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THE FOUR

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RESPECTFULLY DEDICATED

By the Author.

Brisbane, 1895.
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MACAULAY has defined history as a compound of poetry and philosophy. It seems necessarily to follow that a historian is either a poet or a philosopher. I do not claim to be either. I prefer the title of compiler, and only as such do I enter upon the task of making past present and bringing the distant near. I am exactly well aware, however, of the responsibilities that settle themselves upon the shoulders of even a writer of events, for, apart from the merit of authenticity, no land has not existed sufficiently long to place a litter outside the pale of criticism by those within whose memory much of her history has been made. In anticipation of that criticism, hinting—with the suggestion of superior knowledge invariably proffered—that accuracy in every detail has not been maintained, I simply plead that have done my best. And as somebody has said—

Who does the best his circumstance allows
Does well, acts nobly; angels could no more.

With all faults and imperfections, then, this small contribution to Future's historic feast is tendered, my only pleading a desire to acquaint the unacquainted with a few limbs rescued from an eventful past, and to recall to the w remaining pioneers memories of bye-gone days. How these may be spared is not a question to be discussed here; but when Father Time shall have gathered them into the granary of the great Unknown their works...
be engraved in the hearts of the thousands—a ye, tens of thousands—who have come upon the scene of their labours and profited by their early efforts and trials.

Since this work was commenced, Death, who respects neither king nor commoner, has claimed the Friend to whom I am most largely indebted for assistance and advice. It is thus too late to address myself to him, but to those left to perpetuate his honoured name I accord my thanks.

To the Hon. Horace Tozer (Colonial Secretary), through whose kindness I was enabled to search official documents, and to Mr. D. O’Donovan, C.M.G. (Parliamentary Librarian), whose domain to a large extent filled the blank of a public library, I owe a debt of gratitude; and I am not the less grateful to Mr. John A. Hayes, whose valuable reference library was placed at my disposal. My obligations are also due to Mr. John Sinclair, Mr. John Hardgrave, and other old residents who readily accorded me the benefit of their personal experiences. The dates have been largely drawn from official documents, files of the Courier and “Pugh’s Almanac.”

J. J. Knight.
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CHAPTER I.

How Moreton Bay was Discovered—Captain Flinders—The First of Redcliffe—Our Parents and our Heritage—The Antecedents of the Pioneers—Days of Darkness and Despair—Oxley's Search for a Depot—The First Settlers—The Original Site—The Birth of Brisbane—A Peep at the Prisoners—Whipping Records.

IT must not be supposed that Moreton Bay—for "Moreton Bay" preceded "Brisbane" by many years—received its name when the first batch of convicts were deposited on its shores in 1824. The earliest record of our land—that is, the shores of Moreton Bay—having been viewed by the Britisher dates back a century and a quarter, to 1770, when the "Endeavour," commanded by that ever-famous navigator, Captain Cook, scudded its water's fringe. Prior to this Cook had visited and named Port Jackson, and on reaching this point of his voyage of discovery along the eastern coast of Australia he acted as parent to us and designated the bay "Moreton's," in honour of the Earl of Moreton, who had been instrumental in bringing about Cook's expedition to the South Seas. Owing to adverse
winds Cook was unable to make a minute inspection of the bay, but strangely enough he became imbued with the idea—vague, perhaps—that somewhere in the vicinity there was a river, and in order to guide other navigators who might feel disposed to make a more studied examination of the place, he mentioned in his report his position, and recorded the fact that to the northward would be found three hills. These hills, he remarked, were not far from each other and were singular in form, greatly resembling a glass house. In consequence of this resemblance he named them the Glass Houses. It will thus be seen that the name of the chain of mountains so familiar to many colonists had its origin contemporaneously with that of Moreton Bay.

Whether or not the Earl of Moreton felt interested in or honoured by having his name perpetuated in so distant a clime is not apparent, but from the fact that for nearly thirty years nothing was done with regard to the discovery it is safe to assume that it did not very much trouble the Earl or anyone else. In 1799, however, the opinion expressed by Captain Cook that navigable streams might be found north of Port Jackson the discovery of which would materially assist in opening up the vast interior seems to have commended itself to the mind of Governor Hunter, for he organised an expedition, of which Captain Flinders was chosen leader. Too much credit must not, however, be tendered His Excellency, for it is really doubtful whether he would have troubled about it at all had not the suggestion been made by Flinders, who, with George Bass, had a year or so previously discovered and explored the Strait which now bears the name of the latter. The Strait was so named by Flinders, who, noting the fact in his journal, remarked—"This was no more than a just tribute to my worthy friend and companion for the extreme dangers and fatigues he had undergone in first entering it with a whaleboat and to the
correct judgment he had formed from various indications of the existence of a wide opening between Van Dieman’s Land and New South Wales.” It was this success on the part of Bass and Flinders which suggested to the latter further discovery, and the vessel not being immediately wanted for service Governor Hunter accepted his proposition to explore “Glasshouse and Hervey’s Bays—two large openings to the northward.” “I had hopes,” says Flinders in his journal, “of finding a considerable river discharging itself at one of these openings, and of being also by its means able to penetrate further into the interior of the country than had hitherto been effected.”

Thus it was that on the 8th July, 1799, Captain Matthew Flinders, set out on his mission. Seven days afterwards (the 15th) his vessel, the “Norfolk,” came to anchor in view of the Glass Houses. When prosecuting his search on the following day he got his vessel in the passage between Bribie Island and the mainland, and believing he had discovered the stream which Cook had hinted might exist, he hurriedly designated it “Pumicestone River.” It was while in this vicinity that his boat’s crew came into conflict with the natives, which circumstance led him to name Point Skirmish. Flinders does not appear to have gone to any pains to verify the conclusions he had arrived at in respect of this “river,” or indeed of any of his subsequent discoveries; but this has been accounted for by certain unfavourable circumstances he found himself in, among others the fact that the “Norfolk” had sprung a leak, and was in an unseaworthy condition generally, and further that his crew was small and unreliable.

During the fourteen or fifteen days spent by Flinders in exploring one of the Glass House Mountains and cruising in the waters of Moreton Bay he sighted the point which now bears the name of Redcliffe (suggested to him by the colour
of the formation), and departed fully convinced—he gave it as "an ascertained fact"—that no river of importance intersected the coast in the vicinity of Moreton Bay—or, as he put it, between the 24th and 29th degrees of south latitude. How firmly this conviction was impressed upon his mind may be gathered from the fact that when exactly three years afterwards he was again sent out in the dual position of explorer for "harbours, creeks, or openings" likely to lead to an inland sea, and as a collector of "such plants or trees as may be considered suitable for the gardens at Kew," he took his vessel (the "Investigator") right past Moreton Bay, and on the 8th August discovered and named Port Curtis (in honour of Admiral Sir Roger Curtis), Captain Cook having passed the place during the night. He then explored the water between there and Keppel Bay, which it may be here stated had been discovered and named by Cook on the 27th May, 1770. It is not perhaps necessary to follow Flinders further, except to remark that before returning to Port Jackson he voyaged north to the Gulf of Carpentaria, where he ran short of provisions and had to make for Timor, sailing thence via Cape Leuwin to the point of commencement. It is, however, due to one who did so much in the field of discovery to touch briefly upon his subsequent career. It was after this voyage of 1803 that he decided to visit England, and took passage in the "Porpoise," which was leaving for the old land via Torres Straits in company with the "Cato" and "Bridgewater." His vessel, as well as the "Cato," left their bones on the Barrier Reef, and the "Bridgewater" for some unexplained reason left the survivors on the rocks. Flinders returned to Sydney in an open boat, and in the "Cumberland," an eccentric schooner of 29 tons, returned to the succour of his ship-wrecked companions. He prosecuted his voyage home in this vessel, but the fates were monstrously unkind, for on
reaching Mauritius on December 17th, 1803—whence he was compelled to land owing to the leaky state of his vessel—he was detained as a prisoner by the French Government, on the absurd ground that his passport was for the "Investigator," and not for the "Cumberland." For nearly seven years he remained a prisoner, his charts purloined, and the information contained therein appropriated by General De Caen and handed to Baudin, who at that time was leading a French expedition along the west coast of Australia. He was released in June, 1810, and, as a remarkable coincidence, it may be mentioned that his "Account of a Voyage to Terra Australis" was published on the very day of his death—July 14, 1814. A valuable relic of Flinders' voyage to the Gulf now finds a place in the Brisbane Museum. This is in the form of the remains of the famous "Investigator" tree, which up to a year or two ago stood at Inscription Point, Sweers' Island. The tree obtained its name from the fact that during the voyage of the celebrated navigator in 1803 in the sloop "Investigator," Flinders, who examined the shores of the Gulf of Carpentaria and the islands that skirt them, cut the name of his vessel on it. A portion of the original inscription, namely, "Investig," is clearly visible to this day, while the name in full is also cut in the bark, but is evidently of a
more recent date. The inscriptions are in Roman letters. A number of other inscriptions have become illegible owing to the growth of the bark, but the words, "Beagle, 1841," are quite legible. On the other side of the tree also appears, very distinct, "T. Devine." The shell of the tree measures 9ft. in length, 2ft. 7in. in diameter at the butt end, and about 1ft. 3in. at the top. It is perfectly hollow, the wood being about from two inches to three inches thick. The cyclone which occurred on the 5th March, 1887, so injured the tree that it began to decay and was gradually falling. It would no doubt soon have disappeared had it not been removed by Mr. J. W. Jones, Gulf Pilot, and forwarded to the Portmaster at Brisbane as Government property.

Very little of interest appears to have been discovered with regard to Moreton Bay during the next twenty years—indeed, there is nothing to show that its shores were even visited during which period New South Wales, or rather Sydney, enjoyed the doubtful honour of being a mother penal settlement with two off-shoots on the great Australian continent. Among her compulsory residents were many on whom the attendant terrors of an acquaintance with the lash, the gaol gang, or even the gallows had, or were calculated to have, very little effect. From official records, it is apparent that this class of desperadoes formed not an inconsiderable portion of the population; and the fact that further shipments were being at brief intervals sent out, impressed the Governor with the necessity for again pushing out in quest of fresh fields and pastures new, not because of the want of room at Port Jackson, but because there was a risk of contamination likely to lead to complications of a serious nature. Coal River and Port Macquarie, the two branch settlements alluded to, had been fully stocked with those "whom for the good as well as the safety of the place"—that is how the Governor put it—it had been found desirable to move from
Port Jackson. But even these depôts, it seems, were not sufficient to accommodate the worst of Sydney's evil-doers. With regard to Port Macquarie, however, it should be stated that the place was not destined to remain long under the ban, for after some two years' occupancy it was considered to be of more importance than warranted its being set apart for the sole use of convicts, and an order throwing it open to free settlement was made by Governor Brisbane.

Of the felons of Port Jackson, then, there were some whose insolence and daring hardihood—inspired in many instances, no doubt, by the nature of their surroundings—increased with their age. It was for the purpose of finding a new depot and establishing these prisoners in a place where their presence would not be the means of influencing others scarcely as bad as themselves that Lieutenant Oxley, Surveyor-General of New South Wales, was despatched in the "Mermaid" on the 23rd October, 1823.

Let us for a moment pause to enquire as to these "double-dyed and thrice convicted felons" and their surroundings. It is not necessary to dwell on the events which led up to the deportation of much of England's criminal population and the horrors which characterised their voyagings to Port Jackson. It need only be said here that in the early days of Port Jackson the carriage of convicts—many of them mere boys and girls, the worst of whom had perhaps misappropriated a few coppers or had manifested a strong desire to taste the products of an English squire's orchard—was intrusted to contractors, who, in addition to a tonnage rate, received a certain sum per head for rations. Thrown into the holds and grossly neglected, they sometimes died off in large numbers, the contractors benefiting proportionately with the number of deaths. Those who survived the thirteen or fourteen months of vice and infamy (the sexes in many cases were
not separated, and the marines had a lien on the virtue of the females) or a sojourn in the holds, manacled and denied even a view of the sun's rays, with an occasional whipping to gratify the whim of a drunken officer, were placed under the charge of an overseer, whose unexpired sentence in an English penitentiary had been commuted in consideration of his ability to tyrannise over his fellow-man. Some were more fortunate than others since they possessed a little money; with this capital they were enabled to purchase tickets-of-leave. But if their treatment aboard ship was bad it was none the less severe ashore. A few extracts from official documents and other reliable sources will be sufficient perhaps to show the nature of the punishment. In 1807 seven convicts who had attempted to escape were sentenced—one to receive 1000 lashes, three others 500 each, one to hard labour in a coal mine and to wear an iron collar, and two others to 200 lashes each with three years' hard labour. Again, one offender was awarded 300 lashes; his arms encircling a tree and tied securely, so that flinching was made impossible, two men—one right and the other left-handed—were placed behind him, and at the word “Go” they laid on the cat with a regularity which did them credit, and with such terrible results that the convicts, who were made to witness the flagellation, were thoroughly sickened. This man is said to have received his whipping without a groan and with only an occasional murmur of “Flog me fair; don’t strike me on the neck.” Flogging of both men and women at the cart's tail was a common street scene, while we are assured that it was by no means an unusual thing for a Judge (!) to pass sentence of death while under the influence of liquor. In writing of early day occurrences, one recorder says:—“As instances of the irregularities that have been practised by some of those in magisterial capacities I need repeat none others
than that I have known men without trial to be sentenced to transportation by a single magistrate at his own barrack; and free men, after having been acquitted by a Court of Criminal Jurisdiction, to be banished to one or other of the dependent settlements. . . . . Nor do I believe it less true that records of an examination wherein a respectable young man was innocently engaged have been destroyed by the same magistrate before whom the depositions were taken."

During these years of darkness and despair practically the only currency was rum, and this was mostly dispensed by the officials themselves. Even the chief constable sold "fire-water" from his residence right opposite the gaol door. But to go higher: there is a record in our Parliamentary Library of how Sergeant-major Whittle sold a house to Governor Macquarie for 200 gallons of rum, and of another case where a residence being required for Governmental purposes, three persons, one of whom subsequently became a wealthy man—no wonder!—and a distinguished statesman, undertook the erection of the same providing they were given the right to purchase imported spirits during four years to the extent of some thousands of gallons. This was consented to, and the enterprising firm not only supplied other drinking hells but also established one on their works! Can it be wondered then that the people became even more demoralised? To such a pass, indeed, was this practice brought, that in 1821 it was positively dangerous to move about at night, and a proclamation was issued concerning the matter. Twice was Sydney Gaol burnt down, and on another occasion an unsuccessful attempt was made; while in the year referred to there were so many prisoners at large that it was proclaimed that all such who returned before January of 1822, would receive a free pardon. It was found advisable to do this owing to the escapees having become a
menace to the public safety. At the same time the Governor censured the convict constables, who were held to be largely responsible for this state of affairs, but who, after all, could not, perhaps, refrain from the indulgence of a fellow-feeling. How many availed themselves of the Governor's generosity history sayeth not.

To some the local bearing of these incidents may not be immediately apparent, but they are given to show that these "thrice convicted and double-dyed felons"—a favourite phrase with some people—had graduated through an official school, and that if they were bad—and undoubtedly many of them were—they had been materially assisted in their criminal studies by those who were supposed to teach them differently: by those whose careers are as millstones weighing heavily on the boasted civilisation of the white race; whose bloody deeds have long outlived them.

But to return to Oxley and his endeavour to find a depot where might be taken "all the convicts not usefully employed on the old settlements, as well as the refractory and incorrigible." Flinders having spoken in somewhat favourable terms of Port Curtis, it was thought by those in authority at Port Jackson that this place would present all the facilities for a new settlement, and, in pursuance of the recommendations of a Commission of Inquiry, Oxley was despatched in the "Mermaid" on the 21st October, 1823. On arriving there, and after an examination extending from 5th November to 25th November, he reported the place quite unsuitable. He therefore retraced his steps southward, missing Port Bowen in consequence of unpropitious weather, and anchored in what Flinders had been pleased to call Pumicestone River on the 29th November, 1823. Considerable doubt exists as to his subsequent discoveries; and, such being the case, it may be as well to give what Oxley himself says in his official report—a copy of which the writer
IN THE EARLY DAYS:

has—and follow it with an incident which seems to bear in no small degree on the subject. Oxley says that Pumicestone River had been so thoroughly (!) explored and well described by Captain Flinders, that he conceived it would answer no useful purpose to go over the same ground; "but, considering the west shore of Moreton Bay as only cursorily examined, I determined to trace it entirely round, in the hope to find in such an extensive inlet some opening which would render an apparently fine country of more utility and value than it could be expected to be if the accounts of the scarcity of fresh water here were correct. Our first day's survey terminated a little above Red Cliff Point. . . . Early on the second day (2nd December) we had the satisfaction to find the tide sweeping us up a considerable opening between the First Islands and the mainland. The muddiness of the water and the abundance of fresh water mollusca convinced us we were entering a large river; a few hours ended our anxiety on that point by the water becoming perfectly fresh, while no diminution had taken place in the size of the river after passing what I have called Sea Reach."

It will thus be seen that Oxley claimed full credit for the discovery of the Brisbane, and it is worth remarking that he made no mention of an incident which occurred during the time his vessel was coming to anchor at "Pumicestone River." That he could have forgotten the event is impossible, and his failure to record it is certainly a strong argument on the side of those who contend that Oxley had no right to take unto himself all the honour of having found the noble stream. It was left to Mr. John Uniacke to hand down this statement, and but for him Oxley's claim would never have been challenged. While engaged in paying out the anchor chain on arrival at Pumicestone River, those on board the "Mermaid"* noticed a number of natives

* It is worth recording that the "Mermaid," while on a trip to Raffle's Bay
congregated on the beach. One of these, taller and much lighter skinned than the others, so attracted Uniacke's attention, that he prevailed upon Oxley to send a boat ashore. Judge of the surprise of both Oxley and Uniacke on nearing the beach to hear themselves hailed in the English tongue by the tall man. Investigation showed that this man was named Thomas Pamphlet, who some seven months previously had, with three others, been blown out to sea while prosecuting a voyage in an open boat to the Five Islands (now Illawarra) in search of cedar. In the meantime they had suffered inconceivable hardships, one of them, John Thompson, dying at sea. As may be imagined Pamphlet was overjoyed at the prospect of his deliverance from a wild yet withal happy life.* His two surviving companions, Richard Parsons and John Finnegon, after having travelled in company with him to the place where he was found, had about six weeks before resolved to work their way towards Sydney; he had accompanied them about fifty miles, but his feet becoming too sore to allow him to travel further he resolved to return to the blacks. A few days after they parted, Parsons and Finnegon quarrelled, and the latter also returned. At the time of the arrival of the "Mermaid"

in 1829, was lost in Torres Straits. All on board succeeded in reaching a rock. They were there three days when the "Swiftsure," from Tasmania, hove in sight and took on board the survivors. Two days later, however, the "Swiftsure" went ashore and became a total wreck. The crews were picked up, after being on a rock two days, by the "Governor Ready," also from Tasmania; but strange to say she, too, was lost on the 18th May, though all the people were saved by taking to the boats. A third ship from Tasmania, "The Comet," then came along and rescued the unfortunates from their perilous position. But bad luck seemed still to follow in the wake of the "Mermaid," for the "Comet" became a wreck. All hands were again saved. At last the "Jupiter," from Tasmania, came upon the scene, and, taking all on board, steered for Port Raffles, at the entrance of which she got ashore and was so much damaged that it may be said she also was wrecked.

