THE GARDENS REACH OF THE BRISBANE RIVER

Kangaroo Point — Past and Present


(Read at the Society's meeting on 24 June 1965.)

INTRODUCTION

[This paper, entitled the "Gardens Reach of the Brisbane River," describes the growth of shipping from the inception of Brisbane's first port terminal at South Brisbane, which spread and developed in the Gardens Reach.

In dealing briefly with a period from 1842 to 1927, it mentions some of the vessels which came here and a number of people who travelled in them.

In this year of 1965, we take for granted communications in terms of the Telestar which televises in London an interview as it takes place in New York. News from the world comes to us several times a day from newspapers, television and radio. A letter posted to London brings a reply in less than a week: we can cable or telephone to London or New York.

Now let us return to the many years from 1842 onward before the days of the submarine cable and subsequent invention of wireless telegraphy by Signor Marconi, when Brisbane's sole means of communication with the outside world was by way of the sea.

Ships under sail carried the mails on the long journeys, often prolonged by bad weather; at best, it was many months before replies to letters or despatches could be expected, or news of the safe arrival of travellers received.

Ships vanished without trace; news of others which were lost came from survivors. The "Fiery Star" was one of the latter: after sailing in 1865 from Brisbane via New Zealand a fire broke out and, abandoned by all except a few of the crew and passengers, was kept afloat and the fire controlled until they were rescued by a passing vessel. Those who left in the boats were never heard of again.

The great interest of the people of the town of Brisbane in shipping during the early days is, therefore, readily understandable.
The story of the small vessel "Hamlet's Ghost" and the bogus Count Von Attems, about which much has been written, including a most entertaining article by Mr. Clem Lack, has an ironical twist in illustrating the slow communications by sea, whilst the vessel herself is of some interest, as is also the derivation of her name.

Built partly from the timbers of a ship called the "Prince of Denmark," which was wrecked on an island in the South Pacific, the little craft carried the crew to Brisbane, where she was named, rather appropriately, "Hamlet's Ghost" and used as a private yacht for a time.

The bogus Count, in reality the valet of the real one, after arriving in Brisbane, was accepted at face value and enjoyed a period of lavish entertainment, bought the "Hamlet's Ghost" and sailed north.

Soon afterwards Queensland's new Governor, Colonel Blackall, arrived on 14 August 1868. He was surprised on his arrival to hear that Count Von Attems had been in Brisbane recently, as he had been a friend of the real Count, whose funeral he had attended some time before! Nemesis had arrived too late.

This paper also deals with Kangaroo Point, whose residents could see ships and small craft passing to and from South Brisbane and, later, the greater activity concentrated in the Gardens Reach itself.

Those who lived on the western side of the Point had a great advantage, but others living on the eastern side and down Shafston Avenue made use of the ferries to and from the city: these also could see what went on in the river.

A ferry ran from the upstream end of the quarry to the Gardens, one from Edward Street, another from the Customs House, with also a vehicular ferry from Creek Street.

So many ships came and went and such a number of well-known people built and lived over the years at Kangaroo Point that it has been difficult to keep the length of this paper within reasonable bounds.

The Brisbane River, as it meanders inland from its mouth, makes a hairpin bend at Petrie's Bight and continues on a straight course, bounded by Kangaroo Point on the east, with the City and Botanical Gardens on its western banks, before turning west to the South Brisbane Reach.

Since the foundation of the small convict settlement, on the site of which stands our capital city, this stretch, some quarter of a mile wide and, approximately, one mile long, now known as the Gardens Reach, has been a focal point in Brisbane's maritime history.
Since the "Mermaid" of 84 tons which, in 1825, was the first vessel to enter the Brisbane River and which took away the first cargo, some pine cut from Kangaroo Point, until ships of 10,000 tons steamed up the Gardens Reach nearly one hundred years later, this stretch of water presented an ever-changing scene of colour and interest with the movement of large and small craft.

The "Breadalbane," with Queensland’s first Governor, Sir George Bowen, on board, passed that way as did the famous "Cutty Sark."

British and foreign warships anchored in midstream opposite the Botanical Gardens from whence the salutes from the foreign warships were replied to by a battery of brass muzzle-loaders manned by red-coated soldiers of the Queensland volunteer forces. This noisy but impressive exchange of courtesies continued until shortly before the outbreak of World War I. As a small boy, I remember seeing Dr. Eugen Hirschfeld, the German Consul, clad in frock coat and top hat in a boat manned by a boat’s crew from the German warship S.M.S. "Condor," going out to pay his official call: he was holding his top hat firmly on his head, as each blast from the saluting guns of the ship threatened to dislodge it.

When, in the 1880’s, the Queensland Marine Defence Force came into being and the Naval Stores were built at Kangaroo Point, the movement of our own warships added interest to the scene.

The torpedo boat "Mosquito" frequently exercised and ran her torpedoes in the Gardens Reach. The comedy-drama culminating in the removal of Captain Wright, the Senior Naval Officer, from his command of "Gayundah" by the
Queensland Government, whilst police with rifles were stationed in the Botanical Gardens, was staged in 1888.

