide and control the distribution and mixing of land uses in the city. Both these early plans only covered land west of Bundamba Creek. These schemes mainly located the present commercial and industrial area in the city.

A new scheme covering the whole of the city was started in 1967 but was not completed until 1976. A Planning Department was established in Ipswich Council to administer these plans in 1971. Around the same time, the Ipswich Council began a plan, which guided the future growth of the city eg. the next 10 years. This was called a Policy Plan and was adopted in 1975.

This planned for a city population of 120,000 people by 1985 (in 1994, the city's population was only 78,000). All planning documents are periodically reviewed and updated. Because of this, the city received another new Town Plan and a Strategic Plan (to replace the first Policy Plan) in 1989. The aim of these plans is to make sure that Ipswich's resources are properly used and managed, and that the living and working environments be healthy, safe, efficient, aesthetically pleasing and compatible. This is basically the aim of town planning everywhere.

Examples of Council Rules

June 1866: Council passed By-Laws requiring horse-drawn cabs to be licensed. 'Notice is hereby given that no vehicle will be allowed to run or ply for hire unless the same is duly licensed. By order of the Mayor'.

Jan 1914: Town Clerk Albion Haynes advertised to remind residents that bathing in the Bremer River without a proper bathing costume or discharging firearms in Ipswich was a breach of Council By-Laws.

Examples of Court Cases

February 1866: James Dickson pleaded guilty to a charge of furious riding in Brisbane St and was fined 10 shillings or in default, one month imprisonment in Brisbane Jail'.

September 1866: Klein vs Downey: A German woman Mrs Klein complained that she had been given incorrect change by Mr Downey. An interpreter had to be found to allow the case to proceed.

September 1913: Norman Henry Ploetz was fined for driving his motor car at more than 4mph (10km/hr) while crossing the intersection of Brisbane and Tiger Streets, West Ipswich.

September 1913: James Rollo of Booval was fined because, while riding a horse, he did not keep to the proper side of the road in turning the corner of Nicholas and Brisbane Streets.

LIFE IN THE COUNTRY

Going to School in the Country

Like their counterparts who lived in the town, most country children attended a local school but they often had to travel large distances each day. A pony paddock was an important part of the school property - a place where children could let their pony loose to graze while they were in the classroom.

In the early years, many pupils were children of German migrants who knew little English. Country children were also expected to help their parents. Many local farms were dairy farms, and children had to help milk the cows before school. At harvest time, older children were often kept home from school to help bring in the crops.

However, school days could also be happy days for the children. Breaking Up Day and annual picnics were important events. Arbor Day was introduced in 1890 and was a day set aside each year for pupils to plant trees and receive lectures on plants and their uses. A fete or social event usually accompanied Arbor Day in both Ipswich City and the country districts, and this was attended by parents and friends.

In 1927, the Education Department introduced Project Clubs; country schools were usually very imaginative and enthusiastic about these clubs. Children at Ashwell School, for example, grew gladioli, kept bees and planted native trees in the school grounds. The Calf Club was very popular and children brought their calf to school for judging. During World War II, the children also grew vegetables and started a cotton plot to help the war effort. Children at Walloon State School set up a Pig Club in the 1920s and a Calf Club in 1948. Inspector's Report for West Moreton area, c1910 (Quoted in Memories of Mutdapilly 1874-1974), "It is not unusual to find a school with no children of 12 years of age in it. Matters are made worse by the late arrival and early departure of those even under 12 years, as soon as any use can be made of them with dairy work; and again worse by the tired condition of such children when they reach school, after having worked among the cows from daylight to school time, or after."

School Picnic (quoted in Tallegalla Centenary 1879-1979)

The most important social event of the year for the Tallegalla district was the School Picnic, which was held every Whit Monday on Austin's Flat.

In the morning, either Mick Goos or Tom Austin would take his shotgun and from the school hill, fire off several shots, the sound of which echoing down the valleys would remind us all to come to the picnic. People would come from miles around, on horseback and foot, by German wagon and buggy, to enjoy the day's events.

The children would march in procession from the school and perform the Maypole dance, which was considered one of the highlights of the day. The Minden Brass Band or the Glamorganvale Brass Band were often engaged and there would be dancing on the grass to the music and various sporting events. Entertainers were always in demand and in 1902, the school Committee was 'willing to pay 3 pounds (\$6) and a free ticket to musicians provided they will play from 9.30am to 4.30pm'.

The Committee always ensured that everyone was well catered for. In 1899, they requested 'Mr Ballin to get 150lbs of beef, Mr A. Embrey to get 125 dozen cakes and 48 loaves of bread, 5lb of tea, 70lbs of sugar, 2 tins of mustard and a lend of 15 dozen cups and saucers'.