*Regarding his treatment by the blacks, Pamphlet at a later period is reported to have remarked:—"Their behaviour to me and my companions had been so invariably kind and generous that, notwithstanding the delight I felt at the idea of returning to my home, I did not leave them without sincere regret."
IN THE EARLY DAYS:

Finnegan was absent hunting, but a day or so afterwards he returned and shared in Pamphlet's joy. Pamphlet's and Finnegan's stories were taken down by Mr. Uniacke, and it is somewhat significant, in view of Mr. Oxley's statements, to find them concurring in a story they told of a large river they had crossed, which fell into the south end of the bay. "Messrs. Oxley and Stirling" (Lieutenant Stirling, of the Buffs), says Mr. Uniacke, "started next morning in the whaleboat, taking Finnegan with them and four days' provisions, in order to explore it!" There appear then to be strong grounds for supposing that Pamphlet and Finnegan's river was identical with Oxley's "discovery."

Oxley explored the Brisbane for many miles, discovering and designating, it is said, the Bremer,* and naming the noble main stream the Brisbane in honour of the then Governor of New South Wales. To go back to the first day's search of Oxley, it should be stated that he landed at Redcliffe Point, which he concluded offered the best site for a depot in the first instance. His principal reason for so deciding was its easy communication with the sea, and the little difficulty likely to be experienced in effecting a landing; though he admitted that the Brisbane River presented many superior situations, and that the country on the west side of the river, at the termination of Sea Reach, was a much better site for a permanent establishment. Considering all the circumstances of the case, however, Oxley decided to recommend Redcliffe, and with a view of reporting his success he returned to Sydney, where he received the congratulations of the Governor. What Pamphlet or Finnegan received is not on record. One thing is certain: neither received any credit at the hands of Oxley; indeed they are

*By some persons the honour of discovering and naming the Bremer is accorded to Major Lockyer. As a matter of fact the Bremer is not shown on Oxley's map.
not even mentioned in his report of the voyage, and had it not been for Mr. Uniacke the troubles and trials of the shipwrecked timber-getters would have remained unrecorded.

It is scarcely necessary to remark that Oxley's representations were fully endorsed, and steps taken to relieve Governor Brisbane of what had been to him a source of very great difficulty, and Sydney of what even to her was apparently an intolerable curse. Accordingly late in the following year (September, 1824), some thirty or forty of these "thrice-convicted felons" were shipped in the brig "Amity"—hence the name Amity Point, where for some obscure reason they were first landed—in charge of Lieutenant Butler and under the guidance of Oxley, Captain Millar filling the important position of first commandant of the penal settlement of Moreton Bay. On arriving at Redcliffe on the 24th September it was found, notwithstanding Oxley's expressed opinion to the contrary, that the anchorage was not of the best, and some difficulty was experienced in effecting a landing. Nevertheless Redcliffe had at least a temporary charm for Oxley, and the work of erecting quarters—not of an extensive nature, it is true—was proceeded with. The prisoners were subject to a most rigid guard, although to most people this would appear to have been an unnecessary precaution, since 600 or 700 miles of wild and unexplored country lay between them and the nearest known habitation of the white. At any rate the inducements to "break gaol" were scarcely sufficient to suggest any such attempt. Slab and bark huts and brick tenements quickly superseded canvas, but just as things were being got "ship-shape" Oxley came to the conclusion that even as a temporary camping ground the site was not eligible. Captain Millar, too, reported that the place was most unhealthy—indeed, it was averred that "if they
remained much longer they would all die off,” the realisation of which event, perhaps, would not, so far as Governor Brisbane was concerned, have caused either pain or regret. At the present day such a report would be characterised as absurd, and it is questionable if it would have stood the test of inquiry at that time. But the fact that the commandant disliked it, that Oxley was not now particularly favourable to his first choice, and that Governor Brisbane did not care where the settlement was so long as it was far enough away from himself, was sufficient to condemn the place, and accordingly orders were given to find a spot more suitable and then remove the camp.

Having shown how Redcliffe came to be rejected, let us, before following the authorities in their search for a new site, relate a story which, if true—and its authenticity is not doubted by the writer—will serve to throw not a little light on Millar’s anxiety to move as well as assist in fixing the site of the original camping ground. During the time the hotel at Redcliffe was being built, a Mr. O’L— was standing near the structure, when he was accosted by a gentlemanly looking individual, who, in the absence of his proper name, may be called Smith.

“Why, the hotel is on the original site of Humpybong!” remarked Smith.

“Several persons have told me it is very near it,” replied O’L—.

“Yes,” continued the other, “if we were to take twenty or thirty paces in that direction (pointing with his finger) we shouldn’t, I think, be very far from where the old kitchen was.”

Having nothing better with which to occupy his spare moments, O’L— suggested that they should endeavour to find some relic of the camp, and Smith being agreeable, both began an examination of the ground. After fossicking
for some time Smith came across a brick pavement, which he declared was the floor of the kitchen. During the conversation which followed consequent on this discovery Smith remarked, that in former days a well existed somewhere near the kitchen, and he further interested O'L—by pointing out the boundaries of the stockade, some of the posts and rails of which were at that time standing. As may be imagined O'L—'s curiosity was thoroughly excited. He asked his companion to point out as near as he could the position of the well. Smith did so, and both again pottered about with pieces of timber. Coming to a depression in the ground they dug around it, and brought to light a ring of bricks forming the top of a brick shaft.

The two then separated, but meeting again next day O'L—re-opened the subject of the "original site."

"I have always understood," said he, "that the chief reason why the camp was removed was because the place was considered unhealthy. Don't you think this a queer thing, considering Humpybong is now a health resort?"

"Yes. That was the reason assigned, but the true cause was the ferocity of the blacks. Frequently convicts were speared; now and again an overseer was missed. This went on for some little time, when Captain Millar thought it best to advocate the removal of the camp to a place where more protection would be afforded them. As a matter of fact the Commandant didn't like to admit that the blacks were too sharp for him—hence the excuse. When the other site had been fixed upon the vessel drew alongside there (pointing to a little natural jetty of rocks), a couple of planks were stretched over the intervening space, and the convicts were marched on board, wearing their chains. Two or three trips were made before all the prisoners were removed, and when the vessel was returning for the remaining camp utensils and provisions the blacks swarmed the beach
yelling, 'Umpiebong!' (dead houses). On going ashore it was found that the natives had fired some of the buildings.'

As may be expected O'L—— began to suspect that his companion was one of those who had been there, and was about to further question him when Smith bade him "good day," remarking as he left that he had "come down from Rockhampton for the purpose of settling a bet relative to the existence of the old kitchen floor!" Smith never again revealed himself to O'L——, who described his companion as having been "remarkably well dressed," and "looking like a member of Parliament!"

It may be remarked, that whatever truth there may be in or reliance placed on the above narrative, there are still to be seen in Humpybong chimneys built of the old bricks. Apart from this story, however, there is evidence of there having been other causes for the removal than that assigned by Captain Millar, for Mr. Henry Stuart Russell in his "Genesis of Queensland," speaks of the natives of Redcliffe as having been troublesome "by continual thefts of tools, &c.," while another writer remarks that "there were many reasons."

But to return. Shortly after instructions had been given to remove the camp Captain Millar was recalled, Captain Bishop being appointed his successor.

As was characteristic of all their undertakings the officials expected the very highest results from the least possible exertion, and it was not their fault if they did not attain this happy result. A place affording better security from the incursions of the aboriginals, and at the same time entailing as little labour as possible in transferring the convicts and guards—one was as indispensable as the other—does not seem to have been very easy to discover, notwithstanding the experience gained by Oxley in his initial exploration of the
river. This is evidenced by the distance they travelled before coming to an eligible spot. There is some little doubt as to the exact position of the halting place, but it is generally believed to have been in the vicinity of the present Custom House, though one old resident avers that it was where the Colonial Stores now stand. Be this as it may, a site at one or between the two points was chosen, and little time was lost in removing the prisoners thither. On arrival here, as at Redcliffe, they were at once set to work to erect temporary places of accommodation, first for their masters and then for themselves. Closely herded and well guarded there was little chance of their escaping during the period occupied in the construction of the quarters and stockade. Had they done so, indeed, the authorities could have assured themselves that what had been their loss had been the blackfellows’ gain.

Shortly after Oxley had fixed on this new site—for he it was who held the commission—the place was honoured by a visit from Governor Brisbane, who had by some unaccountable means—probably by the glowing account of Oxley—been persuaded to undertake the journey. The Governor came and saw, and Oxley conquered, the vice-regal assent being given to the explorer’s choice of situation. On this memorable trip—memorable in the history of Brisbane, and not soon forgotten by the visitors, since they were for fourteen days tempest-tossed ere they landed here—the Governor was accompanied by the Chief Justice, Captain John Macarthur, and Francis Stephen, clerk to the Council. It is not generally known that the name “Edenglassie” preceded “Brisbane” somewhat, the title being conferred by the Chief Justice, but discarded by Oxley, who was also one of the party.

Having thus touched on the events and circumstances which led to the discovery and founding of the now great
city of Brisbane, it may be as well to look at the character of “our pioneers” and the nature of their surroundings in their new home.

The site once approved of, drafts of convicts were sent at brief intervals; these ranged in numbers from thirty to fifty, and were accompanied usually by a guard of fifteen soldiers, inclusive of the sergeant in charge and a couple of corporals. They were secured in the holds by means of chains stretched from ankle to ankle, and within these was run a long chain, bolted at each end to the deck. Thus the prisoners were allowed but little freedom, being only able to move a few feet. In some cases the holds were tolerably clean at the start, but towards the end of the journey, owing to the fact that little attention was paid the prisoners on the voyage and that they were not allowed once on deck even in case of sea-sickness, to which even convicts are susceptible, they became disgustingly dirty. No blankets nor bedding of any kind were allowed, the bare boards sufficing for a couch; their own ragged garments were their only covering. In this way they were brought to Amity, where they disembarked and pulled themselves in boats up to the new settlement. On arrival here they were classified into four sections, thusly: the relief gang and educated convicts, first class, and chain gang. The first were chiefly engaged in performing the odd jobs always to be found about a place, or in attending to the thousand and one wants of the officers and soldiers. From their ranks were taken many of the overseers, whose payment consisted of a few indulgences in the shape of flour, tea and sugar, and leaf tobacco; and they were trusted sufficiently to be allowed outside the bounds of the stockade without guard. The gardens which afterwards adorned the abodes of the “upper crust” of Moreton Bay society claimed the attention of a large number, and though.
these horticultural efforts were pleasing enough in themselves it is questionable whether their labours could not have been more profitably utilised in the making of roads and the erection of bridges. It must not be thought that promotion of this kind was always followed by even comparatively pleasant experiences, for in many cases an overseer had to share in the punishment which visited the delinquencies of those under his charge.

The first class generally comprised all "ordinaries" arriving in the settlement (except those known as educated convicts). They were employed in hewing and cutting timber and drawing it to the water's edge, making roads, erecting buildings, breaking up new land and cultivating the old. It was imperative that they should wear the coarse yellow dress, the imposition of which had been found to be a severe punishment; they were not allowed to enter the gardens of the settlement under any pretext, nor to be assisted in their labours by beasts of burthen. The chain gang were doomed to wear heavy chains and the yellow dress on which was stamped in several places the word "felon"; were required to sleep in separate cells, and to go to their work in Indian file, no conversation being allowed among them; while the regulations prescribed for them "the heaviest and most degrading labour that can be found on the settlement." In an official report made in 1833 it was said of the chain gang:—"They work from sunrise to sunset, with one hour's intermission for breakfast and a similar period for dinner. They are constantly in double irons, varying in weight according to the nature of offence or hardihood of the offender; they sleep in fetters; and their food is coarse and scant." Could anything be more complete? Among the duties of the Commandant were set out the following:—"He is generally to assign such punishments as will inflict the requisite amount of pain
or misery within the shortest period of time; he shall take care that when flagellation is ordered it is executed with due severity." That this instruction was not neglected is shown by the few "experiences" given in the diary of a superintendent. The initials of the names only are, for obvious reasons, given:—"E.C.: insubordination, 100 lashes. At every lash the prisoner called out for mercy, and blood flowed freely. When cast loose he was very pale, and asked permission to sit down as he felt sick and faint; a sure evidence that his power of endurance of pain had been proved nearly to an extreme. D.A.: neglect, fifty lashes. Prisoner, who was flogged last week, cried loudly at the second and repeated his cries at every lash. At the twelfth lash the blood was flowing largely, and prisoner suffered intense agony. He was sufficiently punished at the twenty-fifth lash. S.C.: larceny, 125 lashes. Blood flowed at the fourth; the convict cried out at the twentieth, and continued crying and praying at each successive lash. His skin was considerably torn, and blood flowed during the whole of the punishment. C.J.T.: for feigning sickness, fifty lashes on the breech. Seven months ago he received twelve lashes; six months ago, fifty; four months ago, fifty; six weeks ago, twenty-five; his breech was sore from last punishment (an unnecessary detail, one would think!); the blood came at every stroke." And so on.

The first of what may be termed the permanent buildings was the Commissariat (now Colonial) Store, which it is stated was commenced late in 1824. This was followed by several larger structures, some of which were of an equally substantial nature. A few of these were left to us up to a year or two ago—we still have the Colonial Stores, and the class of workmanship displayed in these encourages the belief that among the convicts were to be found many skilled artisans, and especially so when it is remembered
that the foreman of works was a lieutenant whose acquaintance with architecture was limited. As a matter of fact, in most cases where any good work was done it was where the convicts had been allowed to draw on their own store of knowledge. Generally speaking, however, works were not carried out in a satisfactory manner, the ability displayed by the lieutenant often resulting in bungling, and many buildings partly erected were pulled down again and again—bungling was the order of the day.
CHAPTER II.

Dark and Desperate Days—Captain Logan’s Rule—How Men were Punished—The Tyrant’s Fate—Governor Darling and the Cat—The Sudds and Thompson Case—Convicts Court Death—The Workers and their Wages—At the Triangles—A Page from a Convict’s Life.

But how much can ever be known of the early days of a place where the predominant elements were suffering, crime and tyrannical oppression, and the chief actors have nearly all gone to their rest? Who is now to relate the tales of daring hardihood and keen retribution which followed in its wake? True, there are one or two left, but these do not care to refer to a period happily long since passed, and are ever anxious when approached on the subject to turn to another page of their life’s history. Dark indeed were the days when the wielding of the “cat” was ever to be witnessed, when horrible oaths were forced by the cruel lash from the mouths of the whipped; when, perchance, a poor wretch, with the skin already torn from his back and bathed in his own blood, spent what energy he possessed in appealing for mercy where there was none, and exhausted and faint, received the remainder of his cruel punishment unconsciously and uncared for. It will indeed take more years than have yet rolled by to blot out from the history of Moreton Bay such scenes as those which formed the routine of its earliest days.
Is it a matter for very great wonder, then, that men so treated were driven to desperation—ay, to murder? Will it be believed that the tyranny exercised over them was such as to cause them to kill their very mates in order that they themselves might end their miserable existence on the gallows; that men deliberately severed their limbs from their bodies to avoid punishment for the non-completion of tasks impossible for them to do; that men took to the bush, risking all the attendant penalties of facing the treacherous savage or possible recapture rather than remain under the heel of the despot without making some effort to escape it? Yet there is ample evidence that such things did occur. Of those who took to the bush few escaped both the barbarity of the blacks and the search of the soldiers. Invariably they fell victims to one or the other. Those who made south were invariably captured before crossing the Clarence, while those who steered their course northwards were, in the majority of cases, the chief actors in a cannibal feast. Some foolishly imagined that once they broke gaol

"They would no more in bondage bend the knee,
But once made freemen would be always free."

Several, however, did escape, thanks to the superstitions of the aborigines; and of these something will be said further on.

Like Captain Millar, Captain Bishop’s sojourn was very brief; it extended over a few months only. His successor, however, was unfortunately allowed to remain much longer, his appointment dating from 1825 and terminating mysteriously in 1830. It was during his term of office that the greater portion of the penal buildings before referred to were erected, and it was during his rule also that Moreton Bay passed through the most cruel and tyrannical period of its history. Captain Logan’s only good point was his love and success in extending the geographical and botanical
knowledge of the district. Overbearing in his manner towards the prisoners, and always willing to meet the exigences of a small offence by ordering a maximum punishment at the triangles, it is not a matter of wonder that his reign was spoken of as one of terror. It is said that several designs on his life were only averted by some lucky or miraculous circumstance. It was not necessary to commit a heinous offence to merit the displeasure and prescribed punishment of the Commandant; the faintest murmur against a task allotted or inability to perform the work was sufficient to secure for the unfortunate delinquent from 50 to 100 lashes, and these were not laid on with a light hand. But if those who inflicted this terrible punishment were inhuman, what can be said of the Governor who gave into a Commandant's hands the license and authority? To deal with the men who first settled the land a firm and stern man was undoubtedly required, but there ought to have been some limitation to his power, and absolute cruelty prohibited. What excuse could there be for whipping men to their death, which was often done? One such case which impressed itself more vividly in the mind of one of the writer's informants than any other occurred in what is now Queen Street, the poor victim being bound to a tree which at that time flourished at a spot somewhere nearly opposite the present Town Hall, and which on scores of occasions did duty as a triangle. Another took place in Ann Street, near the present Valley Wesleyan Church, the monument of cruelty which marked the spot having only of recent years been obliterated by the march of civilisation. A tree too, which, could it have spoken, would have told tales of horror stood in Frog's Hollow in close proximity to Albert Street. An incident related to the writer by a resident of Brisbane who had the misfortune to be placed under Logan during the last year of his reign fairly
describes Logan's inhuman propensities. Any prisoner found to have been in the bush for twenty-four hours was considered a "bushranger," and if not executed was reminded of his offence by an award of from 300 to 500 lashes. One man sentenced to receive the larger number had received 300 of them when the attendant, who happened to be the person who related the story, applied a cloth to the excoriated back of the prisoner. This demonstration of sympathy greatly annoyed the overseer, who tore away the cloth, taking with it much of the skin of the poor wretch's back. The other 200 strokes were then applied to the unconscious mass of bleeding flesh. During Logan's command, too, the overseer's lot, like that of the policeman in the opera, was not a pleasant one, for when the Commandant's anger was once aroused it was not at all a certainty whether both prisoner and overseer had not to be whipped before it cooled. He thought no more, indeed, of having the triangles carried out, and then viewing the lashing of convict and overseer, than he did of eating his breakfast.