**THE HISTORIC “LUCINDA”**

Many times the Government yacht “Lucinda” with her elegant lines, clipper bow, figurehead, black hull and yellow funnel steamed past, her paddle-wheels flashing in the sunlight.

Sometimes the members of Cabinet were on board, bound for the refreshing breezes of Moreton Bay, where meetings of Cabinet were held, whilst many social functions took place on board also.

“Lucinda” was a welcome visitor to North Queensland ports and once took Sir Samuel Griffith to New Guinea to visit the Administrator, Sir William McGregor, later Governor of Queensland.

Having carried many distinguished visitors, in 1901 she flew the Royal Standard when the Duke and Duchess of York, the future King George V and Queen Mary, were on board to make their official landing during their State visit to Queensland.

However, “Lucinda” featured in her most important role in Australian history when she left her berth at the Government Wharf at North Quay with the Premier (Sir Samuel Griffith) on board and steamed down the Gardens Reach bound for New South Wales in 1891.

At the mouth of the Hawkesbury River, the drafting of the Australian Constitution was discussed on board, and the final revision took place in the saloon of the ship from 27 March to 29 March of that year. (Reference “Prosper the Commonwealth” by Garran, p. 98.)
How sad to think that no National Trust existed at the end of her career to preserve "Lucinda" for posterity when she was sold to the shipbreakers in 1924!

The remains of her rusted bones rest in the mud at Bishop Island at the mouth of the Brisbane River, whilst a chair from her saloon is in our museum at Newstead House, a mute witness of the historic event in New South Wales. The ship's bell and binnacle are also in our museum.

No doubt in the early days the Petries and the Hobbs spent some interesting hours looking from their residences up this Reach. The ships that came and went were small, but each one was of great importance, being the bearer of mails, news from the outside world, passengers and supplies—for long the sole means of communication.

In succeeding years, however, from River Terrace down the western side of Kangaroo Point, residents had a grandstand view of the constant activity on the water, with the background, in time, of the Botanical Gardens and the City, so it is little wonder that many of them absorbed and retained an interest in ships and shipping. They would have seen the impact of the flood of 1893 which covered the wharves, inundated much of the City and deposited the gunboat "Paluma," the steamer "Elamang," and the hulk "Maida" on the Botanical Gardens.

SIGNAL HOISTED AT WINDMILL

They could see the signal hoisted at the windmill on Wickham Terrace, now called the Observatory, indicating ships sighted entering Moreton Bay and bidding shipping agents, consignees and people expecting friends or relatives to prepare for the arrival. The one o'clock time signal, a gun fired from beside the windmill, was superseded by a visual signal, a black ball hoisted at a few minutes to one and dropped at the hour. As telephone communication improved, more efficient but not picturesque, the flag signals and the time ball ceased to operate.

EARLY LAND PURCHASES

The first sale of lands on Kangaroo Point and the East Brisbane area was proclaimed by Government notice on 13 December 1843 and took place on 20 March 1844. A Government notice dated 9 December 1850 proclaimed a further sale which was held on 15 January 1851. A third sale occurred in October 1852: Government notice of this was dated September 1852. These areas were to the north of Vulture Street, which is referred to as the town boundary.

I have obtained from the Department of Lands, photostat
copies of plans showing the allotments purchased at these sales and the names of the owners: these have been submitted for our Society’s records with this paper. An interesting feature on the plan compiled by Henry Wade, Surveyor, dated 23 October 1853 shows an area downstream from the site of the present Customs House reserved for dry docks. The first sale was the portion of Kangaroo Point from a little north of where the Edward Street ferry runs, down to the northern end of the Point at Petrie’s Bight. The last allotment on the eastern tip was purchased by John Clement Wickham. The second sale of January 1851 included the remainder of Kangaroo Point exclusive of River Terrace and East Brisbane. The third sale in October 1852 disposed of the allotments bounded by Main, Vulture and Leopard Streets and River Terrace. Whilst the former three are named on the plan, River Terrace is referred to only as “Reserved Road.”

It was intriguing to learn that John Clement Wickham paid for his allotment, No. 16 on the plan, with an area of 1 acre 2 roods 31 perches, the sum of £25/8/1 in 1844, whereas in 1851 William Thornton, later Collector of Customs in the Colony, for his portion No. 28 on the high ground opposite Alice Street, area 1 acre 22 perches, paid only £7/2/3. Thornton subsequently erected the first prefabricated building in Queensland on the Main Street frontage of his property, a very comfortable two-storied residence, which stood until only a few years ago, when it made way for a new motel. His stables were in the rear of the house. A brick and cement baths were on the river bank together with a jetty, whence his boat took him daily to and from the Customs House.

Next door to Thornton’s were some old brick and cement shops and, adjoining these, where “Travelodge” Motel stands, my grandfather John McDonnell* built “Prospect” in 1863. He was at one time Under Secretary for The Department of Posts and Telegraphs of the Colony and the first volunteer military commandant in Queensland. His son, Dr. Aeneas McDonnell, practised in Toowoomba for over 40 years: he, my mother and her sister, Mrs. Willie Persse, were all born at “Prospect.” A year or two after her marriage, my mother and father returned to live there with my grandfather who was then a widower, and “Prospect” became our family home.