A Plea for Children on the Farm (Part of a letter to the editor by J.S. Moller of Teviotville, Queensland Times, October 1918)

Compare the life of a farmer's boy (or girl) with that of any other child.

From the time he is up - mostly at sunrise - until it is time to leave for school, where he often arrives at the last moment, he is kept on the run. School over, he must not loiter on the way home for again, the same monotonous drudgery is to be gone through.

When other boys are returning home from a game of cricket or a swim, weary Willie is wending his way with bucket and can to the milking yard, later on to the separator and then back again to feed the poddies (calves).

By the time the full moon is well over the treetops, Willie's work is done. He often falls asleep over the tea table only to be roused with 'wake up boy and get your school lessons done and get away to bed'. Then Saturday come, but instead of having a day off, Willie must 'mind the cows on the green stuff' and 'give a hand at picking corn' etc. Well, Sunday comes at last and there is at least a few hours respite but if he goes to visit a school mate, the parting words that reach his ears as he closes the gate are 'Be home for milking'.

Who does not know the story of the visit of the Minister for Education to a farming district out west where holidays are few and far between. The Minister, thinking to confer a favour, asked 'Hands up who'd like a holiday tomorrow?' No response. 'Well, who'd rather come to school tomorrow?' Every hand shot up. 'Why, how is this?' 'Too much work to do at home,' came the response.

Social Life in the Country

Life in the country wasn't all work and certainly wasn't dull. Because people tended to be isolated, social life was very important and there were far more local activities in country districts in the past than there are today.

Schools were often the focal point for events - Arbor Day and School Picnics were mentioned above. Going to church was important and was a social occasion as well as a religious one. Many social functions were church-based including picnics, morning teas, harvest festivals and fetes. Other social events were held in empty barns.

Before motor cars, when lights on buggies were only lanterns, many evening events were timed to coincide with the full moon to help light the way home.

Country areas also formed groups to provide entertainment for themselves. A surprising number of local towns had their own brass band, while an eisteddfod at Glamorganvale in 1916 brought choirs from numerous country areas. Horse racing was popular and picnic races were held on flat pieces of ground, not just on official racecourses. Sport, particularly cricket and tennis, was also popular.

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.

THEMES FOR A UNIT ON DAILY LIFE IN IPSWICH

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

What did Ipswich really look like?

Comprehension Skills

1. For what purposes is the inner city area used these days?
2. What was different about the way the inner city was used, back in 1840 or 1860?
3. Back in those days, if you worked on the wharf, why did you try to live in a house near the river?
4. Where did many shop-owners live?
5. Name two sorts of animals common in the street in 1859?
6. How did manure arrive on the streets?
7. Why was there dirt floating into food shops?
8. How was the dust problem handled?
9. Where did people keep their horses?
10. What was King John's job in Ipswich in 1860?
11. Why did Dr Challinor get a damages bill in 1860?
12. What happened to the goats wandering around on Limestone Hill?
13. Where was the market for animals set up?
14. What do blacksmiths, tailors and apothecaries do?
15. Name a couple of the above types of shops, which still work in the city area today.
16. Which was the busiest area in the city during the mid 1860s?
17. Which company's coach could you catch to Brisbane?
18. Which company's coaches can you now catch?
19. When did the railway come to Ipswich?
20. What was different about the town area at night?
21. What kept the lights going, after they were put in during the 1860s?

Analysis Skills

1. Why don't you see so many tailors working in Ipswich shops now?
2. Suggest why a water carrier went round town to sell water?

Fire in Brisbane Street

Comprehension of Primary Sources

1. From which edition of 'The Queensland Times' was this extract taken?
2. At which hour of the night did the reporter start to put his/her story together?
3. How were people warned of the fire?
4. What were people trying to do, in respect of other shops nearby?
5. What is a 'conflagration'?
6. Mr Foote has 'M.L.A.' after his name. What does this mean?
7. Stock was saved. What does that mean?
8. Why was it hard to really slow the fire down or stop it?
9. What evidence is there in the source, that there was a piped water supply in Ipswich in 1878?
10. What evidence (proof) is there in the source that people have not changed much, from 1878 to 1993?
11. Foote's shop was 'Gutted'. What does that mean?

12. Which Fire Brigade was at work by 4.40am?
13. From whereabouts was this Brigade obtaining water?
14. At 5.10am, it says the Fire engine is being 'manned by willing hands'. What are the hands doing, to put a stream of water on McFarlane's shop?

Interpreting Skills

1. What meaning comes out of the story, in connection with the operation of Ipswich Fire Brigades?
2. What can be learned about availability of water supply for fire fighting in 1878?

Analysis Skills

1. Why would other buildings' roofs have not been set alight, if such a fire were to be burning in 1993?
2. At 5.10am the reporter says there's no wind. Then at 5.25 it is said that wind may have carried sparks. How can this be?