In 1825 Major Lockyer, of the 57th Regiment, visited the Settlement and made a lengthy excursion up the Brisbane, one member of his boat's crew being Finnegan, who had been found by Oxley and Uniacke. Lockyer's idea was to explore the head of the Brisbane, and one of the conclusions he arrived at after his visit was as remarkable as it was erroneous. "I think," he said, "it very probable that the large swamp into which the river at Bathurst loses itself occasionally overflows, and is the cause of the tremendous floods that at times take place in the Brisbane River." One of these "tremendous floods" was experienced during Lockyer's trip, which extended over twenty-seven days.

As has already been stated, Captain Logan was excessively
fond of exploring and botanising—among other things he discovered the Darling (now the Logan) River. Thus when Major Lockyer again visited the Settlement an excursion was readily arranged. One of the results of this trip was the finding of the creek now bearing the name of Lockyer. The Bremer, which is also spoken of as one of Lockyer’s discoveries, was also explored, the nature of its surroundings suggesting to Logan the name of Limestone Hills. It was shortly after this that Logan, requiring lime for the penal buildings in the Settlement, sent up several prisoners and established lime kilns there, and thus laid the foundation of what is now Ipswich. In conjunction with his geological and botanical studies Logan employed himself in executing a chart of the district. This work was nearing completion—only one or two more excursions were needed to conclude the task—when death deprived him of anticipated honour. The record of his last few days was as follows:—Captain Logan left the Settlement on the 9th October, 1830, for Mount Irwin, being accompanied by a “free” servant and some half-dozen prisoners. They had only proceeded some twenty miles when they fell in with a hostile tribe of blacks—rendered hostile no doubt by the discharge of the party’s guns. However, they were got rid of after some little difficulty. On the 17th October Logan had completed his notes, and began the homeward journey. He had only gone a short distance, however, when for some reason known only to himself, Logan sent his men on to a rendezvous, promising to follow shortly. The men, so they stated, waited at the place agreed upon all the next day, and as the Commandant did not then appear they decided to push forward as far as Limestone, where it was thought probable he had gone. On arriving there on the evening of the 19th they were not a little astonished to find that Logan had not made his appearance, and became
somewhat anxious (?) about his safety. After a hurried consultation as to the best measures to be taken under the circumstances, it was decided that a party should be despatched to the settlement to apprise the officers of the affair, while those who had accompanied Logan should retrace their steps to the spot where they had left him. On the news reaching the Settlement search parties were of course organised, but while these were wending their way into the interior, where Logan was last seen, those who had set out from Limestone had picked up traces of the Commandant in the shape of the saddle of the horse he had been riding, the stirrups having been cut off as with a tomahawk. This was at a spot some ten miles nearer Limestone than where Logan had parted with his men. Close by were indications of a horse having been tethered, while in a bark hut in proximity to these was evidence of Logan having slept on some dried grass. The surroundings of the place indicated that the Commandant had been surprised while sleeping and had hurriedly made for his horse, which he had mounted without either saddle or bridle, and escaped. By careful tracking the movements of the horse were followed, and on the 28th October its carcass was come upon in a creek, where it had become bogged. Not far from here the ground bore evidence of having been disturbed, and on an examination being made Logan’s dead body was found buried in a trench about one foot deep and placed face downwards. Round about were found the remains of his notes, torn in pieces, a portion of his bloodstained waistcoat, and also his boots. The unfortunate man had been terribly beaten about the head and face, apparently with waddies, and he was much disfigured. The only conclusion that could be arrived at was that after being surprised in the hut he had eluded his pursuers until his horse became bogged, when they came up with and
murdered him. To say that his loss was mourned by those under him would be untrue; on the contrary his demise, shocking as the fact may appear, was made the occasion of jubilation. As to the identity of his murderers, it may be stated doubt exists to the present day. Some maintain that the murder was not perpetrated by blacks, or if it was that the deed was done at the instigation of revengeful convicts who had succeeded in escaping from his terrible rule. The majority, however, disagree with this view, and, indeed, there has never been any cogent explanation advanced in support of it beyond the strange proceeding of the blacks in burying the body, and the fact that the Commandant was universally hated. In consequence of Mrs. Logan's opposition to burial here, the body was conveyed to Sydney in the "Isabella," and there accorded a military funeral, Governor Darling issuing a proclamation "as a tribute to this meritorious officer," whose "life has been devoted to the public service."

A brief extract or two from Stuart Russell, and lengthened reference to Logan will be concluded. He says—"Logan's reign at Moreton Bay was most conspicuous throughout its penal existence, and was spoken of as a 'reign of terror.' His name was execrated. If severe beyond the very limit of duty and responsibility or not, the hatred he incurred among the prisoners in his charge became proverbial." Again, "This place (Moreton Bay) remembers the name of Logan with terror. There were many instances, I am told, of men driven to desperation by cruelties practised on them, so that they would cast lots for cutting each other's throats in order to get rid of their own lives by being hung in Sydney. This same Logan, I am assured, was murdered by blacks at the instigation of the whites." This latter extract, it may be remarked, is from Mr. Russell's diary, written in 1841 while on a visit to Moreton Bay.
Captain J. O. Clunie, of the 17th Regiment, who had been stationed at Moreton Bay with Logan, was appointed Logan's successor.

In the meantime the manner in which some of the Commandants considered it necessary to enforce discipline in the penal establishments, became a matter of much comment in New South Wales, and the publicity given to incidents connected with Logan's rule, coupled with the expressions of opinion regarding the motive which had prompted that gentleman's murder, led to steps being taken which were calculated to prevent to some extent the infliction of excessive punishment. At any rate, just about the time of Logan's death, Sir Ralph Darling—who himself, by the way, was known as a man of cruel propensities—issued a proclamation which was intended to limit the discretionary powers of Commandants. By this it was enacted that for offences excepting those which were punishable by death a Commandant could not inflict more than three whippings for the same offence nor order a greater number than one hundred lashes in one day! Truly, Governor Darling did not err on the side of leniency, even had his instructions been implicitly obeyed—and they were not. Indeed, leniency was an unknown quantity with Governor Darling if we may judge by the writings of his biographers. His bad name would seem to have preceded his arrival in Sydney, for it is recorded, that so unfavourable were the accounts received, that "the populace actually refrained from cheering on his landing." His conduct soon confirmed the worst fears of the colonists, for he had not long been here before he brought himself into antagonism with the public and the Press, and by means of fines and persecutions placed on the Fourth Estate a censorship that savoured of Russian tyranny. It is related that after two years' residency he had succeeded in making himself so
unpopular, that at a dinner given by the Turf Club, at which he was present, his administration was so adversely criticised and the comparisons drawn between himself and his predecessor were so invidious, that he forthwith resigned his position as patron. As if to crown the insult offered, the band, on his health being proposed, struck up the tuneful though immensely suggestive air, "Over the Hills and Far Away!" This filled His Excellency’s cup of bitterness to overflowing, and he left the dinner in anything but a pleasant mood. The great Sudds and Thompson case led to his recall in 1831, the occasion being one of universal rejoicing. This case is, perhaps, worth republishing, if only to show to what extremes men will sometimes go.

Sudds and Thompson were two private soldiers in the 57th Regiment stationed in 1825 in Sydney. The character of the former was not above suspicion, but the other man was well-behaved and had saved some money. Having seen convicts settled on farms, established in shops, or become even wealthy merchants or stock owners, they both wished to remain in the colony; but as the purchase of their discharge by the ordinary process was out of the question, Sudds made the extraordinary suggestion that they should obtain it by becoming felons. With this object in view they went in open daylight to a store, purloined a piece of cloth, were caught, tried, convicted, and sentenced to transportation to Moreton Bay. Unfortunately for the men the object of the crime was elicited at the trial, and to mark his sense of displeasure Sir Ralph issued an order under which the two soldiers were taken from the hand of civil power and condemned to work in chains on the road for the full term of their sentence, after which they were to return to the ranks. On a day appointed the garrison were assembled and formed in a hollow square. The culprits were brought out, their uniforms stripped off and replaced
by the convict garb; iron-spiked collars and heavy chains made expressly for the purpose were rivetted to their necks and legs, and then they were drummed out of the regiment and marched back to gaol to the tune of "The Rogues' March." Sudds, who suffered from an affection of the liver, overcome by shame, grief, and disappointment, died in a few days, while poor Thompson became insane. A great outcry was at once raised, and until the end of his administration the Governor, whose whole system (according to an early writer) "was a compound of military despotism, and bureaucracy," was pertinaciously worried by a considerable portion of the community.

It may be urged by some that in going into these particulars concerning Governor Darling an undue departure has been made; but the writer would claim as his excuse a wish to refrain from appearing to in any way overdraw the picture. In further justification it is also urged that the example set at headquarters may be used in defence of the charges of overbearing manner on the part of Logan and others. But to return to the story as related and commented upon by Mr. Henry Stuart Russell, who gleaned his information from the early issues of the "Gazette." If anything were needed to corroborate the remarks made about the excessive punishment of convicts and its evil effects, the following should suffice:—The 18th April, 1829, was the last day of the lives of two wretched men hanged for the murder of their mate at Moreton Bay. Their names were Thomas Matthews and Thomas Allen. The former knocked down John Carroll of the same gang, while the other cleft his head asunder on his mattock. The old story told on the gallows! Again this month figured the hangman. James Sullivan had killed his companion, Patrick M'Conderan, at Moreton Bay, that he might by this method "be himself freed from suffering worse than death." This was the old story.
The frequent executions for murder, the declarations, on more than one occasion, made by the wretched culprit before the fatal drop had stirred up men's minds to a general condemnation of the system of extreme punishment which was exposed by such reiterated "last words" on the gallows. The 12th of July, 1831, added another item to the list of executions: that of M'Manus, convicted on the previous Thursday of "an attempt to murder a fellow-prisoner with a hoe at Moreton Bay with the avowed object of getting sent to Sydney, there to forfeit his own life"; and on the 16th of August another mass of misery stares us in the face in the reception into Sydney Gaol of three runaways from Moreton Bay, "who had reached the vicinity of Port Macquarie; had been brought in and delivered over to Captain Smyth by the blacks of that Settlement; escaped again thence and reached Port Stephens, where they were seized and sent on here for disposal." This is how such attempts were alluded to:—"Although many of those who are escaping from the gaol to the gaol yard—for to fly from Moreton Bay to Sydney is nothing better—are continually falling victims to the spears of the savages around them, yet no example will deter them from unavailing and desperate efforts to obtain their liberty—a liberty which is only temporary, and entails upon them accumulated misery."

As a concluding specimen the following extract from the "Gazette" may not prove uninteresting:—"It appears that the severe example made of M'Manus has not deterred men from committing acts of violence against their fellows. Two prisoners are in gaol for trial, one for attempting the life of Chief-constable M'Intosh, and the other named M'Guire for the murder of his comrade. M'Guire, it appears, had absconded, and being soon apprehended, was placed in the gaol gang, a life which became irksome (!) to him, and in a fit of despair he resolved to increase those miseries by
cleaving the head of another prisoner with a pickaxe.” So much for excessive punishment and its evil consequences for the present.

The mention of Chief-constable M’Intosh’s name recalls a conversation with an “old hand.” This is what he had to say about this official and the circumstances which led to his death:—“What did I think of Dunwich? Well, we used to think we were well off if we could get down there, for as a rule we got better treatment and easier times. Then the blacks were a very civil lot on Stradbroke, and would do lots of things for us for a few rations. There were two kings there—one at each end of the island—the one at our end, Amity, being a bit independent, but one who would do no one harm. Somehow—I think it must have been because he would not receive food or gifts from them—the soldiers got frightened of him. One day some of the soldiers made it up to go fishing on Moreton Island, and persuaded the king to go with them. After some difficulty they got him in the boat, and had gone some little distance out when one of the soldiers drew a pistol and shot the blackfellow. The hutkeeper, who was with the soldiers, cut off the poor fellow’s head, and this was sent on to the Settlement to show the Commandant that they had been successful in ‘shooting a desperate blackfellow.’ Well, the blacks weren’t long before they heard all about it, and they watched the hutkeeper. They seized the first opportunity that presented itself to attack this man and decapitated him. The soldiers of course were mad, and searched for the niggers, but finding none they set out one night for Moreton Island and shot every blackfellow they came across. How many did they come across? As near as I can remember there were between fifteen and twenty. Nothing further was heard for awhile, but the blacks vowed they would kill every ‘diamond’—that was the name we gave the soldiers,
you know. Some time afterwards Chief-constable M'Intosh—oh, he was a regular caution, I can tell you—and two men were sent out to hunt for runaway prisoners. They were unsuccessful in their search, however, and were returning along the beach when a mob of blackfellows attacked the chief constable and his men, killing the three. By Jove! there were ructions over this. A detachment of military was sent out to Point Lookout, which was the great fishing ground of the aboriginals, with instructions to shoot every black that was met with. Well, the blacks somehow got wind of this, and one night some of them came to us at the Pilot Station and told us not to go with the ‘diamonds’ in the pilot boat, because they intended fighting and did not want to hunt the ‘croppies’—that was our name. But you know some of us had to go. I’m glad to say I wasn’t one of those chosen for the job, for it was a terrible fight, in which the soldiers got the worst, and three of our men were among those killed. After things had quietened down a bit the blacks came about again, and I can’t tell you how sorrowful they were when they were told they had killed some of the ‘croppies.’ It’s all rot to say the blacks were of a treacherous nature. It was the other way about; if the soldiers had done the right thing by them, as the majority of the convicts did, there wouldn’t have been any trouble at all."

There is no doubt that with the death of Logan there also died much of that tyrannical oppression which had characterised that Commandant’s rule, although life at all times was hard to bear. The ordinary amount of labour required of a convict in the gaol gang was to break up thirteen rods of new ground or twenty-one rods of land which had previously been worked or cultivated; or he might have to chip and hill forty rods of corn. Failure to do this led to the offender being taken “to court,” which
could be held on the spot or in the building now known as the Volunteer Brigade Office in William Street, and awarded instead of his tea five-and-twenty or fifty lashes, according to the deficiency in the task and the mood of the Commandant.

It is perhaps needless to say that some of the overseers had queer ideas of the capabilities of the average human being, or that the measures adopted to force energy into the unfortunate men were as senseless as they were cruel. As an instance of this, let us relate an incident which came under the notice of a person interviewed by the writer. Six men were sent to lift a log, but lacking the strength to perform the task they incurred the displeasure of the overseer. Instead of calling others to assist, this madman took two of the prisoners away and then commanded the four to perform what six had been unable to do! Of course this was a moral impossibility, but physical incapacity furnished no excuse for this model master, who summoned the six prisoners before the Commandant and obtained for them fifty lashes each!

"Wigging"—or, to use a more modern word, "slumming"—work involved a penalty of either a whipping of twenty-five lashes or a position in the "lumber gang," whose duty it was to give the necessary motion to the corn mill in what is now the Observatory by means of the treads. This mill was generally worked by twenty-five prisoners at a time, but when used as a special punishment sixteen were kept upon it for fourteen hours, with only the interval of release afforded by four being off at a time in succession. As may be imagined, the work was unduly hard, and especially so in hot weather, when men often fell off through sheer exhaustion. In his evidence, given before a Select Committee of the House of Commons in February of 1832, Allan Cunningham said that the punishment at
Moreton Bay was much more severe and the labour heavier than at Norfolk Island, a fact due principally to the strictness of the Commandant.

Undoubtedly the most serious offence was an attempt to escape. The punishment awarded—death, during Logan's time—was 100 lashes for the first and 300 lashes for the second endeavour. An "old hand," referring to one of the many cases which came within his recollection, relates the following incident:—"Bill Smith—Smith was not the
man's proper name, which is withheld for family reasons —and I were working together in a sawpit just about where Herschell Street is now, when Bill asked me to run away with him. After some consideration I consented, but before we could carry out our plans we were separated—I got 'lumbered.' The next thing I heard about Bill was that he had bent his leg-irons, greased his heels, and being thus free, had cleared. But he wasn't long out, for after having hidden for a day or two he was spotted at the Green Hill. Where was Green Hill? Where the reception house now stands in Countess Street. Bill was taken to court, and, gray-headed old man that he was, he was ordered to receive 300 lashes. I shall never forget that day. We were all mustered round the triangle at dinner time, for that was generally when the whipping took place; Bill was placed against the three sticks, his breast resting on a piece of board, his legs strapped, and his arms stretched above his head. Of course old Bumble was there with his cat, and if that blood-thirsty villain didn't lay it on—well, I never saw the cat laid on. About 200 lashes had been given when the doctor thought Bill had fainted, but he quickly discovered that he hadn't. The other hundred were then awarded, and I can tell you he was regularly cut to pieces. When Bill was let down I said, 'Well, it's all over now,' to which he replied, throwing his arms about wildly, 'I could stand them cutting me to pieces.' He was sent up to the lumber yard, which was where the Longreach Hotel now is, to work with me, and I dressed his back with young banana leaves. They were the best thing out—they were cool and 'drawed' splendidly. Bill could scarcely crawl, but the rule was to start work immediately after the whipping, and he had to do it.''

But all whippings were severe. Old Bumble took good care that his work was done effectively and well. He never
failed to make his presence felt. Bumble (who obtained the nickname owing to a deformity in his legs) was a most brutal individual, who rejoiced when he heard the appeals of his victims, and gloried in his calling. Sometimes five or six men were ranged before him to be whipped, and these wholesale orders he liked best. After finishing one job he would wash his "cat" in a tin of water, which he always carried with him, and it is affirmed that he has been known to quench his thirst with its contents. An individual after Logan's own heart, truly!

A very common offence was the purloining of a few cobs of corn and potatoes, the chief ingredients of the convicts' much-prized "fiddle-cake," the love for which caused many sore backs at the triangle, and weary legs on the treads. These two things having been obtained, the corn was ground on an improvised grater made usually of a piece of tin or zinc, in which holes had been punched. Meal was thus by this means made. It was mixed with boiled sweet potatoes, and the whole baked a la damper. The baking was generally done, secretly of course, by the first-class men, who had greater facilities, and who retained a certain portion of the cake for their share in the work. But it was often more difficult to obtain the material for the grater than the corn and potatoes, and in one case at least a convict finding this so resorted to a very questionable means of gratifying his desires. The overseer at Eagle Farm, was unfortunate enough to lose one of his children, and the body having been placed in a tin box, was laid in one of the vaults on the river bank near Herschell Street. This fact was, of course, known to the prisoners, and a day or so after the funeral one who had so ardently desired the possession of a "grater" effected an entrance to the vault, and taking out the dead body of the child found in the box the material for the manufacture
of this necessary implement of the "fiddle-cake" maker. Fortunately for the sacrilegist, he was not found out, and was enabled to make many specimens of that delicacy, which was described by one who had often partaken of it as being "better than any pie going."