Reverting to the original sales of lands, the first sale in 1843 comprised the part of Kangaroo Point downstream from

* Other official posts held by John McDonnell, V.D., J.P., were: October, 1860: Secretary and Chief Clerk, Police Department. 1866: Immigration Agent. Later Chairman of Immigration Board for seven years. 1866: Benevolent Asylum at Dunwich established under his supervision and appointed Honorary Superintendent and Inspector of the Institution. 1868: Honorary Visiting Justice of Peace to Mental Asylum at Woogaroo and to H.M. Prison at Boggo Road.
where the Edward Street ferry now runs: from this point on the western side the following were the purchasers: Thomas Isaacs three allotments, Hughes and Isaacs one allotment, James Warner (an early surveyor) two allotments approximately opposite Creek Street. Then Evan Mackenzie two allotments, Petrie and Berry one allotment, John and Walter Petrie two allotments and, finally, on the western tip Phillip O'Reilly one allotment.

In the second sale of 1851, starting from where the Kangaroo Point State School now stands, six allotments were purchased by William Wilson, then those of William Thornton, whilst the next on the corner of what is now Thornton Street was that of Peter Murphy. The next allotment, on the corner opposite to Murphy's, was marked on the plan "lock-up" and reserved for the police. The next was marked "Wesleyan Church" though the church was not ultimately built on that site. Incidentally, my grandfather, who was a Justice of the Peace, swore in the first police constable on Kangaroo Point, Constable Colclough, who was the father of several tall sons, well-known subsequently in sporting and art circles.

The third sale of 1852 dealt with the area bounded by Vulture, Main, Leopard Streets and River Terrace. The latter, as mentioned previously, had not then been named. All these allotments ran through with two frontages. From Vulture St., the first was bought by William Kent, the next by John McCabe, then W. R. H. Weakes, Morris Walmsley, William

H.M.Q.S. "GAYUNDAH"
George Carter three allotments, R. Cribb four allotments, whilst William George Carter bought the two remaining allotments at the junction of River Terrace and Main Street, where the old School of Arts now stands.

It was not until 9 March 1872 that the deed, 23828, was issued for the present site of St. Mary’s Church, whilst the survey for the Kangaroo Point State School was completed on 4 July 1879.

In 1843 cattle from the Darling Downs were driven to Kangaroo Point, where John Campbell established in that year a works to kill and pack salt beef in casks, but this venture after a year or two proved unsuccessful.

FIRST KANGAROO POINT FERRY

The Colonial Secretary’s Office, Sydney, announced in the Government Gazette of 22 November 1844 that, “A ferry having been established at Moreton Bay on 11 November 1844 between Kangaroo Point and North Brisbane, tenders are called to hire same for one or more years from 1 January next.” The notice was signed by His Excellency’s command by E. Deas Thomson.

This ferry crossed to where the Customs House now stands: A. R. Woodroffe, writing in the “Courier” of 24 August 1935, says that the ferry landing on this site, known as Maginchin or Melangin, was the place where the first landing was made when the penal settlement was moved from Redcliffe to Brisbane.

With the advent of the ferry, vehicles, including the mail coach from Ipswich and the Darling Downs, travelled to the end of Kangaroo Point down Main Street to cross to North Brisbane.

In the Moreton Bay “Courier” of 29 November 1847, page three, a notice appeared advising that Mr. Power, auctioneer, had received instructions from Mr. W. T. C. Richards to sell by public auction at the ferry wharf at Kangaroo Point on Saturday, 20 November, the ferry boat “Waterlily,” also the ferry punt. Half cash at the drop of the hammer, the remainder on delivery of articles on 1 January next.

EARLY KANGAROO POINT HOMES

James Warner, sent out by Sir George Gipps as a Surveyor in 1837 and whose name appears on one of the plans in the original land sales of Kangaroo Point, built the first house there. Robert Douglas soon afterwards built his home adjacent to that of James Warner. Later Douglas was for ten years Sergeant-at-Arms in the Legislative Assembly. When he
relinquished this office James Warner was appointed to succeed him.

In the early 1860's William Carter built on River Terrace as did Sheriff Halloran.

Gilbert Elliott, the first Speaker of Queensland's Legislative Assembly, built on the Point before Separation and his house was purchased later by Captain Mackay, after whom Mackay was named.

Next door George Porter built "Corio": he was at one time Mayor of Brisbane and built the Victoria Bridge which was washed away in the 1893 flood.

"Hamerton," for many years the home of the Tullys, was next door to "Nunnington," built by the Darvall family, later the home of the Barker family and then of Hon. A. J. Carter, M.L.C., Honorary Consul for France.

Captain Collin built "Montpelier" at the corner of Main and Ferry Streets, afterwards the home of the Hon. Thomas C. Murray Prior.

J. J. Knight, Sir Robert Philp (then Mr. Philp), John Burke, who founded the shipping company, and the artist, Godfrey Rivers, were also dwellers on Kangaroo Point.

St. Mary's, for many years the home of Mr. F. F. Swanwick, barrister, who coached many of Brisbane's young men for examinations, had Dr. Lillian Cooper and her friend Miss Bedford as its last owners.