Pit Ponies

History Skills Development, Primary Source Material

1. Whereabouts did the ponies (and Mr Williams) work?
2. What's a 'shaft'?
3. If you go down in a 'cage', then what was a 'cage'?
4. What does Mr Williams mean by saying they 'worked a shift'?
5. What sort of a hauling job did the ponies do?
6. A 'skip' is mentioned. Draw a 'skip'.
7. What was the idea of having a 'limmer' connected to the harness of the horse?
8. Why did pit ponies wear a padded cap?
9. Did the horses spend there off duty time under-ground or on the surface?
10. Why didn't a man have to take the horses up out of the mine at 'knock off' time?
11. What was done with the horses after they came up from their shift?
12. Why did a blacksmith work at Rhondda?
13. What sorts of conditions did pit ponies live in?
14. What exercise did they ever get, apart from the work?
15. What expense is there in keeping a horse?

Analysis of Sources

1. Suggest a reason why miners got to like the horses.
2. Suggest a reason why a horse would get bad breath.
3. Why not work the horses seven days a week? Why did they only work a five-day week?
4. Invent eight good names for eight underground pit ponies.
5. If an Ipswich man works 'in the pits', then where does he work?
6. Which economically more efficient mining method is replacing the old underground methods?
7. Why aren't ponies used underground now?

Life was hard in those days

Students will make a decision on this theme based on an article titled 'Domestic Intelligence' taken from the 'Moreton Bay Courier', 1851.

1. What's a 'correspondent'? What do you do if you 'correspond' with someone?
2. There was an 'affray'. What is an 'affray'?
3. A quarrel had happened at John Smith's 'boiling establishment'. Find out what happened at a 'boiling down works' see Industry and Business.
4. The news cutting from Thursday, 13 March says it all happened at Long Pocket. Where's Long Pocket?

Mary McConnell's journey

1. Who married whom?
2. 'Mary recorded her impressions'. What does that mean? Did she record her impressions on tape?
3. What is an 'account' of a journey?
4. How long does it take to go from Brisbane to Toogoolawah now?
5. How long did it take to go from Brisbane to Toogoolawah then?
6. Why did Mary McConnell do the trip in a light carriage, instead of on a horse?
7. Why were spare horses taken along? One or 2 horses should've been enough.
8. Why was there a 'Pack' horse?
9. How would you get yourself and spare clothes to Toogoolawah today, if you had to?
10. Why was Ipswich a busy little town?
11. How were goods brought up to Ipswich from Brisbane?
12. Mary says there was traffic in the streets. What sort of traffic was it?
13. Which goods were brought from 'the interior'?
14. What was 'tallow' used for?
15. 'Stations' are mentioned. Which 'stations' would they've been?
16. What things were 'necessaries' for the stations?
17. What's a 'bush store'?
18. They stayed at an inn. What's an 'inn'?
19. What was it like to stay there?
20. What was the road like, the next day?
21. Why was the road rough?
22. Why did Mary shut her eyes in the carriage?
23. Why did they zig zag?
24. Describe 'Bullock's Delight'.

Time Line Skills

Daily Life in Ipswich Study Unit and How Hard was Life in the Old Days.

Rule up a time-line and go through the information sources, finding out the correct years in which various things happened. Write these different events next to where they should be placed on the time-line. The time-line can be vertical or horizontal if you prefer.

- John Oxley sees the place where the Bremer River meets the Brisbane River.
- White explorers meet aborigines eating long worms taken from rotten timber.
- Captain Logan sends some Bremer River Limestone to Sydney to be checked out.
- 400 baskets of lime per week were sent to Brisbane.
- Six convicts run away from Limestone Hill Settlement.
- Gas streetlights were installed in Ipswich.
- Bitumen streets in the centre of town but dirt streets out in the suburbs (you may have to extend your time-line to fit this in).
- Ipswich had its own radio station, 4IP, but did not yet have TV.
- Nearly everyone in Ipswich used water from the Bremer River for drinking.

Find the event described and build up a time-line of progress in Ipswich.

- Ipswich people obtained water from a natural spring near South Street.
- Ipswich Fire Brigade went to fires on a tricycle or ran beside it.
- Gas streetlights were erected.
- New Cribb and Foote shop is put up, with the first lift in it, and a phone system.
- Dr John Cameron starts St Andrews Private Hospital.
- Some young German women arrive in Ipswich, and their clothes have to be burned because there was typhoid fever on the ship they travelled in.

- Ipswich City Council plans for a population of 120,000 people by 1985.
- First schoolteacher in Ipswich was John Gregor.
- First railway in Queensland is Ipswich to Grandchester.
- Spans use bullock teams to haul timber logs to sawmills.
- East Ipswich woollen mill closes.
- First coal mine in Ipswich opened by John Williams at Redbank.
- First official high school in Queensland is Ipswich Grammar School (I.G.S.).