On another occasion a gang of prisoners were engaged in sawing timber in a hollow on the North Quay, which has of late years been filled in, and has entailed much expense on the Corporation owing to the landslips that have occurred there. Between this point and Tank Street was a sweet potato patch, which was fondly regarded by two of the sawyers. Stealing in between the furrows one day they scooped out some of the potatoes, taking care, of course, to cover up the holes. But, alas! for the uncertainty of things! As they were returning they were observed by the Commandant, who at once despatched "Big Green," the overseer, to bring the delinquents to justice. The convicts had, however, been on the alert, and dropping both bag and potatoes into the river, ran as fast as their legs would carry them to the spot where they had been engaged in sawing. The start they had from "Big Green" enabled them to be hard at work with the others when the overseer came up. The official was naturally much exercised in the identification of the thieves. In fact, he was unable to do so, all denying that they had been near the patch. Eventually he said he would have to take two of them, as the Commandant had seen them. With this the two offenders stepped forward. Now, "Big Green" had the reputation of being one of the very few "good sorts," a man who would not unnecessarily get prisoners into trouble. In this particular case he made no exception. Having hunted round, Green found a bag and placed in it several old potato sets. With this evidence he marched the culprits before the Commandant, remarking as he laid the potato sets before the captain, that "they must
have been hungry, sir, to eat these!" They were nevertheless found guilty, for even hungry men might not steal, and were ordered to be sent to Stradbroke Island for two months—a sentence much preferable, though the authorities did not know it, to life in the Settlement.

Now and again even Commandants were seized with fits of generosity and kindness, and since these were few and far between, it is not, perhaps, astonishing that such events should have so become impressed on the minds of the convicts as to be recalled even at this late period. An old resident now near his grave related one of the favours which had been shown him by Captain Clunie, remarking at the same time that had a little more kindly treatment been accorded to the majority of the prisoners many of them would have died better men. The incident took place in the old lumber yard (which stood on the site of the present Longreach Hotel), where the narrator was with others cutting cypress pine blocks for Lieutenant Otter. While on a visit of inspection to the yard Captain Clunie manifested a desire to possess the timber, and gave instructions for its removal to his house. The informant was one of the two men sent to carry them, and on the work being completed they were marched by the overseer back to the yard. Noting this Clunie ordered them back to his house, where he regaled each with a "nip" of rum and a small quantity of tobacco leaf, remarking, when handing them the latter, "I suppose you will tell them the Commandant gave you that." The significance of these few words will be the better understood, no doubt, when it is stated that men of the class to which these two convicts belonged were not supposed to possess tobacco.

It did not necessarily follow, however, that because a man was not supposed to have a certain thing he did not sometimes get it. Occasions frequently arose when officers
required something to be done which either fear or shame made them undesirous of carrying out, and it was at these times that the convict came into possession of articles which the regulations supposedly made it impossible for him to obtain. As a rule the officers felt no compunction in requisitioning the services of the prisoners and securing the aid of the men who were supposed to have no conscience or, if they had, were perfectly willing to set it aside in consideration of a small quantity of rum or tea or a few leaves of tobacco. There was nothing to be feared; the prisoner ran all risk. A very good instance of this occurred at Redbank Station, which at the time referred to (1832) was in charge of a corporal and a private. Early in the year mentioned three of the convicts stationed at Redbank took to the bush, and search not having revealed their whereabouts three others were sent up from the Settlement to fill their places. One of the new arrivals was made watchman in succession to one of the escapees, and during his second week was told by the overseer that if he wanted a sleep he could take one, as nothing unusual ever occurred there, and if it did he "would see him right." It is, perhaps, necessary to state that the new watchman had done a "favour" for the overseer, and "seeing him right" was one of the means of repayment. Of course the innocent watchman took advantage of the privilege, for which he was afterwards sorry. While peacefully reposing one night his predecessor with the other two escapees stole back into the station and carried away all the available ammunition from the storeroom. When this was discovered there was a row, which was not so easily got over owing to the fact that the corporal was responsible for the safe keeping of the ammunition, and would have to answer for any shortage. No one was more astonished than the watchman when he was told that instead of his being saved by the corporal it
was he who had to save that official. On inquiry as to how this could be done he was informed that he must agree to swear to the corporal's report to the Commandant, which set forth that some of the sheep got away from the station, and that on the watchman waking the corporal all hands turned out. While thus engaged, the report would say, the three runaway convicts must have got into the quarters and stolen the ammunition. Thus it will be seen the onus was thrown upon the watchman, who dared not refuse to swear to the truthfulness of the report, which, at any rate, was an ingenious one. Captain Clunie quite believed the story, and naturally there was much rejoicing at Redbank. The joyousness, however, was short-lived, for two months later the three runaways were captured near the Settlement and the truth of the matter leaked out through the confession of one of them. As a result the watchman was brought up on a charge of aiding and abetting, and the four were despatched to Sydney, where they were each sentenced to three years in the iron gang on Cockatoo Island.

Brief mention of this watchman's career may prove interesting, since he subsequently became a much respected citizen of Brisbane, devoting his later days in endeavouring to reclaim that which he had lost not so much by his own faults as by those of others. As it would serve no good purpose to give his name he will be referred to as W—–.

Like many other youths W—– was fond of company. Unfortunately he did not bestow much pains in the selection of it. One evening, in England, W—–, with three of his mates, essayed to play "a lark" by taking from a relative's house a gun. This lark turned out more seriously than had been anticipated, for they were quickly detected, and without much ceremony were sentenced to seven years' transportation. The voyage out to Port Jackson was one of extreme hardship, the treatment they
received being worse than would have been accorded to cattle. Shortly after his arrival he was hired to a good master, but the overseer was as bad as the employer was good. The two were sent with a team, and on the return the overseer charged W—— with pig-stealing, and swore so positively and so successfully that the poor fellow was doomed to six months in the iron gang on the roads. This seems to have started W—— properly on a down course. It was difficult to foresee where or when it would end, for it must be remembered that while a prisoner was doing a "colonial sentence" the original one was in abeyance. Unfortunately for W——, one of the convicts persuaded him to attempt an escape to Western Australia, from which place "they could easily get to Chili," he said. They did try, but the effort was a miserable failure. They were re-taken a few days afterwards, and were sentenced to death. He lay under this sentence for three weeks, when for some unaccountable reason it was commuted to imprisonment for life. After serving a few years he was sent to Moreton Bay, thence to Cockatoo Island, where he put in three years and then gained a ticket of leave and was hired out. During this experience he witnessed many of the cases of cruelty and inhumanity which characterised ancient Sydney and her penal offshoots. "I have seen," said he, "men whipped to death, and on other occasions have known men to be suspended from the beams of the gaol on ice-cold nights and bucket after bucket of water dashed on their nude forms. Why, they would punish a man three times for one offence. The majority of masters were as bad as the officials. If a man was out on probation and working for his ticket, and that man happened to be useful to the master, just before his term expired the latter would write to a magistrate stating some imaginary offence, and so retain his services, and secure for the unfortunate convict,
who had done his best to please, five-and-twenty lashes in the bargain. In most cases there was really no encouragement for the men to reform, and they were often by their masters' harshness and utter selfishness led to do things they would not otherwise have dreamt about. Great partiality was often shown by the Bench, and especially by old Plunkett. I remember a gentleman named Moore being robbed between Parramatta and Sydney. Several convicts and a freeman were brought up on suspicion, the latter having been observed walking across a paddock where some of the stolen property was found. To assist in proving his innocence, his master, a tailor, swore that the young fellow had not been out of his house on the night of the robbery; but he was sentenced to death and hanged, and his employer to seven years' imprisonment for perjury, the convicts being discharged. One of them, Joshua Dunn, afterwards told me that he was one of the men who had robbed Mr. Moore, and that the young fellow hanged had nothing to do with it. When placed in the dock he (Dunn) 'just acted soft, and counted his beads during the progress of the trial!' W—eventually got his ticket, but it took him twenty years to work out his English sentence of seven, and while doing it narrowly saved his neck.

Useful, if melancholy, is the testimony of another convict who belongs to this period, and whose evidence bearing out the following statement finds a place in official records:—

"I was convicted in Manchester in 1814 for petty larceny," he said, "and was sentenced to seven years' transportation. I landed in Sydney during Governor Macquarie's time. I made my escape several times, and on one occasion managed to get to Calcutta, where I earned my living as a professional vocalist at the theatre under the Marquis of Hastings. I was taken back, and during the twenty-six years it took me to work out my original sentence of seven years I was sent
to the different penal establishments. I was at Moreton Bay during Captain Logan's time, and at the time of his murder. While there—I was at the place seven years—I lost one of my eyes and the use of one of my hands. I suffered a great deal of hardship because I was unable to do the work allotted me, and the punishment was very severe. I was not in chains the whole of the time, but most of the men at the Settlement were in irons to prevent, it was said, their escape to Sydney. I was worked in the iron gang. I had chains on one leg for four years, but after this they took one of them off. It was through being ill-treated by the overseers that I lost the use of my hand—they struck me with what was handiest; and I lost my eye through cold, for they would not allow me to go into the hospital. The immorality among the convicts was terrible—so terrible that it cannot be retailed; and I have seen men cut up in the barracks just as you would cut up meat. I have seen twenty-one men executed in a fortnight. The convicts often committed murder in order to escape the damnable life they were compelled to lead; they did not care who they killed. They sometimes killed the unfortunate who was alongside them; they were in a state of frenzy, for they were heavily oppressed with labour, heavily ironed, badly clothed, and treated worse. Sometimes the victim was one of the men termed 'a rogue,' and who earned the name by tittle-tattling to the officers.' And so on. But why proceed? Here is a plain, unvarnished tale, supported by authentic evidence, which the reader can amplify at his own sweet will if he can so bend his imagination to comprehend such hellish proceedings. Truly did the bard speak when he asserted—

"Plate sin with gold,
And the strong lance of justice hurtless breaks;
Arm it in rags, a pigmy's straw doth pierce it."
CHAPTER III.


During the reign of Logan and Clunie may be said to have been erected all the buildings necessary for a penal settlement of the dimensions of Moreton Bay. Large areas of ground, too, had been cleared in the vicinity of what is now Albert Street, Upper Roma Street, South Brisbane in the direction of Boggo Road, Breakfast Creek, New Farm, and a few other places, while at Cooper’s Plains, Redbank and Limestone sheep stations had been established. According to Dr. Lang the overseers had previous to Clunie’s reign a small allowance for every acre of land cleared by the convicts under their superintendence—a concession which not only tended to make the life of the prisoner harder but led to the selection of thinly timbered land without reference to its quality. The doctor asserts that Moreton Island, which is little better than a collection of sandhills, was in this way denuded of its thin covering. But let us for a moment take a peep at the Settlement as it appeared in 1834. Starting from the fence—which ran right over Spring Hill, terminating at Boundary Street, North Quay—at what is now Petrie’s Bight, and walking up Queen Street, then one of the few beaten tracks to be
seen, further progress was stopped by a creek which had its mouth where the steam ferry approach now is, and wended its way through the site of Darragh's Buildings, Alfred Shaw & Co.'s, across Creek Street (hence the name of the thoroughfare) into Adelaide Street, curving several times between here and its terminal point, the vicinity of Warby's old saleyards. Having by means of a punt crossed this watercourse (a bridge was afterwards built there) the first building met with was the penal factory, erected in 1830, and occupying a prominent position on the summit of a steep hill, in those days, located where the present Post Office is reared. What is left of this hill is within the Cathedral grounds in Elizabeth Street. Still, however, keeping this track, a two-storied rubble-stone structure used as prisoners' barracks (afterwards, by the way, utilised as an immigrants' home, commercial houses, house of prayer, Supreme Court, and Houses of Parliament) was reached, the ugly pile, which was brought into existence in 1828, being on the site of Chapman's drapery establishment. A little further on, where the Town Hall is, were a few mouldy-looking cells, and almost next door were the unpretentious quarters (at a later period used as a post office) of the superintendent of convicts (Mr. Peter Spicer) and the commissariat clerk (Mr. B. Sheridan). The views held regarding Mr. Spicer by the "old hands" now alive who knew him are rather unanimous in showing that he was responsible for a good deal of bungling. It was he who had a swamp drained at considerable cost of labour and planted with prepared rice obtained from a merchant's store in Sydney, and who, because it did not happen to come up, gave it out that the place was not suitable for rice cultivation! On another occasion, on being asked by a convict for a file with which to sharpen a saw, he perfectly staggered the requisitionist by telling him to "sharpen it on
that grindstone, my man; you don't want a file for that!"
But this is bye the way. Striking away to the right the next edifices encountered were the military and penal hospitals, erected in 1827 on an isolated spot where the Supreme Court and Lands Office are. Even at the present day traces of these are to be found at the back of the Lands Office. Beyond this point was one of the cleared spaces under sweet potatoes and bounded by the fence, the country on the other side of which may be said to have scarcely been explored. Retracing our steps from the hospitals we come upon the lumber yard occupying the site of the Longreach Hotel, the new soldiers' barracks (situated behind the new Treasury Buildings), and not far away the commissariat officers and chaplain's quarters (erected 1828). Portions of the last mentioned buildings are now standing behind the old Chief Secretary's office in William Street. Between this and the river were the commissariat stores (erected 1824), now known, however, as the Colonial Stores. The Commandant had his quarters in a building which, at the period under review, stood at an angle from Printing Office Lane, George Street. A wooden barn, with a small stone building close by it, was on the cleared space in Albert Street, but on the surveyors coming here some years after this was converted into a residence for the chief of the staff (Mr. Dixon). Towering above all these, and reached by a winding path, was the old windmill—the Observatory—a landmark then as now. This represented our growth during the first ten years of our existence. But before quitting the Settlement let us inspect a little more closely some of the buildings and ascertain the uses to which they were put.

Commencing with the windmill. This, which was erected about 1829, was unlike its present appearance, inasmuch as it was then a veritable windmill, and as such was adorned by
the usual "arms," while round the tower was a balcony. It was built, as will doubtless be inferred, for the purpose of grinding the maize grown in the clearings, and to thus provide the chief ingredient of the convicts' food—homy. But the mill was a failure as far as wind power was concerned. All sorts of means were tried, even the ground surrounding the tower was cleared of the heavy timber in the hope that the wind would better reach the mill. Do what he would the luckless officer was unable to make the arms go round with any degree of certainty or regularity. Still this fact did not prevent the grinding of the maize. Low sheds were erected outside the tower, and in these were constructed two of those machines—"treads"—which are calculated to strike terror into the hearts of ordinary mortals. By means of a shaft these were connected with the mill in the tower, and thus—generally as a means of punishment—the motive power was provided by the feet of man. Those prisoners who were unfortunate enough to obtain an enforced acquaintance with the treads were marched up the hill between a guard of soldiers, and having done their "turn," extending over several hours, were similarly escorted back to the barracks. When it is considered that bungling was the order of the day in the Settlement, it is not a matter for wonder that the source of trouble with the windmill lay in the displacement of certain portions of the machinery. This, however, was not discovered until three years later, when Mr. Andrew Petrie, then in Sydney, was appointed foreman of works. Mr. Petrie a year or two previous to his appointment, had fallen "victim" to the solicitation of the Rev. Dr. Lang, a man who, notwithstanding his detractors, did more directly and indirectly for the future of both Victoria and Queensland than any one else perhaps. Mr. Petrie arrived in Sydney by one of Dr. Lang's immigrant ships—the "Stirling Castle"—in 1831, being one of the large
number of skilled workmen who were introduced there by
the rev. gentleman to counteract the serious results which he
foreshadowed would arise if convictism were allowed to get
too firm a hold in the colony. It was soon made apparent,

however, that a freeman with willing hands and honest heart
was practically an outcast of "society," and stood precious
little show of obtaining work if choice lay between himself
and a prisoner. Their prospects in a new land, then,
were not at the start very bright. Dr. Lang saw this, and with that unselfishness of nature which characterised his whole life, he expended nearly his all in providing work for those he had brought out from their old homes. Several monuments of his self-denial and generosity are still to be seen on Church Hill and in Jamieson Street, Sydney. But both Dr. Lang and Mr. Petrie will be referred to in the proper place. It is sufficient here to say, that on reaching Moreton Bay the latter gentleman discovered the defects in the windmill and remedied them.

The prisoners' barracks, which were, as before stated, on the site of Messrs. Chapman and Co.'s warehouse, had a gable roof running parallel with Queen Street, but intersected in the centre by another gable slightly elevated with its front to the thoroughfare. Entrance to the building was gained by an archway, at each side of which was a staircase leading to the rooms above. Under this arch was old Bumble's (the flagellator's) workshop. Here the triangle was to be found, where, when most convenient and required, the convicts were flogged. The word convenient is used because it was not always handy, neither was it by law necessary, to wield the "cat" within the circumscribed limits of the archway. Once let a prisoner offend and invariably he met retribution at the nearest tree suitable for the purpose.

It should have been stated that some few years after Brisbane had been approved of as a penal establishment, it was decided also to make it the abiding place of the Southern viragos. A "home" for these was first found in the penal factory on the Green Hill, as it was afterwards called. Here they were employed husking corn, &c. They were kept within the prescribed limits of a stockade by a double barrier, first by a high close paling fence and afterwards by an 18-feet brick wall. Like their "brothers," many of these
women were of the very lowest type, and had, also like the men, been transported first to Sydney and retransported here for new offences. They were divided into sections, the best acting as domestic servants in official quarters, the "dregs" earning their "tucker" by tilling the land, and even felling trees and quarrying. The general method adopted for punishing refractory women appears to have differed somewhat from that practised on the men. Solitary confinement in heavy irons was the maximum penalty. Having committed some offence against the regulations the unfortunate was taken into the punishment cell, and there, if the offence warranted it, chained up in much the same way a dog would be attached to its kennel. Embedded in a stone in the floor was an iron ring with a chain, to the end of which was fastened a "collar." This uncomfortable appendage having been placed round the neck or wrists of the woman it was locked, and she was left to amuse herself and sustain herself on bread and water during the pleasure of the Commandant. Yet cruel as this undoubtedly was, the punishment had little or no effect on offenders other than to make them worse than ever; indeed, it could not well do other than harden them. Truly it might be said of the appliances that they were—

"Contrivances of the time
For sowing broadcast the seeds of crime."