E. A. M. Goertz built the large two-storied house next to St. Mary's: it was the residence of Hon. E. J. Stevens later. Named "Hilderstone," the building still stands, as do two attractive houses next door with a laneway between them.
These have retained their slate roofs; one called "Denholm" was occupied by Mr. John Sinclair, Mayor of Brisbane (1889 to 1891), who daily drove to town in his brougham, and the musical family of Jeffries lived in the other named "Twickenham."

Adjoining these, lived W. H. G. Marshall, Town Clerk of Brisbane.

A. R. Woodroffe, another old resident, who built his home between Shafston Avenue and the river, gives much information in "Changing Scenes of Kangaroo Point" (Brisbane "Courier" of 24 August 1935, photostat copy of which is submitted with this paper.)

In Shafston Avenue a two-storied wooden dwelling built by Mr. Pearse, afterwards owned by H. F. Smith, jeweller, and later by Major Carter, son of Hon. A. J. Carter, became the Women's College of the University, with Miss Freda Bage as Principal.

Mr. Yaldwyn, Police Magistrate, and the Crouch family, the Phelan family, of Evans, Anderson & Phelan, the Birleys whose sawmill stood at the end of Kangaroo Point, were other early residents.

The third generation of Peters, Mr. Hugh Peters, is still at Peters' Slip.

On River Terrace lived C. A. Bernays, M. G. Haymen, William Thorne and C. F. V. Jackson.

A number of other residents could be mentioned if time permitted, but some of these are included in photostats of various newspaper cuttings handed in with this paper.

Until the early part of the century a small fire station stood next to the Kangaroo Point State School. The equipment consisted of a trough secured between two tandem bicycles with the reel and hose. This was manned by four firemen who pedalled earnestly towards the scene of the fire.

**EARLY STEAMSHIPS**

Because of the shallow estuary and obstructions in the river, it was long before large sailing ships, with their deep draft, were able to add the grace of tall ships and lofty spars to Brisbane Town's "Pool of London." However, paddle steamers with shallow draft made their appearance early, when the Hunter River Steam Navigation Company commenced operations with a fortnightly service between Brisbane Town and Sydney, but their wharf was not built until 1847.

The "Shamrock" arrived in 1842, berthing alongside the river bank at South Brisbane by McIntyre's gumtree, fol-
lowed by the “Rose,” the “Thistle,” each of 275 tons and 100 horse power, and the “Sovereign,” 119 tons, which commenced her run in 1843.

One can imagine the excitement as these ships came and went; apart from the novelty of steamers, this regular service in communication with the outside world marked a new era.

In March 1842 the “Shamrock” brought the Governor, Sir George Gipps, from Sydney to Cleveland to decide whether Cleveland or Brisbane should be the major seaport, Ipswich residents having strongly pressed claims in favour of the former. However, Sir George was not impressed with Cleveland and the “Shamrock” proceeded to Brisbane, where he and his party landed at the Hunter River Steam Navigation Co.’s berth on 24 March 1842. (“History of the A.U.S.N. Coy. and Its Predecessors,” Historical Society’s Journal, Vol. V. No. 2, 1954.)

It was the “Shamrock” in which Captain and Mrs. J. C. Wickham travelled from Sydney, arriving in Brisbane in January 1843. (Professor F W. S. Cumbrae-Stewart, Historical Society’s Journal, August 1914, p. 25.)

ANDREW PETRIE ARRIVES

The first steamer to come to Moreton Bay was the “James Watt,” which arrived in 1837, but did not enter the Brisbane River: she had Andrew Petrie and his family on board. A. C. Davies wrote in the “Courier-Mail” of 28 August 1937 as follows: “Andrew Petrie with his wife, two sons and one daughter, arrived in S.S. ‘James Watt,’ the first vessel propelled by steam to arrive in Moreton Bay. Her passengers were landed at Dunwich and brought up the Brisbane River in the pilot boat manned by convicts. They landed at the King’s Wharf—later called the Queen’s Wharf. These facts were related to me by Miss Constance Petrie, the daughter of John Petrie, the eldest son of the original pioneer.”

“JAMES WATT” AND “SOVEREIGN”

Ten years later, in 1847, the “James Watt” had ceased to travel the sea lanes, but her engines continued to do so, as the steamer “Eagle” was built in Sydney in that year and the engines from the “James Watt” were installed in her.

On 23 March 1847 the “Sovereign,” with a full complement of passengers, cargo and mails, commanded by Captain Cape, who had been with the ship since her first arrival in Brisbane in 1843, left her berth at South Brisbane and steamed down the Gardens Reach on her regular voyage to Sydney.
Among those who watched her pass, there were doubtless some who envied those on board, travelling by modern transport to Sydney. But the "Sovereign" was to be seen no more, as, within a few hours, when passing through the South Passage she was wrecked, with heavy loss of life.

THE "EXPERIMENT"

The steamer "Experiment" interspersed her regular service to Ipswich with excursions to Moreton Bay from 1846, leaving from the Government Wharf at North Brisbane: these were advertised in the Moreton Bay "Couriers" of the day.

The South Bank, then known as Stanley Quay, had a road to Ipswich, trade from which and the pastoral properties on the Darling Downs came by road, or by steamer from Ipswich to the South Brisbane area. Some of the bullock teams camped in the reserve at Russell Street.

THE RUSSELL STREET FERRY

North Brisbane's only communication with the South Side was by the Russell Street ferry, except for a ferry from Petrie's Bight to Kangaroo Point.

The establishment of a ferry at Russell Street was notified in the N.S.W. Government Gazette of 7 October 1842 (page 1471).

A letter, dated 17 November 1842, was sent from the Colonial Secretary to John Williams, advising him of the acceptance of his tender. Rental to be £45 per annum and a bond to be lodged as to his behaviour.

On 19 November 1842, a letter of that date was sent by the Colonial Secretary to Stephen Simpson, as Commissioner of Crown Lands, notifying him of the granting of a lease, commencing 1 January 1843, to John Williams for three years to run and keep in repair the ferry for the conveyance of passengers, etc.

J. J. Knight's "Early Days" mentions that Williams built the ferry, which he called the "Time Killer," as it took him so long to build, also that those who later travelled in the ferry continued to use this name, as it took so long to cross the river.

All the steamers from the South berthed at the Hunter River Company's wharf, later owned by the Australasian Steam Navigation Company, which took over the interests of its predecessor in 1851 and was formed in that year. Other wharves at that time included those of Robert Towns within a hundred feet of the Russell Street ferry and Connolly's. Small seagoing craft berthed at Raff's or Harris' wharves on the North Bank.
Large ships remained in the Bay, their cargoes and passengers being transported by small craft to and from the South Brisbane Reach.

Still dependent on sea communications for up-to-date news, Brisbane received word in 1855 of the Fall of Sebastopol. Nehemiah Bartley in "Opals and Agates" writes: "S.S. 'Boomerang' came up the river lavishly decorated with bunting and a gun was fired in token of the general celebration."

**FIRST CARGO OF WOOL**

In 1845, on 9 November, the brig "Eliza Kincaid," Captain McWhirter, anchored near the mouth of the river to receive the first cargo of wool. The "Shipping Gazette" of Sydney, dated 1 November of that year, announced the departure for Brisbane and describes it as "an epoch in the annals of Moreton Bay."

The barque "Artemisia," 558 tons, Captain J. P. Ridley, the first immigrant ship to Moreton Bay arrived on 15 December 1848, and sailed on 10 January 1849 with 223 bales of wool.

The last of the so-called "exile" ships, "Bangalore," 876 tons, came into Moreton Bay under command of Captain J. A. Morgan on 3 May 1850. On board were 292 convicts, who were assigned to squatters on arrival, also 104 free immigrants.

Amongst the ships, which sailed from England bearing immigrants with their high hopes for a new life in the far-off land of Australia, were many which arrived after having buried at sea those who had died from sickness and accident. Other ships with dread epidemics amongst their passengers and crew having developed during the long voyage were diverted on arrival to quarantine at Dunwich, anchoring in the Rainbow Channel, until the disease ran its course. Of these vessels the ship "Emigrant," with typhus on board, anchored in the quarantine anchorage of Dunwich in August 1850.

**BURIALS AT DUNWICH**

The ship's surgeon and twenty-six immigrants died, as did Dr. Ballow, the Government Medical Officer, who went from Brisbane to assist: they were buried in the cemetery ashore. The grave of Dr. Ballow is separate, but those from the ship lie around an obelisk which bears the inscription: "Around this stone lie the bodies of 26 emigrants from the ship 'Emigrant.' They came to seek a new land but have, we trust, found a better home." It must have been a sad group of
survivors who, after the long wait in quarantine, came up the Brisbane River to their new land.

In 1856 the New South Wales Government built the first gunboat in Australia, the "Spitfire," a wooden ketch armed with one gun aft. After Separation, "Spitfire" was passed on to Queensland, becoming the first vessel owned by the Government of the new Colony and used for many years as a pilot vessel in Brisbane and northern ports.

In 1864 the paddle-wheel steamer "Kate," purchased by the Queensland Government, came from England rigged as a three-masted schooner for the voyage. She was to have a long and interesting career.

CHANGES IN SOUTH BRISBANE

Two events marked the beginnings of a change in the South Brisbane maritime scene in 1863 and 1864. One of these was the laying of the foundation stone of the Victoria Bridge in 1864: the other, the decision of the A.S.N. Company to remove their activities to the Gardens Reach. Nut Quad (Charles Melton, a well-known Brisbane journalist) describes the reasons for this decision in an article written in the "Brisbane Courier" of 16 February 1907 as follows: "A hard-working and hard-headed Colonial owned the eastern frontage of Russell Street, between Stanley Street and the river, on part of which he had erected an hotel. With the increase of trade, the A.S.N. Co. wished to extend their wharf to Russell Street and offered him a large sum for the hotel and the grounds. He refused to sell, as he expected to make a fortune out of the business, which he probably would have done had the A.S.N. Co. remained there. After making him a further offer, which would have enabled him to retain the hotel and a reasonable area, he declined the proposition and also refused to allow the company to attach hawsers to the gum tree which stood on his ground. This last incident finally incensed the directors, who sold their South Brisbane interests, bought land at Mary Street in the Gardens Reach and built the Mary Street Wharf, later extending their wharves to the Customs House."