Of the sexes, indeed, the women seemed to be the worst, encouraged as they were to a very great extent by the immoral conduct of the soldiers. Even the high fence surrounding the factory was no safeguard against the intrusion of the latter, for this they succeeded in mounting by the aid of an extemporised ladder made of a plank with strips of timber nailed across. Having reared this against the wall they mounted it, drew up the ladder, and descended by it on the other side. The women themselves
actually got out by this means, and so frequent did these escapades become that once Captain Clunie himself watched the place and saw the soldiers hide the ladder under a rude bridge then spanning the creek in Queen Street, and confiscated it. This practically stopped the carryings on for a time, but the inventive faculties of the “diamonds” (the convicts’ name for soldiers) soon provided a substitute less dangerous and certainly not so conspicuous. Having bribed the sentry and so gained admission to the other side of the brick wall, two of the palings were loosened, and being easily removed as occasion required, “red coat was himself again.” All he had to do was to count twenty-six palings from the corner, give the twenty-seventh and twenty-eighth a slight push, and admission was gained. On Sundays both men and women were mustered for religious service, but the ceremony was not always of the most impressive description; indeed, the convicts’ conduct was occasionally such as to call forth a reprimand from the Commandant, if it did not actually promote a whipping scene. On one occasion certain remarks addressed by the Commandant to the women at religious service were received with derision, which did not fail to meet with its reward. On the following Sunday, to prevent a repetition of this conduct, all the women were gagged, and in this condition marched between a guard to the prisoners’ barracks, there to be seen and admired. The remedy was good while applied; but even this did not cause an improvement in their conduct or prevent them afterwards giving “crooked law” to Captain Clunie. The women did not long remain in the factory, it being required for other purposes. Its closure brought into existence Eagle Farm as a Settlement.

The Sydney Gazette of the 17th of November, 1835, contained the following:—“By the Government schooner ‘Isabelle,’ which arrived from Moreton Bay on Friday last,
Captain Clunie, of H.M. Regiment 17th, has returned to headquarters, after having discharged the onerous duties at that Settlement for five years. Captain Clunie unites in his own person those two rare qualities to be met with conjointly—namely, that of a rigid disciplinarian and a mild-mannered gentleman. The consequence has been, that since the time he took command at Moreton Bay we have heard of none of those tumultuous risings and murderous doings among the prisoners there which distinguished his predecessor's reign of terror, and which have since occasionally marked the character of the sister Settlement of Norfolk Island." This official recognition of Captain Clunie's worth will at least suggest the grounds for the proclamation issued by Governor Darling on the death of Logan, and to some extent, substantiate what has been said concerning his tyrannical rule.

Captain Foster Fyans, of the 4th Regiment, who had been stationed at Norfolk Island, was appointed successor to Captain Clunie. The new Commandant followed very closely on the lines laid down by his predecessor, and nothing of very great importance appears to have occurred until the last year of his rule—1837. As stated above the penal factory was required for other purposes than a home for incorrigible women, and as a result of his search for fresh fields and pastures new, Captain Fyans hit on Eagle Farm Flats and brought them prominently into notice by establishing a female depot there. Quarters were speedily erected for the eighty-odd women. The stockade was formed in this fashion: Surrounding the quarters was an ordinary close fence, and this again was enclosed by a "wall" of 20ft. saplings, pointed at the top, and securely fastened. Although by this means herded together and directly under observation, the task of keeping such an unruly mob in anything like order was one of which the guardian could scarce be envied. Eagle Farm afforded
IN THE EARLY DAYS:

plenty of scope for the operations of the women, and in due course maize, vegetables, and other crops were flourishing in such a manner as has certainly never been known since. The better class who were not employed in the officers' quarters were kept busy washing and mending the loads of clothes which were conveyed to Eagle Farm weekly on an extremely ancient looking waggon drawn by a bullock. On many occasions the late Mr. John Petrie has officiated as driver of this rude conveyance. It may also be remarked in passing that the greater part of the cutting on the Hamilton Road, Brisbane, was made by the women of Eagle Farm.

It may not be regarded as out of place to here give an extract or two from a book which among others has been kindly placed at the writer's disposal by Mr. John A Hayes. The work referred to is the life of George Washington Walker, a Quaker, who with James Backhouse, in 1831, set out on a visit to all the penal settlements in Van Diemen's Land, Norfolk Island, and New South Wales. The pair made a brief trip to Moreton Bay in 1836, and thus Mr. Walker speaks of the event:—"25th March, 1836. On board the Isabelle. I accompanied J. Backhouse in a visit to the prisoners, who are closely confined below. They present a very miserable spectacle. The mere heat and closeness of the place are quite sufficient to render them ill, independent of the motion; and the smell is so offensive to persons coming out of the open air that it was with some difficulty we could support it. 26th. We had another interview with the prisoners, whose condition is simply deplorable. Forty-one human beings are here linked together by a long chain passed over that which each wears from ankle to ankle, and they are confined to a space in the hold measuring 18ft. one way and 16ft. the other, in a nearly tropical climate, without anything to recline upon beyond the bare boards; with no
water or other convenience for washing; and, from the manner in which they are linked together, with very little room to change their position. Their emaciated pallid countenances bear sufficient evidence to their sufferings.” After speaking of the courteous welcome accorded them (the Quakers, not the prisoners!) by the Commandant, Captain Foster Fyans, and remarking that the number of prisoners in the Settlement was 400, of whom eighty were women, Mr. Walker describes the treadmill as follows:—“ . . . The chain gang, consisting of twenty-five men, were at work on the tread-wheel. These are so employed because the power is wanted, not because it is a part of their sentence; therefore they are not so hard worked as if they had subjected themselves to this species of discipline as an extra punishment. . . . They work from sunrise to sunset, with a rest of three hours in the middle of the day in the hot weather, and two hours during the cooler months. There is also a relief of four men, sixteen being constantly on the wheel, which of course affords each man an interval of periodical rest throughout the day of one-fifth of the whole time, or one-quarter of an hour’s rest after each hour of labour. The exertion requisite to keep this up is excessive. I am told the steps of the wheel are sometimes literally wet with the perspiration that drops from the partially naked men; for they generally strip to the waist. . . . The constable who was superintending told me that the wheel performed 160 revolutions before each man’s turn of rest came, which multiplied by twenty-four, the number of steps in the wheel, gives 3840 times each man must lift his feet in continued succession. Any one who has tried the effect of ascending 100 steps at a time may form some idea of the excessive exertion this kind of labour involves.”

Before leaving the records of Messrs. Backhouse and Walker in Moreton Bay let us make one other pertinent
extract:—"3rd month, 29th day: After making a hearty breakfast we set out to inspect the Settlement of what is called Brisbane Town. It consists of the houses of the Commandant and other officers, the barracks for the military, and those for the male prisoners, a treadmill, stores, etc. . . . Adjacent to the Government House are the Commandant's garden and twenty-two acres of Government gardens for the growth of sweet potatoes, cabbages, and other vegetables for the prisoners. . . . The climate being nearly tropical, sugar canes are grown for fencing, and there are a few thriving coffee plants but not old enough to bear fruit. . . . Coffee and sugar will probably at some time be cultivated as crops. . . . The treadmill is generally worked by 25 prisoners at a time, but when it is used as a special punishment sixteen are kept upon it for fourteen hours, with only the interval of release afforded by four being off at a time in succession. They feel this very irksome (!) at first. . . . To our regret we heard an officer swearing at the men and using other improper and exasperating language. . . . We visited the prisoners' barracks—a large stone building calculated to accommodate 1,000 men but now occupied by 311. We also visited the penitentiary for female prisoners, seventy-one of whom are here." Mr. Backhouse also speaks of 40 females employed in field labour, some of whom wore chains. Thus we have a bird's eye view of the penal settlement as it presented itself to the visitor.

The year 1837 marked two important events in the early history of Brisbane—the arrival of the Petries, and of the first steamer which ploughed the waters of Moreton Bay. It has previously been stated that the bungling of works had been lamentable. In this respect things had become even worse than they were in Logan's time until the Commandant decided to end it by petitioning for the services of a
competent foreman. Mr. Andrew Petrie, who at this time was attached to the Royal Engineers, was chosen for the position, and the little steamer the "James Watt"—which, by the way, was the pioneer steamer in Hobson's Bay in the same year—was chartered to convey the new official and his family. The "James Watt" left Sydney late in July, and early in the following month arrived at Amity Point, a brief inspection of the place being made. The little vessel then steamed on to Dunwich, which had been made the timber depot of the Settlement. Here Mr. Petrie superintended the loading of the vessel with cedar on behalf of the Government, and his first commission thus executed he placed his family—one daughter and four sons—and their few belongings in the pilot boat, manned by convicts, and started at the break of day for the penal establishment. On the way they called at St. Helena, and managed to reach Brisbane town after dusk the same evening. They landed at the King's jetty (now the Queen's wharf), which, it may be here remarked, was the only landing place on the river if we may except one which had at considerable expense been erected at Eagle Farm, but which was quite useless, owing to the fact that between it and deep water ran a sand bank, the presence of which had not been discovered until after the structure had been completed! But wharves were not required in those days, since the largest vessel that had plied the river had been the "Foster Fyans," a cutter of some 18 or 20 tons. The arrival of the foreman of works and his family did not elicit any great outburst of enthusiasm; as a matter of fact little or no preparation had been made for their reception. They were eventually housed in the factory which had just previously been vacated by the women; and a terrible hole it was. But after a tedious sea trip, and having been "cribbed, cabined, and confined" for so many hours in a small boat, they were too wearied to complain;
indeed had they done so it would have availed them nothing. They resided here for several months. The first matter to claim the attention of Mr. Petrie was, of course, the windmill, and in conjunction with this work he contrived to commence the erection of a dwelling for himself. This he built in what is now Petrie’s Bight, and it remained standing until a few years ago, when it was pulled down, partly because a portion of it was on the road line, and partly because the ground it covered was required for other purposes. The more palatial premises which now adjoin Messrs. Quinlan, Gray and Co.’s are on part of the site. When the Settlement was thrown open Mr. Petrie purchased the house and much of the land which surrounded it.

Following closely on the arrival of the Petries was the departure of Captain Fyans, whose successor was Major Cotton, of the 28th Regiment. One of the first visits of inspection which the new Commandant decided on making was to Limestone. He was accompanied by Dr. Alexander (the medical officer to the 28th Regiment), Mr. Andrew Petrie, an orderly, and a convict attendant. Limestone was reached by boat without difficulty, and as the visit was merely one of inspection the stay was not protracted. Mr. Petrie on the return journey suggested that they should travel through the bush to Redbank, where had been established a sheep station. Redbank was reached safely enough, and emboldened by their successes—for Mr. Petrie had come across some new species of timber—it was again suggested by the foreman of works that Oxley Creek, where convict sawyers among other things converted huge blue gums into gun carriages, should be called upon. The idea of making the trip as comprehensive an one as possible was seized by the Commandant, who gave his consent to the extension of their journey to permit of the third place being visited. Accordingly they set out for Oxley Creek,
the intention being, when they had seen how matters were progressing there, to make again for a stated point on the river where those in the boat had been instructed to wait for them. But the party were a long way out of their calculations, and the trip, which was meant to be a brief one, was "long drawn out" and anything but sweet. They certainly succeeded in finding the camp at Oxley Creek, but in endeavouring to strike the river on the return trip they became bushed. In that glorious state of uncertainty which is only fully recognised by those who have been lost in the wilds the party pushed on and on for two days and nights. In the meantime those at the Settlement had been made acquainted by the men in the boat with the fact that the Commandant and his companions were missing; the crew had waited until they were tired at Oxley Creek. Search parties were at once despatched, and the firing of guns together with the skill of the black trackers being without result, the general and hasty conclusion arrived at was that the party had met with a fate similar to Logan's. On the third day, however, the lost ones managed to strike a mountain, which Mr. Petrie ascended in the hope of catching a glimpse of one of the many windings of the river. And this hope was gratified. After a brief rest the party again set out, and with the knowledge of their position thus acquired by Mr. Petrie they managed to strike the river at Lytton. They walked along the bank of the river for some distance and fortunately fell in with a boat belonging to the Settlement, which brought them on in an exhausted state. It subsequently transpired that one of the search parties had tracked them to the mountain which had been ascended by Mr. Petrie, but after this all traces had been lost. The mountain referred to was called Mount Petrie—a name which has stuck to it ever since.
For several months Mr. Petrie was not again tempted to take his walks abroad, but the desire to extend his acquaintance with the timber products of the country proved too strong to allow his Mount Petrie experience to damp his ardour. Accordingly in 1838 he embarked in an excursion, in which he was accompanied by his son John, so well known to Brisbane people, and who was until his death a year or two ago at the head of the firm of Petrie and Son. This time we find him out Maroochy way procuring what are regarded as having been the first specimens of bunya pine seen by those in the Settlement. Subsequent events proved the value of this discovery, and from the plants he brought with him, which were obtained at considerable risk owing to the unfriendly attitude of the blacks, may be said to have sprung many of the fine specimens now to be seen about Brisbane and Sydney. Three years later, however, a Mr. Bidwell forwarded several specimens of the tree to England, and as an acknowledgment of the gift his name was handed down to posterity by the naming of the bunya Araucaria Bidwellia, the true discoverer being entirely ignored. In several other ways did Mr. Petrie demonstrate the capabilities of the district, not the least important being the discovery of coal at Tivoli while on a visit to Redbank station. So impressed was he with the importance of this find that he sent two sample casks to Sydney, it was tested and pronounced highly satisfactory. At a later period, it may be mentioned a tunnel was run into the hill and a plentiful supply obtained for the penal establishment. It may also be remarked that Mr. Petrie found, though some time after his discovery at Tivoli, the black diamond at Redbank and Moggill; and mines at these places were in subsequent years worked by the veteran John Williams. The value of such discoveries was not wholly apparent in those bygone days; it is now that the trade has grown to such dimensions, and forms so
important a part in the commercial worth, that we can realise their importance to the full.

In the meantime matters in the Settlement continued much in the same groove, now and again a convict escaping to relieve the monotony of the daily routine of work and punishment. Very little was done in the way of exploration, and nothing but cultivation was carried on. In this way, then, we come to the year 1839, a year which may be truly regarded as the turning point of our career, and the starting place of our growth. Consequent upon the explorations of Allan Cunningham—for Cunningham had discovered the Darling Downs in 1827 and roads leading thereto from both sides of the Range at later periods—Moreton Bay began to commend itself to the Southern selectors, one or two of whom brought their flocks. Thanks to Dr. Lang and his immigrants, a very strong feeling against the transportation system had sprung into existence in Port Jackson, and at this time the promoters of the movement had attained the wished-for end. Since Sydney and Moreton Bay were part and parcel of New South Wales both were similarly affected. It was in May that the heavy cloud which had hovered over the Settlement for sixteen long, dark years lifted and revealed to view not the exclusive haunt of the felon, but a home destined for the freeman. In this month all criminals (with their Commandant, Major Cotton), except those whom it was considered necessary should remain to assist in surveying and such other Government work, were removed, Lieutenant Gravatt assuming command of those left. Three months later Lieutenant Gorman was appointed to the position. In a despatch from Governor Gipps to Lord Glenelg, dated 1st July, 1839, was the following:—‘‘The whole of the women, fifty-seven in number, have been withdrawn, and the male convicts reduced to ninety-four, a number which will be barely


sufficient for the custody and protection of the property of the home Government, particularly of the flocks and herds, which cannot be advantageously disposed of until the country shall be opened to settlers."

The following comparative statement showing the cost of the official establishment at Moreton Bay prior to the withdrawal of convicts and afterwards will doubtless be perused with interest:—

**PREVIOUS TO WITHDRAWAL.**

<table>
<thead>
<tr>
<th>Position</th>
<th>Salary</th>
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<tbody>
<tr>
<td>Commandant</td>
<td>£300 0 0</td>
</tr>
<tr>
<td>Chaplain</td>
<td>50 0 0</td>
</tr>
<tr>
<td>Assistant Surgeon</td>
<td>136 17 6</td>
</tr>
<tr>
<td>Superintendent of Agriculture</td>
<td>200 0 0</td>
</tr>
<tr>
<td>Superintendent of Convicts</td>
<td>150 0 0</td>
</tr>
<tr>
<td>Commandant's Clerk</td>
<td>73 0 0</td>
</tr>
<tr>
<td>Schoolmaster</td>
<td>36 10 0</td>
</tr>
<tr>
<td>Matron of Female Factory</td>
<td>22 16 3</td>
</tr>
<tr>
<td>Pilot</td>
<td>63 17 6</td>
</tr>
<tr>
<td>Master of Cutter</td>
<td>63 17 6</td>
</tr>
<tr>
<td>Seamen for ditto (four)</td>
<td>127 17 0</td>
</tr>
</tbody>
</table>

\[\text{£1224 15 9}\]

The military establishment consisted of one field officer, four subalterns, forty-seven men; while there were seven women and fifteen children connected with the department.

**AFTER WITHDRAWAL.**

<table>
<thead>
<tr>
<th>Position</th>
<th>Salary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commandant</td>
<td>£91 0 0</td>
</tr>
<tr>
<td>Chaplain</td>
<td>50 0 0</td>
</tr>
<tr>
<td>Assistant Surgeon</td>
<td>136 17 6</td>
</tr>
<tr>
<td>Pilot</td>
<td>63 17 6</td>
</tr>
<tr>
<td>Free Overseer of Stock</td>
<td>50 0 0</td>
</tr>
<tr>
<td>Free Chief Constable</td>
<td>50 0 0</td>
</tr>
</tbody>
</table>

\[\text{£441 15 0}\]

The military department now consisted of four subalterns and twenty-six men, and the females numbered four and children eight.
CHAPTER IV.


In thus entering on a new era of our existence let us divert somewhat and take another glance at the Settlement from the historic Windmill. What a picturesque scene greets the eye as we find our way up the narrow staircase to the summit of the Windmill tower! The beauty of the sinuous river wending its way through the valley is heightened by the little village calmly reposing at our feet. Who would have ventured to predict that this village was destined to spread on both sides of the placid stream, and within fifty or sixty years blossom into a city, a great commercial centre? To the west our vision meets with a large tract of unbroken undulating country, with Taylor's Range as a background for a wild yet grand scene. But to the south what a contrast is there in the large areas of cultivated land, cleared by the hands of the convicts, and covered with prolific crops of maize, sweet potatoes, sugar-cane, and other agricultural products! Standing in relief at intervals are large trees, the existence of which is a matter of speculation, until we are reminded that they in
their solitary grandeur are alone left to mark the scenes of cruel lash-wielding. From here, carrying the eye towards Kangaroo Point, nothing is seen but an almost uncultivated waste. Examining the Settlement a little more closely, we observe the strange medley of convict buildings with which we have already been made acquainted, but which since then have been beautified by garden plots of tropical and semitropical trees, shrubs, and fruit. Between Mr. Andrew Petrie's house and Creek-street is a large area of cultivation attached to the quarters of the Foreman of Works, with groves of luxuriant orange, lemon, lime, and guava trees occupying that portion of it which is now the site of Messrs. D. L. Brown's and Messrs. Parbury, Lamb and Co.'s establishments and wharves. Bringing our view again to the right, we are struck with the picturesqueness of the gardens which surround the various official residences in Queen-street, where the Government Gardens (now the Queen's Park) with their fringe of sugar-cane seen within the lines of a high paling and three-rail fence furnish striking evidence of the fertility of the soil in that direction. The walks following the river and traversing the grounds are indeed a wonder and delight.