On Kangaroo Point opposite Mary Street the A.S.N. Company built a wharf and workshops, the head office of the company being in Brisbane which was the terminal port. All refits and repairs for A.S.N. Company, which later became the A.U.S.N. Company, were carried out at Kangaroo Point. Lower down, opposite Creek Street and alongside the vehicular ferry, Gibbs Bright built a wharf. I can remember as a small boy seeing the last of the kanakas quartered in the
sheds at Gibbs Bright's wharf, patiently awaiting repatriation.

On the northern tip of the Point Evans, Anderson & Phelan erected their workshops, and a wharf opposite the Customs House. One of their activities was the building of locomotives for the Queensland Railways. Every few months, the hissing of steam and sounds of activity heralded the start of the delivery of two engines. Coupled together and on rails they commenced their run to Woolloongabba, which took a full day. Sections of rails, joined together, were towed over the road by teams of horses, and bolted in front of the locomotives, which then steamed for about a hundred yards and awaited a repetition of the process before again proceeding. Needless to say, this full day's spectacle was of intense interest for the young from the "Point" and lucky friends who happened to visit them.

VISIT OF DUKE OF EDINBURGH

Queensland received its first Royal visitor when His Royal Highness the Duke of Edinburgh arrived on 24 February 1868. He came to Australia as Captain of H.M.S. "Galatea," but proceeded to Moreton Bay in H.M.S. "Challenger." The programme for his welcome in Brisbane was announced in the Brisbane "Courier" of 21 February 1868 which contained advertisements inviting members of various societies and of the "working class" to participate in the welcome.

At an early hour the Government steamer "Kate" proceeded to the Bay with the Acting Governor and suite, the steamer "Mary" taking members of both Legislative Houses.

As the "Kate" crossed the bar on the return journey with the Royal visitor on board, a gun was fired; a Union Jack over a steamer flag over a white flag was then flown at the mast on the Observatory and kept flying until the arrival of the "Kate" at the point of disembarkation at the Queen's Park (Botanical Gardens).

Drawn up in Edward Street were Queensland volunteers and others ready for the procession, which proceeded via Edward, Charlotte, Eagle, Queen and George Streets to Government House.

Another arrival in 1868 of less importance, but with an unusual cargo, was the schooner "Ann" from Grey River, New Zealand, with, according to A. C. Davis' papers in the Oxley Library, "a menagerie on board, including lions, bears, leopards and other animals." The "Brisbane Courier" of the day announced the arrival of the "Ann" from Grey River on 27 September, but no mention could be found as to the disposal of the strange freight, nor of any circus or zoo for
which it was destined, so the intriguing mystery remains unsolved.

FIRST NAVAL STAFF OFFICE

Returning again to other early activity on the city side of The Reach, a Port Office was built for the first Harbour Master, Captain Heath, with a wharf adjoining the present Edward Street ferry. Later, when the Harbours and Rivers Department buildings were erected next door, this building became the first Naval Staff Office for the Queensland Marine Defence Force. When the present Naval Staff Office was built in 1900, the Water Police which, up to that time, were alongside the Edward Street ferry on Kangaroo Point, transferred to the old building in Edward Street. There they remained until last year, 1964, whence they removed to new headquarters at Petrie's Bight and the historic building they had occupied was demolished.

The Howard Smith Company had erected, where the cliffs had been quarried by Captain William Collin, their wharves at Petrie's Bight, whilst the Brisbane Tug & Steamship Company later built a wharf on the downstream side of the Custom House.

From there the wooden steamer "Emerald" carried excursionists to and from Redcliffe and Bribie Island. Their fine paddle-wheel tug "Boko" and the "Beaver" (a sister ship to the Government steamer "Otter," which ran regularly to St. Helena and Dunwich), in addition to towing, ran excursions and also carried many passengers with their luggage and effects down to the Bay to the bigger overseas ships.

Before World War I the company purchased the steamer "Koopa" from England to replace the "Emerald" and after that was "Doomba," which had been a British minesweeper. Both these ships were commissioned in the Royal Australian Navy and served throughout World War II.

SECOND ROYAL VISIT

Queensland's second Royal visit occurred in 1881, when the two young Princes, the Duke of Clarence and Prince George, later to be King George V, landed in Brisbane on 16 August. On this occasion five warships of the Royal Navy came to Moreton Bay: these were H.M. ships "Inconstant," wearing the flag of Admiral the Earl of Clanwilliam, "Cleopatra," "Tourmaline," "Bacchante," with the Princes on board, and "Carysford." A reporter of the "Courier" referred to "this squadron of great ships, the least of which is larger than any vessel which has visited Moreton Bay."

On the morning of their arrival, Captain Heath, with pilots
on board the pilot steamer "Laura" having left previously, the Government steamer "Kate," accompanied by the steamers "Boko," "Yaralla," "Ipswich" and "Kalara," departed to meet the visitors. Because the squadron arrived in the Bay later than was expected, the return journey was delayed, so that the official landing at the Queen's Park, near Edward Street, occurred during the hours of darkness, robbing the event of much of its colour in spite of the illuminations.

In 1882 the schooner "Ariel," 134 tons, Captain Samuel Finlay, arrived on 30 December from Sydney to be fitted for the South Sea Island trade, returning to Brisbane on 19 July 1883 with 103 islanders. (A. G. Davies' papers, Oxley Library.)

DREDGING IN THE BRISBANE RIVER

The growth and development of Brisbane as a port was naturally related to the dredging of the Brisbane River to permit the entry of large vessels and, ultimately, to enable them to berth at the wharves in the heart of the city.

The obstacles hitherto were bars at the mouth of the river and the shallow banks opposite where the Royal Queensland Golf Club now stands at Hamilton, then known as Eagle Farm. The natural channels had been marked by Pilot Grey who arrived in 1825.

Dredging began in 1867 and the first bar cutting was completed that year, giving a depth of 10ft. 6in. at low water from Moreton Bay to Pinkenba; the ruling depth of the river above this point was only 6ft. at low water due to the shallow banks off Eagle Farm. It was fortunate that this project was completed at the end of that year, as Sir George Bowen, who had said farewell to Brisbane on 4 January 1868, was enabled to board his ship the "City of Brisbane" off Lytton, the place which he had named and had designated as Brisbane's port soon after his arrival; this he had mentioned to Lord Lytton, then Sir Edward Bulwer Lytton, in one of his letters.

As Sir George's departure took place from the Gardens Reach, the following announcements from the Brisbane "Couriers" are of particular interest:

*Brisbane "Courier," 2 January 1868.*

"His Excellency, Lady Bowen and family, will embark from the Botanic Gardens on board the 'Platypus,' in which they will proceed as far as Lytton, where they will go on board the 'City of Brisbane' for Sydney on Saturday, 4 January 1868."

*Brisbane "Courier," 6 January 1868.*

"*The City of Brisbane*" lay-to a short distance beyond
the Eagle Farm Flats, and close to the ship "Winterthur," which fired several salutes. The "Platypus" arrived there about 4 o'clock, and His Excellency the Governor and Lady Bowen having taken a warm farewell of several of the ladies and gentlemen on board, then went on board the "City of Brisbane."

The dredging of the section completed in 1867 enabled ships to anchor within the shelter of the lower reach, and shortened the distance for the small craft to transport passengers and cargo to and from Brisbane.

**TALL SAILING SHIPS**

By 1870 the sum of £68,500 had been spent in dredging and surveying the estuary of the Brisbane River, whilst in 1871 the Portmaster, Commander Heath, reported that the dredging plant had been removed to Eagle Farm Flats and a channel 100 feet wide with 9ft. 6in. depth at low water had been cut through in about 10 days, in order to allow the "Corinth," "Clodean," and "Abbey Holme," then almost ready to sail for England, to leave direct from the wharves in Brisbane.

The Portmaster also advised that, "in a few days' time the 'Hudson,' a vessel of 800 tons, loaded and drawing upwards of 15 feet, will leave Brisbane direct for England." He stated that, on entering the port, the "Hudson" did not let go her anchor until she arrived off the wharf in Brisbane, the tug picking her up in the Bay and bringing her up the river at once.

The tall ships were at last coming right in to their terminal port.

By 1884, with substantial additional plant, the estuary and its approaches were being progressively deepened: by 1887 the B.I.S.N. steamer "Jumna" came into Pinkenba drawing 21ft. 4in.

From 1896 onwards additional dredging and the blasting of the rocks off Lytton paved the way for the big overseas liners and cargo ships, which were to commence berthing at the city wharves soon after the turn of this century.

From 1900 training walls were built along the river banks, initially downstream from Hamilton and later upstream.

The stone for this work came from the quarry at Kangaroo Point beneath River Terrace, the stone punts in tow of tugs adding to the busy scene, as did the coal punts and tugs from the Coal Wharf adjoining the quarry upstream. Incidentally, stone from this quarry was used to build the boat harbour at Manly recently completed.
GOLDEN SHIPPING AGE BEGINS

The third bar cutting, commenced in 1910 and completed in 1912, marked the beginning of the Golden Age for the Port of Brisbane; now the steamships of 10,000 tons appeared at the city wharves: the sister ships “Argyllshire,” “Wiltshire” and “Shropshire” of the Federal Houlder Shire Line came regularly to the Musgrave Wharf at South Brisbane. The British India Company which ran a direct service between Brisbane and London, via Torres Straits, brought its ships alongside the A.U.S.N. wharves, whilst other overseas vessels came and went from the South Brisbane and Gardens Reaches.

The A.U.S.N. Company developed its fleet with larger passenger ships, including the “Indarra” of 10,000 tons for the southern run, the others for the regular services to northern and Gulf ports as well as to Sydney and Melbourne.

The Adelaide Steamship Company followed suit: their wharf was at South Brisbane downstream next to the Victoria Bridge and their three sister ships “Willochra,” “Wilcannia” and “Wandilla” were followed by the larger “Manunda” and “Manoora.”

Howard Smiths too added the “Cooma” and “Canberra.”