But the time was approaching for a change of all this. The Commandant's quarters, situated where the Government Printing Office now stands, were similarly beautified, the chief object of attraction being the row of guava and lemon trees and the trellis-work canopy bearing some excellent vines which shaded the gravelled walks. Similar horticultural adornments were to be seen at the commissariat quarters and military barracks, which stood on the site of the present Treasury Buildings. The last places which attracted the eye, were the hospitals on the present Supreme Court and Lands Office grounds, the surroundings of which were by no means
out of keeping with those of the other penal institutions. Glancing then round the Settlement at this turning point of its existence, we cannot but be struck with its beauties, and in descending the staircase of the Windmill we are not unfavourably impressed with the character of the surroundings.

But any hopes of immediate rise to prosperity were destined to be sadly blighted by plenteousness of Governmental hesitation. Beyond withdrawing the convicts the nominee Government of New South Wales could not be roused into further action, and the act of throwing open the place was so long delayed that the wonder expressed when the event really occurred may readily be excused. Though the Settlement had practically been abandoned as a penal depot, a speculative individual who took it into his head to try his luck here had, even late in 1840, to first obtain a permit before he dared approach the town nearer than fifty miles. Regarding this Mr. Patrick Leslie said, when writing to Mr. Henry Stuart Russell, “The Penal Settlement was a close one, and no one could go there except by permission of the Government.” In 1841 if he wished to open a store, permission had to be sought, and if this were granted he had to conform to stringent conditions and fix his tent pegs on land which it was not his privilege to either beg, buy, nor steal.

It was in June of 1840 that Governor Gipps authorised a trigonometrical survey of Moreton Bay, the apparent object being to throw open the lands. Messrs. Dixon, James Warner (for some years sergeant-at-Arms), and G. C. Staplyton were intrusted with the work, and, according to instructions received, began a survey of the coast, the wisdom of which was questioned, as it was generally regarded as a loss of valuable time. Messrs. Dixon and Warner governed one party on the coast, while Staplyton and his men were sent inland and found their way to Mount
Lindsay. He had not been here long when he sent some of his men to erect a temporary bridge, he with two others, named James Dunlop and Tuck, staying to perform some job in the vicinity of the camp. While working here they were surprised by the blacks, who cruelly butchered Staplyton and Tuck and left Dunlop for dead. The other members of the camp on returning were horrified to find what had occurred during their absence. Poor Staplyton's body was mutilated beyond recognition, Tuck's head and face had been battered almost to a pulp, while no trace of Dunlop could for some time be found. Eventually, however, they discovered him in the dense scrub, whither he had crawled. He was breathing, but it being considered certain that he would die they left him where they had found him to expire, and hurried off to the Settlement to apprise Commandant Gorman of the terrible tragedy. On receipt of the news a party were at once despatched to Mount Lindsay, and on getting there to their astonishment they found Dunlop, who had crawled further into the scrub, still alive. Tuck's body, and what was left of Staplyton—for his head had been severed from his body and portions of the latter devoured by the savages—were carried to the Settlement for interment. Dunlop was made as comfortable as it was possible to do under the circumstances, and once more astonished everybody by recovering. He survived up to a year or so ago. The burying ground in these days was in the vicinity of Roma and Quay streets, and here the mortal remains of the poor fellows found their resting place. It may be mentioned that some of the tombstones of soldiers were allowed to remain on the river bank in a neglected state for many years. Eventually, however, they were removed to Toowong Cemetery, where they are still preserved.

The premature notion of a coast survey was shortly after this sad event knocked on the head, and the efforts of the
chainmen were devoted to what was regarded of more vital importance—the survey of the Settlement into town and country lots. This change of policy had a stimulating effect, and the announcement of the first sale of lands was anxiously looked for by the Sydney people. In cutting up the land the surveyors allotted streets one chain and a half in width, ran a road along the river from Queen-street to New Farm, and did not over-look the importance of reserves. Some of these were in the centre of the town, one known as Brisbane-square being formed by Edward, Queen, Creek, and Adelaide streets. How well their efforts in this respect were seconded we shall presently see. It has been said that 1839 saw the turning point; towards the end of 1840 we began to grow to a noticeable extent.

The fact of a survey having been ordered strengthened in the minds of the speculative few the possibility of the place being thrown open, while the promised withdrawal of the inhibition which provided that no freeman should approach nearer than fifty miles to the Settlement tended to encourage the more confident. Consequently a few pioneers invaded the new land, the schooner “John” being put on to carry passengers and open up trade, which it is perhaps needless to say was of a very limited nature, and remained so for a long time. But everything must have a start. Identified with this venture was the rough old veteran John Williams, he being the only man imbued with enough of the speculative spirit and enthusiasm to induce him to run a schooner. The handy little craft only ran for a few months, she being replaced by the “Edward” (Captain Chambers), a vessel somewhat larger than the “John.”

While trade in the Settlement was thus being opened up the first pack-bullocks were wending their way through Cunningham’s Gap with supplies for Messrs. Leslie and Arthur Hodgson, the pioneer squatters on the Downs, and
IN THE EARLY DAYS:

this forms a fitting place in which to insert a few particulars relative to the Settlement of the Downs. That Patrick Leslie and his convict servant, Peter Murphy, were the first white men (barring, perhaps, runaway prisoners) to set foot on the Downs after Allan Cunningham found them is beyond dispute. The story of Leslie setting out in search of pastures new has already been well related by Stuart

PATRICK LESLIE.
Russell. It need only be said here that Patrick Leslie, after finding the place on the 4th June, 1840, returned to where he had left his brother, their servants, and stock, and taking them with him again arrived on the Downs in July, and pitched their camp. In September following Mr. (now Sir) Arthur Hodgson came along at the solicitation of Patrick Leslie. The Leslie party and stock comprised:—Patrick and Walter Leslie, Peter Murphy (a convict), and twenty-one other prisoners, two teams of bullocks numbering 24, a team of horses and dray, 10 saddle horses, 4000 breeding ewes in lamb, 100 ewe hoggets, 1000 wether hoggets, 100 rams, and 500 wethers. During Patrick Leslie’s search for the Downs, Murphy rendered great service, and distinguished himself in the affrays the party had with the blacks. When Mr. Leslie returned to Sydney he brought Murphy’s heroic conduct before the notice of Governor Gipps and recommended the issue of a ticket-of-leave to him. The Governor, however, considered a conditional pardon would be a more fitting reward, and this was accordingly given to Murphy. Murphy, who had been sentenced to transportation for life had arrived in Sydney in 1827, and was assigned to Mr. Leslie on the 9th December, 1838. He is referred to in Mr. Leslie’s diary as “the best plucked fellow I ever came across in my life, and as good a servant as master ever had.” While on this subject it may not be regarded as out of place to repeat the statement of a man now living on Spring Hill, and who was one of Wingate’s servants in 1841, when about the only other squatters on the Downs were the Leslies, Arthur Hodgson, Elliott, Gammie, Fred. Isaacs, “Tinker” Campbell, King and Sibly, and Pitt and Bonney. This old resident said: When I came over from the Downs at the end of ’41 or the beginning of ’42 I met Peter Murphy and we became very friendly. Peter told me all about his trip to the Downs with Mr. Leslie and the
terrible job they had to get there. I remember he said among other things that he was riding with Dr. Dobie and Mr. Leslie just after crossing the Big (Clarence) River, when suddenly a mob of blacks made their appearance. One of them, taller than the rest, was aiming a spear at Mr. Leslie, when Murphy quickly raised his carbine to his shoulder and shot the fellow dead. The others being frightened fled. He told me, too, that after crossing the Condamine Leslie and himself camped, and wakened the next morning to find themselves pretty well surrounded by blacks. Dr. Dobie had at this time turned back to work the Clarence, so they were alone. Murphy suggested that they should stand back to back and that one should load for the other. Murphy asked, ‘Will you load for me?’ to which Mr. Leslie replied, ‘No; I’ll fire.’ The matter so arranged, Leslie took aim, but was so unsteady that Murphy said, ‘Here; I’ll fire,’ which he did, and after a few telling shots the blacks decamped. It was the assistance Peter lent Leslie that secured for him his pardon.” On being asked if Murphy ever told him anything about finding the Gap the old man said: “Well, yes; as near as I can remember it was this way: Leslie had a piece of Allan Cunningham’s map, and with the aid of this had come to a place which he thought was the Gap; so they camped, and while Murphy boiled the billy Mr. Leslie went up the range with his glass, but soon returned, stating his inability to distinguish the Settlement. Murphy asked to be allowed to go up with the glass while Mr. Leslie had his meal, and permission being granted he asked which way to look. Leslie took out his compass, and to prevent the ironstone affecting it—which might have happened had it been placed on the ground—obtained three whip-sticks, and fixing his hat on these he laid the compass on it. In this way bearings were taken and Murphy started. He had not been long away when he
returned in haste and asked, 'Is there a church in the Settlement?' After some thought Leslie replied that he did not think there was, 'but,' he added, 'there's a windmill.' Both then went up, and sure enough Leslie could make out the old windmill. They first thought of going on, but eventually decided that it would not do to go without a permit. Had they done so they would have been arrested, you know. That is about all I remember of Murphy's story.' Murphy, who died in Charters Towers on the 6th April, 1878, aged 72 years, was much respected.

What a pity 'tis more of the early settlers did not follow the example of the redoubtable John Campbell and reduce a few of their experiences to paper. How much more satisfactory it would have been to the general reader, and oh! how much easier the task of the historian! John Campbell's experiences are worth reproduction in any work on Queensland, and but for the want of space they would find a place in this volume in their entirety. They shed a light of authenticity about the early settlement of the Darling Downs; and what follows, since John Campbell is the authority, cannot well be disputed. Campbell set out in January, 1840, in search of a run, leaving Dight's station on the lower McIntyre. He and his two servants struck due north, and had not travelled far when they fell upon a large watercourse, which was afterwards known as Campbell's Creek. Following this down they came upon a river, which he named the Mayne, in honour of the then Crown Lands Commissioner, but which he subsequently discovered was identical with Cunningham's Dumaresq—now the Severn. He at once moved his cattle from the Gwydir where his run was disputed, and building his huts at Bebo and making his cattle camps on the north side of the river he, as he puts it himself, accidentally became the first stock owner in Queensland. Leslie passed his station in
March, 1840, on his way to the Condamine country to found Toolburra — the first station, on the Darling Downs. "Messrs. Leslie," said Campbell, "were extremely modest, only claiming the whole heads of the Condamine, from Toolburra upwards, some fourteen creeks, I believe—enough to form a principality. However, they deserved a good run for their expenses were very great and their pluck in being the first to take stock over the wretched country from the Severn to the Condamine, was undoubted. Swarming as the country was with wild blacks men obtained very high wages to go as shepherds, demanding £2 a week and rations, and bullock-drivers and stockmen in proportion." The Leslies were soon followed by the Messrs. Sibley and King, who took up King's Creek (Clifton). Messrs. Hodgson and Elliot took up the next creek (Eton Vale), Campbell "sat down" on Westbrook, and Messrs. Hughes and Isaac took up Gowrie—all in 1841. In the same year Henry Dennis, sent out to look for a run for Richard Scorgall, who had a large stock on Liverpool Plains, took up Jimbour. At the same time he selected Myall Creek (Dalby) for Charles Coxen, Warra for Irving, and Jondaryan for himself. With one exception, however (Jimbour) these stations were not stocked until long afterwards. In 1841 there was but one wood-and-bark humpy on the whole of the Downs country, and that was the hut at Toolburra. Sibley camped under a tarpaulin while Messrs. Hodgson and Elliot sheltered beneath a small cloth tent. Henry Stuart Russell then came upon the scene, taking up Cecil Plains. He also, in company with Dennis, made across the Main Range and secured what was afterwards known as Burrandowan. Campbell's remarks concerning this excursion of Stuart and Dennis are interesting. "I believe," he said, "they named two rivers as the Alice and the Mary (now the heads of the Burnett), but there was no Burnett then, nor did Mr. Burnett, the
surveyor, arrive in the district until long after. Before this, however, several parties had crossed the Range farther south to look for stations in what is known as West Moreton. The first were two superintendents, Messrs. Rogers and Summerville; the former with sheep belonging to Mr. George Mocatta, took up Grantham, and the latter, Richard Jones, with sheep, took up Tenthill and Helidon stations. They were quickly followed by McConnell, Balfour, the Bigges, Graham, Ivory, Scott, and others, all of whom settled on the waters of the Brisbane River. After this it became the rule on the Downs to recommend all parties in search of runs to go over the Range.

And thus the Logan began to be settled about 1842, but it was for some time retarded by an absurd order of the New South Wales Government that no station should be formed within fifty miles of Brisbane, which order was construed by the Commandant to mean fifty miles of Ipswich (or Limestone, as it was then called), where the sheep belonging to the Government were!

As time wore on a new road was found and made over the Main Range. The one previously used out of Hodgson’s Creek was too bad to take any large quantity of wool over; so after some exploration by Mr. Hodgson a better line via Drayton was marked, and a day appointed for all the station teams to meet and assist in making the new track. This line ran between the Sugar-loaf and the One-tree Hill through a dense piece of scrub. At the bottom of these two mountains the teams were accordingly assembled at the springs—now known as Drayton—but which was then in a state of Nature. Those who sent teams were Hodgson and Elliot, Sibley and King, Gore (of Yandilla), Hughes and Isaac, Dennis and Campbell. With each team as many white men as could be spared from the various stations were sent, and it was arranged
that when the road should be cleared the drays should go on to Brisbane for supplies for the approaching season. In about a week or ten days a passage was effected as far as Grantham.

But what a surprise greeted the plucky pioneers on reaching Grantham! News had just arrived that a party of soldiers, headed by Lieutenant Gorman, the Commandant at Moreton Bay, were on their way up to arrest the men supposed to have interrupted a barbecue. Messrs. Hodgson and one or two others, it seemed, had arrested a prisoner in a blacks' camp, who, with a white man, also an escaped prisoner known to be among the natives, and was accused of instigating the blacks to kill both shepherds and sheep. This fellow, who was called Black Brown and an Indian coolie, had been transported from the Mauritius to Moreton Bay years before. Here, with the inherent craft of his race, he made pretence of reformation, and was rewarded by being made a constable. When he became free, however, he followed a vagabond's life among the aborigines, and it was while in the midst of a barbecue held by the blacks, to furnish which they had deliberately entered a sheep yard and knocked sheep on the head, that he was taken by the Hodgsons and others. Brown's story was that while in the midst of a feast some white men, well mounted, had dashed into the camp killing the blacks, but upon his calling out that he was a Christian like themselves had spared his life, but made him a prisoner. He was, of course, handed over to the authorities, with the result that the Commandant and the soldiers visited Grantham for the purpose of arresting the squatters and their men who had dared to interrupt the feast!

Of course Brown accompanied the party to give evidence. When the whole matter became known the excitement ran high. No one appeared to know what the nature of the
proceedings were to be, nor what charges were to be made, nor against whom. However, it soon appeared that little "Cocky" Rogers was to be arraigned for disturbing the barbecue of the blacks. There being a barrister-at-law present he immediately volunteered to defend, or rather watch, the case for Rogers, and accordingly spent most of the night in examining the witnesses in Rogers' behalf. The little man proved equal to the occasion, and asserted that he had only done his duty in rescuing his employers' sheep.

Next morning betimes the Commandant, accompanied by his Clerk of the Peace and a party of soldiers, duly arrived and opened the Court. Most of the forenoon was consumed between the barrister and Commandant in argument as to whether the former should be heard, the latter asserting that he wanted no lawyers there. However, as there were two other magistrates on the bench, his decision was overruled. In the course of the examination it came out that besides the story told by the coolie constable, mentioned before as having been arrested in the blacks' camp, an anonymous letter had been written to the Attorney-General at Sydney, giving a similar statement to Brown's. As this letter wound up with a Latin quotation, it was evidently a scholar who wrote it. From some cause or other suspicion fell upon a Dr. Goodwin, who had just taken up the Rosewood Station, and he was accordingly summoned to give evidence. Of course he could give none, not having arrived in the neighborhood till some time after the affair was supposed to have happened. However, the poor doctor suffered great obloquy and abuse, being for a long time supposed to be the author of the letter which was believed to be false, or if not false at least treacherous. But poor Goodwin was a very harmless man, and, whatever were his faults, writing this letter was not amongst them. The examination went on
until some seventeen witnesses had been examined. Nothing, however, could be proved against Rogers, except that they had rescued the remainder of the flock of sheep, and that their overseer had been speared by the blacks. All of them knew this, but none of them knew of any blacks being shot. One witness would have shot at them, but, loading his gun in the hurry of departure, he had made a mistake and got the bullet down before the powder! Others had various and similar contretemps. One man was, indeed, committed for prevarication, but was afterwards let go upon his own recognisance.

So the whole thing was voted a bottle of smoke. The night after was spent in jollity, and what two days before threatened to be a tragedy turned out to be a farce, greatly to the relief, no doubt, of some fifteen horses, who were said to be tied up in the neighboring scrub, all saddled, all bridled, all fit, if not for fighting, at least for flight!

It has been remarked that the road over the Range was difficult to traverse, and in fact, dangerous. As an instance of this, and as indicating the nature of pioneering in a new country the following two instances will serve as illustrations. Some drays loaded with supplies—one belonging to Captain Living, then of Burrandowan station—were passing up the Main Range where the road at the top was very narrow. Several other drays were in company, and as usual, agreed to double up the hill. Accordingly some twenty additional bullocks were hooked on. All went well until the dray arrived near the top of the hill when the chain near to the pole broke. The pole bullocks being entirely unable to hold it the dray turned round, capsized, and descended into the gulch below some 1,000 or 1,500 feet deep. As the dray turned over, by some accident, one of the pole bullocks got his head out of the yoke, the other went with the dray. Not a particle of the property was ever recovered for the dray.
was smashed to splinters; a bag of flour could be seen lodged in the top of a gum tree, and that was all. The loss was a serious one for Captain Living who had just purchased the station, and these were his first supplies.