To meet the ever-growing needs of the port, the size and numbers of the Government vessels grew progressively, as did the activity at the Port Office wharf, with the constant movement of pilot vessels and others necessary for servicing lights, buoys and beacons.

WARSHIPS FROM FOREIGN NATIONS

Adding to the variety of the scene was the arrival of warships of foreign nations as well as those of the Royal Navy and, from 1911, of the Royal Australian Navy. A rare visitor in this regard was the four-masted Argentine training ship “Presidente Sarmiento.”

Regularly ships of the Imperial German Navy from German New Guinea anchored in the Gardens Reach, some of the smaller ones being slipped for overhaul at Peters’ Slip.

Three cruisers of the Royal Netherlands Navy, from Netherlands East Indies, moored ahead of each other in the Gardens Reach: a photograph of these, which made an impressive sight, is framed and is in the possession of our society. French warships from the French possessions in the South Pacific were amongst ships-of-war who paid a visit, and on one occasion the Austrian warship “Panther” called and anchored abreast of the Gardens.

The bugle calls, the shrill pipe of the bosun’s call, the
activity on board and the constant movement of boats from ships to and from the landing at Edward Street helped to sustain the interest of those who watched.

Lest one imagine that the visits of sailing ships ceased from early in the century, it may be a surprise to some to learn that these ships, though in lesser numbers, continued to arrive until 1927.

FEAT OF SEAMANSHIP

In Jack’s Cutting Book No. 17 a surprising feat of seaman­ship and ship handling is described. “On April 22, 1901, which happened to be a Sunday, the astonishing sight of a large sailing ship making a series of short tacks up the river. It proved to be the ship ‘Pass of Balmaha,’ inward bound from Liverpool.

“Pilot Helsdon had taken charge of her in the Bay but, as Captain Scougall was unable to secure a tug on what he thought were reasonable terms and the wind was favourable, it was agreed that the pilot should sail the ship up. By clever manoeuvring and prompt carrying out of orders by the crew, it was not until Norman Creek was abeam that a small steamer was engaged to assist the ship round Petrie’s Bight and moor to a buoy in the Gardens Reach.”

The cutting also goes on to say that this ship ultimately became the “See Adler” which, commanded by Captain Count Von Luckner, raided shipping in the South Pacific in World War I.

The reach of the river into which Norman Creek flows was at many times of great annoyance in earlier days to those who depended on the wind to take them to their destination in the town reaches in daylight. Whilst Galloway’s Hill was apt to blanket the wind, as evening drew near, the prevailing breezes commenced to die away leaving the mariners frustrated. Named on the chart Humbug Reach, this title would seem most appropriate.

OREGON PINE CARGOES

The United States at this time had built a number of large fore-and-aft schooners: not being square-rigged, i.e. without yards, these, whilst of fair size, could be manned with smaller crews.

Most of them had four masts and many came to Brisbane carrying Oregon pine consigned to Rosenfeld’s, whose wharf was at the New Farm end of Petrie’s Bight, where the lumber was discharged to the top of the cliff. Whilst awaiting a berth or after discharging, these ships moored to the buoys in the centre of the river off the Botanical Gardens.
The last of these schooners, the "North Bend," discharged her cargo at Rosenfeld's in 1927.

The only five-masted schooner to visit Brisbane arrived unexpectedly in November 1905, and secured to the mooring buoys in the Gardens Reach. This was the "Kineo," a steel vessel of 1,867 tons, built in 1903, American-owned and bound from Manila to Newcastle. As practically all her crew were prostrate with beri-beri (Jack's Cutting Book No. 17), she was forced to make for the nearest port.

From the mid-1920's the concentration of shipping in the city reaches began to decrease, as more wharves were built at New Farm, Bulimba and Hamilton. With the connecting of the missing rail links between Brisbane and Cairns, mails went by train instead of by A.U.S.N. and other ships. The A.U.S.N. Company's "Bingera" which, year in year out, made a weekly trip to Townsville and back, was no longer needed for the mails. Her remains lie not far from those of "Lucinda" at Bishop Island.

The golden era of Brisbane's "Pool of London" was ending.

BRIDGE AND SHIPYARD

The peaceful tempo of Kangaroo Point was to end later with the building of the Story Bridge and of Evans Deakin's shipyard, which marked the disappearance of Moar's Slip and now extends almost to Peters' Slip which is still in operation.

Old homes have vanished, replaced by blocks of flats, motels and, on the site of old St. Mary's, has risen the Mount Olivet Hospital.

The A.U.S.N. wharves and sheds are now car parks, only the tugs of Macdonald Hamilton berth alongside them except a small steamer which plies between Brisbane and Tasmania.

Occasionally a coastal ship berths at Petrie's Bight. Fewer and smaller craft of the Harbours and Marine come and go from the old Port Office Wharf.

Small ships of William Collin and Sons are regularly seen, but another pioneer Queensland shipowner, John Burke and Son, recently sold the "Waiben," the last passenger ship which regularly berthed at South Brisbane.

The Gardens Reach is left with its memories of the past, whilst the old Observatory on Wickham Terrace, which saw it all happen, still looks down upon the scene, as it has done for over 130 years.

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