A somewhat similar accident happened about the same time at Bundamba Creek. A man named Smith had purchased the goodwill of an inn near Gatton. He went to Brisbane, purchased a drayload of goods as stock, and had returned as far as the creek with his loading; the crossing was then a few yards above the present bridge, and was dry in ordinary weather. Smith, who was himself in charge of the team, drove into the creek, apprehensive of no danger; but before he could get up the other side, the creek came down a banker and swept it away. As it turned over the pole-pin fell out, and the bullocks scrambled up the banks, but neither the dray nor any of the property was recovered, and poor Smith having invested and lost all his money, never opened the house.
CHAPTER V.

Glorious Uncertainty—Pioneers in Business—The First Execution — Runaway Convicts — Baker — Brisbane Town versus Cleveland—Visit of Governor Gipps—First Sale of Lands—Mr. Andrew Petrie’s Great Trip — An Amateur Master Mariner — Finding of Bracefield and Duramboi—How the Blacks were Quieted.

Of those who journeyed hither by the “John” and “Edward” the majority were visitors who came to spy out the land previous to the sale which was anticipated. Those who did remain were principally men who were either too short of the “needful” to enable them to return or had too much good sense to embark in an undertaking which might deprive them of the means of again travelling. This want of energy, or spirit of uncertainty, or anything else we may call it, was undoubtedly due to the tardiness of the Government in completing the survey, for until this had assumed a more definite shape, and Government intentions were made known by the announcement of the first land sale, it could scarcely be expected that people would invest their not over abundant cash. Indeed, all they could have done would have been to seek permission to erect buildings on Government land. There had, moreover, been a considerable disarrangement of commercial transactions in the South during the two previous years which had tended to make business men more careful; to say nothing of a despatch Governor Gipps
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had forwarded to Lord John Russell in 1841, in which he stated that personally he was not anxious to throw open a district "which would involve trouble and expense to the Government of the older Settlement." Who was to say, then, what would be the ultimate result of these tardy deliberations? In this uncertain manner did things continue for months; no one caring to take the risk; many anxious for a settlement one way or the other.

In view of the unsettled conditions which prevailed at Moreton Bay about this time it is not a little surprising to find even one man willing to embark in a speculation so precarious as that of storekeeping. John Williams first figured in our history as the skipper of the "John" and "Edward," schooners, the first traders—if we may use such term. The redoubtable John next turns up as the applicant for permission from the Colonial Secretary "to open a store at Brisbane Town, Moreton Bay, for the sale of articles of general consumption with the exception of spirituous liquors and wines." In due season a reply graciously granting the request arrived, but with it came the announcement that "the Government cannot secure to you any land there." The privilege was regarded as a great concession, and John was duly thankful, though it cannot be said that he strictly adhered to that clause in the conditions of agreement which prohibited the sale of intoxicants.

The writer was fortunate enough to secure an interview with one of the two men who constructed the first tenement in South Brisbane. From conversation with this old settler (John Davidson) it transpired that Davidson and his mate, who had made their way into the Settlement from the Downs, intending to take the first Government boat that arrived here for Sydney, met Williams on the arrival of the "Edward" and asked for a passage. Williams on hearing their request said, "Now I think this will turn out a good
place, and if you will stop with me I’ll pay you. There’s money to be made here, boys.” The pair agreed to stay, whereupon Williams set them to work unloading weatherboards he had brought with him in the “Edward.” This done bush wood posts were sunk into the ground, and soon the weatherboards were nailed on, and the four walls of a humpy formed. The place was thatched with reeds obtained from what was afterwards known as Coombes’s Swamp, but now called Hill End. The place was stocked with a few things Williams had brought from Sydney, and John did all the trade that was to be done with the few “bullockys” who had their camp opposite where Hardgrave’s Buildings now are. The truth of John’s remark to Davidson, that there was “money in it,” very soon began to manifest itself, and in an incredibly short time he found that his humpy was not sufficiently large to meet the requirements of the squatters and their men. Accordingly Davidson’s services were again requisitioned, and he was instructed to cut some slabs—which he found at Burnett Swamp—and erect a “barracks” 50 ft. long, which he did just about the intersection of Grey-street with Russell-street. This place was the “hotel” for squatters and their men, who slept in rows, and many a wild scene has been enacted within its walls. Presently, however, others began to think with the old veteran, and sought and obtained permission to open “stores,” thus breaking down the “monopoly” to some extent. Among the first to settle in the north side—though they did not build their own houses—were William Pickering, George Edmondstone, Thomas Gray, James Powers, David Bow, George M’Adams, John Richardson, Robert Little, P. Phelan, W. Holman Berry, and a few others. The majority of these obtained leases of the lower floor of the old convict barracks in Queen Street, which they themselves converted into shops. It is true
there were sometimes more tradesmen than customers, but somehow things began to look up, and the rush on the stocks of rum and other spirits caused George M'Adam to apply for permission to open a tavern. George was evidently a loyal subject, and showed his gratification at receiving the necessary authority by styling his inn the Sovereign. It was located somewhere near the present hotel of that name, but a little nearer Queen Street. The opening of the place was made the occasion for general rejoicing on the part of the teamsters, who, however, were placed at some disadvantage owing to the river separating their camp from the drinking shop. Encouraged by the success of M'Adam, David Bow ran up another hostelry in a remarkably short time, and with inclinations none the less loyal than his friend M'Adam he named it the Victoria. The two places were some years afterwards burned down, and on the latter being re-erected it was designated the Globe. As most Brisbane folk know this in turn has been pulled down to make room for a building more in keeping with the times. Many historic events are associated with the old Victoria, within whose walls much of the agitation which resulted in Separation from the mother colony was hatched.

It is necessary at this point to refer to an earlier occurrence—the murder of Staplyton and Tuck. In May, 1841, news reached the Settlement that two blacks, Merridio and Neugavil, had been arrested for the crime, and on the 14th of this month, which was exactly twelve months after the commission of the deed, the two were brought before Mr. Justice Burton in Sydney. It will be remembered that scarcely anything had been left of Staplyton, and as it was considered some difficulty might arise on the point of identification in connection with the case the aboriginals were arraigned on a charge of murdering Tuck only. The evidence adduced at the trial was considered complete, and
accordingly they were sentenced to death. They were perfectly indifferent to their fate, for when Baker, the interpreter, communicated the verdict to them they are reported to have said with perfect equanimity, “Let them hang us!” It is extremely doubtful whether these two were the only men implicated; indeed, Mr. John Campbell relates how, while looking for a run some time after the execution, he fell in with some blacks. It was explained to him by his guide that some of these dusky warriors had been implicated in the murder, that those who had suffered the extreme penalty of the law were innocent, and that one he pointed out and named was the real criminal. But this is anticipating history. Strange to say the two were despatched to Moreton Bay, where the execution was ordered to take place, and late in the month of June the notorious couple landed here. While there had been legal, if unjust, executions of a kind there was no legally qualified hangman, and consequently this gruesome but very necessary official for the vindication of the law journeyed with his victims from Sydney. The town had triangles but lacked a gallows. And these unfortunates were sentenced to death by hanging; not by whipping. The task which devolved on the worthy Foreman of Works was not, however, a difficult one, and a temporary “extinguisher” was soon brought into existence. Between the period of convictism and 1841 there had been no use for the Windmill, which had in the meantime been partially dismantled, and the disused arms made convenient timber for a staging which for the purposes of the execution projected from the balcony. A pole was run out from a window above, and to this was fastened the fatal rope. The blacks having been pinioned were placed on the staging, and without much ceremony or regard for the depth of drop were, on the 3rd of July, launched into eternity amid the howls of an astonished and demonstrative mob of
blackfellows who had assembled about the hill to see the sight. The atonement for the murder of the two surveyors was thus the occasion of the first execution by hanging that took place in Brisbane. The executioner was evidently well satisfied with the arrangements made for carrying out the death penalty, for on leaving for the South he assured Mr. Petrie that the improvised gallows were "quite equal to the affair in Sydney," for which compliment the worthy Foreman of Works was of course profuse in his thanks.

How Logan's name does crop up! No doubt some readers will hazard a query as to the personality of Baker, the interpreter, referred to in the previous page. And it would scarcely be regarded as a correct thing to "skip over" him, since in a previous chapter it was promised that some of the few convicts who escaped both the tyrannical rule of Logan and the savagery of the blacks would be alluded to in their proper places. Baker's place comes in here. Baker had the misfortune to be transported from Sydney to Moreton Bay during the reign of Logan, and on getting here was still more unfortunate in his experience of the Commandant's cat-wielding propensities. He preferred facing the dangers of the bush to living under the rule of brutal terrorism without making an effort to escape it. Benefiting by the misfortunes of others he decided that to attempt to reach the South would be madness. He therefore made in the direction of the Upper Brisbane. Here he fell in with a tribe of natives, who, to his utter astonishment, recognised in him a likeness to one of their number named Boraltchou, who had some time previously quitted this life. By degrees Baker learned that one of their superstitions was that when they died they were "scraped" and returned to their friends not black but white. The probabilities or possibilities of such a thing were matters which Baker would not have cared to discuss even had he possessed a more
intimate knowledge of the language of his not-to-be-denied relatives. Accordingly he quietly acquiesced in all the proceedings, which endowed him not only with the personal belongings and adornments of the chief Boraltchou, but also with the name of that worthy. He resided with the blacks for several years, and his return to civilisation was brought about in a somewhat curious manner. Moppy, *alias* Multuggerah, who was the chief of the tribe, and who was a well-known character with the squatters, had occasion to visit the Settlement one day, and being somewhat of a favourite the Commandant presented him with the orthodox brass breast-plate bearing the inscription, “Moppy, King of the Upper Brisbane Tribe.” Proudly bearing this acknowledgment of his superiority round his neck he set out to join his dusky companions. On his arrival at the camp the blacks were naturally much exercised as to what the decoration of their chief might mean, and to elucidate the mystery the services of Baker, or Boraltchou, were immediately requisitioned. They were a democratic race, and upon his interpreting the few words on the plate they became highly indignant, and there and then insisted on Boraltchou handing it back to the Commandant under pain of death. At about this time several squatters had settled in the neighbourhood of the Upper Brisbane, and with possible capture on the one hand and probable death on the other the position was a very awkward one for Baker. However, of the two evils he chose the lesser, and accordingly set out presumably to fulfil the mission of the blacks, but really to deliver himself up. The result was that he received manumission, and his services were utilised in interpreting. Baker lived for some years longer, during which he behaved remarkably well.

Let us now return to matters more immediately affecting the Settlement. During the six months following the
execution of the two blacks the survey of the proposed town, together with that of Limestone (which name, by the way, was shortly afterwards changed to Ipswich), had advanced somewhat. Indeed, it was announced that the land there would shortly be thrown open. In the meantime, however, another matter, which threatened to, and actually did to a great extent, mar the prospects of Brisbane Town, sprang into existence—namely, a controversy as to the eligibility of the site for the chief town. By Brisbane's detractors its distance from the mouth of the river and the bar at the entrance of the stream were represented as being unsurmountable obstacles. In casting round for another site this particular section of the community had hit upon Cleveland Point, and every claim that could be put forward in favour of this site against that of Brisbane was launched. Partly in consequence of this, and partly to gratify his own curiosity, Governor Gipps decided to see both places before issuing the proclamation. The Governor, accompanied byColonel Barney, journeyed in the "Shamrock," and landed here on the 24th March, 1842. The party had on the way, however, called at Cleveland Point, but the visit proved highly detrimental to the interest of that place, as owing to shallow water the "Shamrock" was unable to get anywhere near the land, while the ship's boat was scarcely more successful. The Governor and party therefore essayed to wade, and after floundering about in the mud for some time, unceremoniously scrambled ashore, by which time his Excellency had quite made up his mind that Cleveland Point was unsuitable. He appears to have been more favourably impressed with Brisbane; though less so with the surveyor's plans. The roads were too wide, too much land had been wasted in reserves, and the allotments were too small—he wished them to be a quarter of an acre. As a matter of
fact, the whole design had to be altered. This, it appears, was a common trick of Governor Gipps, for in every other case where he had anything to do with the laying out of a place he acted in exactly the same manner. His argument in favour of narrow streets was novel, if unsound, namely, that the buildings on either side of such thoroughfares would have the effect of keeping out the sun! Mr. Andrew Petrie actually came to loggerheads with the Governor over the foolish proposition, and to mark his condemnation of the opinion of others His Excellency ordered the width of all streets in Ipswich as well as in Brisbane to be reduced to 66ft. Eventually the surveyors, after a good deal of trouble, were allowed to make the principal thoroughfares about 80ft. Looking at Governor Gipps's grabbing propensities, it is a matter for wonder that the Queen's Park escaped being cut up into town lots. It was somewhat extraordinary, too, that he allowed the road along the river bank to remain on the plan; but this had evidently escaped his notice, for when some little time afterwards he was asked to cut up the road into lots he unhesitatingly gave the necessary authority.

After a few weeks' delay, consequent upon the alteration of the plans, we find Moreton Bay at last thrown open for settlement, and the first sale of its lands advertised to take place in Sydney, on 16th July, 1842—three years after its abandonment as a penal establishment. Directly this sale was announced quite a number of Sydney men availed themselves of the opportunity of viewing Brisbane Town, and afterwards returned in order to attend the sale. The land offered at the auction consisted of one section in North Brisbane—that comprised in the block bounded by Queen, George, Elizabeth, and Albert Streets—and a section in South Brisbane. The sale was largely attended, and the result exceeded the expectations of the most sanguine. The
FIRST SALE OF LANDS.

land was put up at the upset price of £100 per acre, but no less a sum than £250 was obtained for one group, each of which was 36 perches, in North Brisbane; while the eight lots fronting Queen Street realised a total of £1,340. The following list of purchasers, and the prices at which the lots were knocked down, may prove interesting:—No. 1, Dudley Sinclair, £230; W. S. Moutry, £135; Isaac Titterton, £125; Benjamin and Moses, £130; G. F. Wise, £155; G. S. Le Breton, £200; D. Sinclair, £250; C. Mallard, £110; W. Sheehan, £105; Edmund Lockyer, £85; John Panton, £80; W. Young, £70; J. Betts, £140; T. Dent, £105; Evan Mackenzie, £145; J. Betts, £115; W. B. Dobson, £125; David Jones, £110; C. Mallard, £110; J. T. Howell, £120. The following are the particulars regarding the south side lots:—D. Sinclair, £150; C. Fitzsimmons, £70; W. B. Dobson, £75; William Young, £58: John Graham, £57; Moses Joseph, £65; Thomas Lenehan, £46; C. Fitzsimmons, £33; Thomas Grenier, £33; John Bryden, £29; Martin Doyle, £26; George Thornton, £31; John Richards, £80; W. B. Dobson, £52 10s.; D. Sinclair, £75; J. Panton, £90; T. W. Dent, £44; P. B. Rogers, £40; E. Mackenzie, £32; E. Mackenzie, £34; D. Jones, £38; P. B. Rogers, £39; J. Betts, £60; J. Betts, £38; David Bunton, £48; A. Gore, £60; Robert Rowland, £27; L. O’Brien, £32; P. B. Rogers, £33; Moses Joseph, £35; D. Jones, £34; P. B. Rogers, £40; Moses Joseph, £30; E. Mackenzie, £58; J. Betts, £57.

These prices were, under the circumstances, astonishing, for be it understood no guarantee had been given that Moreton Bay, or rather that portion of Moreton Bay in which was located the ground offered for sale, would become the chief town. The Governor’s views regarding the relative merits of Moreton Bay and Cleveland Point had
no doubt much to do in promoting the feeling of security which characterised the purchasers, but in going the length they did many of them burned their fingers, and badly too. The commercial crisis which prevailed in Sydney shortly afterwards had a most disastrous effect on trade, and thus we find business again revolutionised. As a result of this many of the lots of Brisbane land either became forfeited or changed hands at very low figures. As an instance of this it need only be remarked that the lot at the corner of Queen and George Streets which had been sold for so large a sum reverted to the Government owing to the purchaser failing to meet his bills, and on again being offered it was knocked down at the upset price of £26! At very brief intervals this particular allotment passed through different hands until eventually it was purchased by the bank which now has its premises on the site at a price equal to about the cost of the buildings which at the time were erected thereon. The despatch of the steamer "Shamrock" by the Hunter Steam Navigation Company shortly after this first sale was also regarded as of some significance, notwithstanding that the fares were £8, £6, and £4, and freight £1 per ton, with the carriage of wool standing at the same figure per bale. The undertaking, however, scarcely came up to expectations, as we shall see a little further on.

Having seen Brisbane Town recognised as a field for investment—although the reaction may be regarded by some as detracting from this view—and with better indications of growth, let us follow in the wake of a party of explorers whose efforts furnish a variety of interesting incidents as well as lead up to important interior discoveries. With the object of extending his knowledge of the timber resources of the district, and, indeed, of discovering anything discoverable, Mr. Andrew Petrie was led to undertake a cruise which, though protracted and dangerous.
was not without its redeeming features. His companions were Mr. Henry Stuart Russell, Mr. Joliffe, and Mr. W. Wrottesley, or Wriotesley, with a crew of convicts and two blacks. On the 4th of May, 1842, they embarked in what Mr. Petrie called a whaleboat, but which the others for obvious reasons dared not designate. On the following day the party reached a place named by Mr. Petrie Bracefield Cape, but during latter years re-named Noosa. And it may here be remarked that it was little short of criminal to substitute the present names for those bestowed by this band of explorers. Great difficulty was experienced in effecting a landing here, but they were greatly assisted by a tribe of accommodating (?) blacks, who, having noticed their approach, gathered on the beach. It may safely be presumed that the intentions of these dusky warriors were not strictly above suspicion, for, emboldened by the pangs of hunger consequent on a shortage of rations, they showed by their actions after the party had landed that they were not over particular as to whether they should eat the supplies of the white intruders or the intruders themselves. However, negotiations were successfully concluded whereby for their services in carrying the illustrious party ashore on their backs the blacks were to receive an allowance of biscuit. By this mode of transit, then, they were landed. After carrying Mr. Petrie one fellow actually attempted to carry off that gentleman's blanket, and so strenuous were his efforts to secure the coveted piece of material that it was only when the persuasive powers of a gun were brought to bear on the impudent darkie that he let go his hold. Subsequently Mr. Petrie was informed by a runaway convict, who will presently be referred to, that the black on whose shoulders he had ridden was the murderer of several white men. Mr. Petrie on learning this lifted his gun to shoot the scoundrel, who, however, darted into the scrub
and escaped from view and possibly death. Some food having been distributed among the blacks they were ordered away, but they demurred, and fearing trouble, Mr. Petrie secured two of their number and kept them in pawn, as it were, as a means of insuring the good behaviour of the remainder. Eventually the blacks were got away, and the tactics followed by Mr. Petrie had the anticipated effect.

Mr. Petrie of course knew that during the early days many convicts had escaped to the bush, and had apparently become possessed of the knowledge that somewhere in the vicinity one of these unfortunates named Bracefield had taken up his abode. At any rate, on the next day he was led to make inquiries, and as the result of these he discovered that a white man known to the blacks by the name of "Wandie" was with a tribe a few miles off. This personage—an acquaintance with whom Mr. Petrie was anxious to obtain, since it was generally admitted that from their connection with the blacks such men were most valuable guides—did not, however, turn up during that day, and Mr. Petrie conceived the idea of writing a note to him in English. This he gave to the blacks to hand to "Wandie," which they did. On receiving this message, "Wandie," though unable to read it, understood sufficiently well that a white man was in the vicinity, and accordingly set out with the blacks who had borne to him the message. On meeting Mr. Petrie he was greatly pleased, while Mr. Petrie was as much surprised to find in "Wandie" the convict Bracefield he had heard of. It will be necessary at this point to state that Bracefield, like Baker and many others, had absconded from the oppressive rule of Captain Logan shortly after that Commandant's arrival at the Settlement, and at the time of his escape he was a member of the chain gang. When he had to some extent regained his mother-tongue he was profuse in his thanks for his deliverance, but
at intervals he would become despondent and terrified. These fits were noticeable only when the Settlement was mentioned and the recollections of his treatment there evidently dawned upon him; indeed some difficulty was at the last moment experienced in persuading him to leave the blacks. Even when assured that to return would be to his advantage he treated the advice with some distrust, but when he did yield he—according to Mr. Russell—said "he would work his very best" if the Commandant would not flog him. "Wandie," or Bracefield as he will henceforward be called, received kindly attention at the hands of the party, and being washed, fed, and decked out in odd raiment he became more reconciled. The next day he embarked with his deliverers. The first place touched at after this incident was a prominent headland where it was supposed Brown, a mate of the ill-fated ship "Stirling Castle," had been butchered by the blacks, and in view of this supposition Mr. Petrie called the place Brown's Cape. This spot is now marked on the map "Double Island Point." Here the difficulty experienced in landing at Bracefield Cape again presented itself, though after they had by strenuous efforts reached the beach they discovered an excellent boat harbour. This was their camping ground for the night. The following morning they came across a blackfellow who, through Bracefield, informed the party that he could direct them to a large river. He was persuaded to accompany them, and by nightfall they had made Frazer Island, where they lay to all night. Under the pilotage of the native, they next day cruised about in the hope of finding the river suggested by their dusky guide and Bracefield. Weary with their fruitless search, and darkness coming on, they had to again rest off Frazer's Island. With the break of day they undauntedly resumed their search and cruised about only to once more find themselves some hours later at the
place from which they had started. Observing fires on the island Mr. Petrie determined to make for them in the hope of getting information. Mr. Petrie was accompanied by Mr. Joliffe, while the others, with the exception of Mr. Russell, went in search of water.

To Mr. Russell fell the unenviable lot of watching the boat. How he enjoyed the position of temporary master mariner cannot be better described than in his own words. "Behind me," he says, "was an old camp; before me the opposite shore—about a mile. A long wash up the deep shelf kept me on the alert to keep the boat off. I suddenly saw a canoe shoot away from the point over the way full of men. While intent upon their movements a heave brought the boat broadside on almost to my very feet, leaving her to turn herself over upon her keel. I had the satisfaction of seeing all effects not made fast—guns, my own carbine, and some bedding—quickly subside. What could do float about in a most irritating manner. The powder was in water-tight cases. The next wash helped her off again, and having kedged her out by the stern I had the pleasant work of picking up the bits. By this time the canoe, paddled by two men standing, was half way across. Feeling bound to salute I seized the only unloaded weapon I could find, an old Government flint musket, a veritable 'Brown Bess.' Wishing to make a noise I dosed the old thing with an unreasonable charge (the other firearms were loaded, but had been some while under water, and that was inconvenient), rammed home an old-fashioned ball, and having filled a 'pan' big enough to hold a 'peck' of priming, let fly in the direction of the attacking force, while I, to my consternation, flew in the other, and to pick myself out of a comfortable sand fauteuil into which 'Bess' had blown me. The ball played ducks and drakes over the water, and my friends sheered off to the left until I lost
sight of them behind a sandy point beyond which they were intending to land. Unable to see any of my party returning, it was, it seemed, time to take care of myself. Having given 'Bess' a second, but less unreasonable, charge, all that remained was to sit quiet, watch, and wait. In about a quarter of an hour the first of about a dozen blacks, walking in single file, appeared round the point. They appeared to be unarmed, but on looking through my glass I detected their spears, which they were dragging on the sand by the end jammed in between two toes. When I rose and took 'Bess' in my hand they suddenly—and simultaneously—picked up the spears, and having stuck them upright into the sand advanced, holding up the right hand. Of course I had to follow suit, and went to meet them in the same confidence. I didn't like it though. When within a dozen yards I 'squatted' again, and having some cigars, fortunately, lit one and smoked, made signs to the leader to do the same, which he and the rest at once did; and having stuck a weed into his mouth told him by signs to suck, which he did with such energy that, with one choking gasp, cigar, smoke, and—never mind—was propelled nearly into my own face. However, he seemed to like it, for he tried a second time, and took to it like a baby. No one coming back yet? What on earth shall I do to keep them distraint? Happy thought! When I was leaving England the streets of London resounded with the popular song fathered upon 'Jack Shepherd' of highway repute. Dinned into one's ears at every corner and at every turning it was not surprising that the jerky air to which the words had been set should have taken hold of one's retentive faculty. So at the top of my voice, which I hoped might reach the ears of some of my returning companions, I gave them in all solemnity—unfeigned assuredly—the first part of 'In a box of the stone jug I was born—fake away!' and
on arriving at that impressive chorus, 'Nix, my Dolly, pals!' it struck me that it might be suitable to imitate their corroboree-action, and set to work to slap my thighs with undesirable vigour. At once they did the same. The 'flat' sound almost made me deaf to further theatricals on the part of some fifty more vagabonds, who had been at hand all the while in the scrub behind me. But for my 'funk' I could have roared at the sight of some sixty native humanities so gravely and earnestly occupied on their own - counters. We kept it up, both sides, I have little doubt, thinking, 'What shall be done next?' when to my gladdened sight hove the rest of my associates—whom, it had suddenly struck me, these rascals might have knocked on the head, and I only remained to be disposed of.'

But to follow Mr. Petrie and his companion. After traversing some distance they found the blacks' camp, but could gain no intelligible information, while the efforts of Mr. Wriotesley's party to persuade a black to accompany them proved equally unsuccessful—a failure Mr. Petrie facetiously attributed to Mr. Wriotesley's red shirt! However, they again got afloat, and at sundown had the satisfaction of reaching the mouth of the river they had been looking for, and which some years later was named the Mary in honour of Lady Fitzroy. The party, as may be expected, were glad to camp here for the night. Before leaving the next day Mr. Petrie had obtained several new specimens of timber—Kauri among the number. On the 11th, 12th, and 13th of May the party traversed the waters of the river until they were brought to a standstill by rocks and shingly beds. Having discovered so important a stream Mr. Petrie was naturally desirous of learning something of the land on its banks and in the interior. In the hope of gaining information on this point Bracefield, stripped and looking every inch an aboriginal, was twice sent out to find
natives to assist them, but was unsuccessful. On a third occasion he came across a large camp, but owing to the numbers of the inhabitants he did not deem it advisable to make his presence known without first informing Mr. Petrie. Accordingly he returned to the boat, and reported what he had seen. The whole party became anxious to accompany Bracefield on the next trip, but this he declined to allow— or at any rate he explained that to pursue such a course meant to run unnecessary risk—and in deference to his wish two of the boat's crew who offered their services, were armed and alone allowed to follow Bracefield. On nearing the camp Bracefield placed his two companions in ambush, and, this accomplished, he, armed with a spear and divested of every stitch of clothing, stealthily drew near to the assembled blacks. On a favourable opportunity presenting itself he bounced in among them waving his arms, and, gesticulating wildly, cried, "Wandie! Wandie!" Great was the consternation of the natives, some of whom rushed wildly for their weapons, while others, almost too frightened for anything, plunged into the scrub. This exodus had the effect of bringing Bracefield's two friends from their hiding not a little astonished at the nature of the disturbance.

From the attitude of the blacks it is difficult to say what would have happened had not a man, apparently an aboriginal (who at the time of the disturbance was standing some distance away), rushed frantically at Bracefield, and then to the two white men. Bracefield, too, by this time had become as greatly astonished as every one else, for he recognised in the man a convict who had worked with him in the chain gang during Logan's time. It afterwards transpired that during his visit to Frazer's Island Bracefield had, while in conversation with the natives, heard that a white man was with the blacks in the interior; but he had
thought no more of it, and had not considered it necessary to inform Mr. Petrie. Having by signs and gestures learned something of the object of the white men’s visit he turned to Bracefield. The pair were soon engrossed in conversation carried on in the native tongue, for the strange man of the woods had forgotten his own. The blacks in the meantime became disquieted, and their attitude towards the two knee trembling companions of Bracefield, was anything but assuring. The dusky warriors were, however, soon brought under control, and after a good deal of trouble, owing chiefly to the difficulty experienced in persuading the newly-found convict that the Settlement was not still the place of torment he had known it to be, he was prevailed upon to accompany Bracefield to Mr. Petrie. As may be expected, Mr. Petrie was somewhat astonished on seeing the latest addition to the camp, who had been known by the blacks as Duramboi, but
whose real name was James Davis. His body, by the number of bruises on it, bore evidence of rough life, and on the whole, his appearance was by no means pleasing to the eye, and even after he had been arrayed in a few spare clothes it was not materially improved. Mr. Petrie, of course, counselled Duramboi to return to the Settlement, but he, like Wandie, seemed to have doubts as to the advisableness of pursuing such a course, and even accused Bracefield of having led an expedition formed to capture him and others. At length, however, he gave in, but asked to be allowed to return to his black friends to say good-bye and to prevent their attacking the white camp, which he feared they would do. Permission was accorded him, though unwillingly, and after his departure Mr. Petrie, considering an attack quite within the bounds of possibility, decided that they would sleep in the boat. The precautionary measures were quite unnecessary, for not a native was either seen or heard during the night.
CHAPTER VI.

AN INTERESTING RELIC — THE POISONING OF ABORIGINES —
SEARCH ON FRAZER'S ISLAND — THE FATE OF THE
"STIRLING CASTLE" — MURDERED AND EATEN BY BLACKS —
DAVIS' CAREER — HABITS OF THE ABORIGINES — A
CANNIBALISTIC CEREMONY — DAVIS' DESCRIPTION — A NEW
ERA — BUSINESS AT BRISBANE TOWN — A TRAVELLER'S
TROUBLES — PUBLIC FLAGELLATION.

At daybreak three shots were fired as a signal to
Duramboi, who shortly afterwards turned up
accompanied by a blackfellow who carried
remnants of a watch. It transpired that this
piece of jewellery had belonged to a shepherd,
who, with a mate, had fallen a victim to the
revenge of the natives on a station at Kilcoy.
Duramboi on being questioned concerning this, related
how some station hands had given to the blacks flour
with which strychnine had been mixed, some fifty or
sixty natives dying a horrible death as a result. Terrible
as this may appear, there is ample evidence to support
the allegation. A Select Committee was at a later period
appointed to inquire into this poisoning of blacks, which
it was alleged was a common practice of not only
shepherds, but others when the aboriginals made too
frequent visits to the station.

Though to some extent diverting from the thread of the
narrative the following extract from the evidence given
before the Committee by Davis may nevertheless prove
interesting:—

Have you noticed that any of these blacks are cannibals? — The
whole of them are.
Without doubt?—I believe so, but I should not like to say that they are cannibals all over the interior. As far as I have been—and I think I have been six or seven hundred miles to the north—they are all cannibals.

You must often have seen them eating the blacks?—I have seen them eat hundreds of them.

On what occasion do they generally eat them—do they eat their comrades after a battle?—Yes, any young men or middle-aged men—men up to forty—all the men fit for fighting are eaten; they are skinned first, and roasted; their skin and bones are kept for a remembrance.

The skin and bones of them that are killed?—Yes.

I am to presume that they eat their comrades from choice, and not from starvation?—It is not starvation—not at all; they just eat them from fancy for the food; they are very fond of human flesh; the bodies are very fat—children of two years old are quite fat, and they are very fond of the fat.

Have you ever observed anything like religious ceremonies among them?—No, none.

Of course you have seen many of their meetings—corroborees and borees?—Yes: I know everything connected with them.

What do they do at these borees?—The borees have always something to do with women.

Are the blacks not mischievously inclined when they meet at these borees—do they not hatch mischief against the whites?—They do so undoubtedly.

What is the largest number you have ever seen attend a boree?—I have seen about ten tribes—muster of about a thousand.

Do you think it would be advisable to put a stop to these borees?—I think it could not be done.

Do you think it would be advisable, if it could be done?—I think it would cause a great deal of damage to be done among the white men.

But it is only fair to state, that the annihilation of the blacks by poison has been attributed to another cause. One writer says with regard to the Kilcoy incident, "according to the account of the squatters it would appear that some sheep, diseased and scabby,
had been dressed as usual with arsenic, which, with corrosive sublimate, is the ordinary remedy for scab. These sheep had been rushed by the blacks, and a number of them carried off, and it is supposed the arsenic caused the death of some of the thieves.” This light and airy view was not generally endorsed. It is not proposed to pursue this subject further. It is one of those matters which, for the honour of the white race, is best left in obscurity. To return, therefore, to Duramboi’s history of the watch. So incensed were the natives at the death of so many of their friends that they decided to kill every white man they came across. The murder of the two shepherds, Duramboi said, had been perpetrated by four of a tribe—old brother Zrombugongo, Twarr, Wungoe Wungoe, and Buckabolu—who first tortured their victims, killing them by degrees, and winding up the proceedings by feasting on their flesh. Naturally the watch was a curiosity, of which neither head nor tail could be made by the blacks. Mr. Russell states that even Davis himself, while knowing what it was, had forgotten how to open one. When it stopped, believing it to be dead, it was buried in the sand. Mr. Petrie, anxious to secure such a memento, gave the black a tomahawk for it, and both were highly satisfied with their bargain.

After some exploration, during which several other specimens of timber were added to the collection, a start was made homeward. Nothing of special interest occurred until Frazer’s Island was reached, when coming upon a tribe of blacks, Mr. Petrie, by the aid of Bracefield and Davis, asked what had become of the white man’s bones (meaning Captain Frazer’s). In explanation it should be stated that some time previously the “Stirling Castle” (the vessel which had carried Mr. Petrie to Sydney) had become a wreck in the vicinity of the island and all who reached the beach, with the exception of the captain’s wife, had been
killed by Bracefield’s tribe. The preservation of this woman is attributed to Bracefield, who subsequently enabled her to escape from the tribe, though had she treated many as she behaved to her preserver, it is questionable whether she would not have perished. She eventually reached England. It seems from one account that after the wreck the mate (Brown), Captain Frazer, and his wife, were separated by the blacks. Three weeks afterwards Mrs. Frazer, it is said, fell in with her husband, who at the particular moment was dragging a load of wood for the aboriginals. He was much fatigued, and implored his wife to assist him. She had neither the strength nor liberty to do this, being similarly employed, and the old gin to whose care she was consigned, kept strict watch over her. She was thus compelled to leave him, but later, seizing an opportunity to get away, she went to the spot where she had left him, only to find him speared in the back. He expired at sundown. A week later the mate Brown was roasted by fire brands being held to his legs, and was eaten. In reply to Mr. Petrie’s question about the white man’s bones the blacks led him to a spot some two miles away. Bones were seen, but they were those of a blackfellow. Further search proving equally unsuccessful the party again embarked, and after a trying cruise, during which they encountered a gale, they arrived in safety at the Settlement. But a journey though made under such difficulties had not been entirely devoid of amusing incidents. For instance, Mr. Petrie says of Mr. Russell in his diary:—“Mr. Russell got quite sick, so much so that he threw up his breakfast, and some of his chat went with it. Only a few ejaculations escaped his lips: a repetition of a ‘beastly boat,’ ‘a beastly sail,’ &c., during all the night and following days.” Before quitting a trip fraught with exciting incidents and a succession of valuable discoveries, let us inquire into the antecedents of our old friend Duramboi.
James Davis commenced work as an assistant to his father, a blacksmith in the Old Wynd, Glasgow, Scotland, and subsequently worked at his trade at the Broomielaw. "Like father like son" does not apply in the case in point, for while the father was a respectable tradesman his offspring was fond of, and with wonderful regularity succeeded in getting into little scrapes. True, in themselves these were small, but in time they became intensified, and eventually James's waywardness secured for him, at the age of fifteen years, transportation to New South Wales. The particular offence in this case was the purloining of half-a-crown from a church in Surrey. The "Minstrel" conveyed him to Botany Bay, where, probably owing in a great measure to the nature of his surroundings, he did not give much promise of reformation. He had not been long at Botany before he got into further trouble, and as a result was sent on to Moreton Bay, where he was taken in hand by Commandant Logan—truly a hard task-master. Whether or not Davis found him so, is a point on which opinions differ, for while on one hand it is alleged that he was badly used, it is also stated that he was not whipped. Davis was at all times very reticent, but it may fairly be assumed that something out of the ordinary had occurred to cause him to face the blacks rather than be fettered by convict discipline. He was employed at the forge, and it was after he had worked here some months that he and his mate decided to abscond. And abscond they did, making their way to the northward. They had not been out long before the couple fell in with the blacks; but much to the astonishment of Davis, instead of their having to fight for their lives, the chief of the tribe fell on his neck and otherwise made a great fuss over him—a fact due to tribal superstition. Davis was taken to be Duramboi, the long lost son of Pamby-Pamby. They believed he was Duramboi returned to life, having been
“scraped,” and thus become white. Accordingly he was treated with marked respect, being supplied with an abundance of food. Davis’s mate, however, was less fortunate, though he was not for some time killed; and then he brought about his own death by making the fatal mistake of emptying the mortal remains of a deceased blackfellow from a native basket which he found in a tree, and which he appropriated to carry oysters in. It was in expiation of this accidental act of sacrilege that he perished. As must be supposed amid such strange surroundings it was some time before Davis could accustom himself to his new position, but he gradually picked up the languages of the several tribes and became very comfortable. Among other things he is said to have been an expert climber and a capital huntsman. Good as his position was in the tribe, however, he got into trouble, and trouble which might have ended very seriously for him. His offence was the accidental killing of his “mother’s” dog—a crime almost as serious in the eyes of the blacks as that for which his companion had died. Davis could see his life was no longer in safety, and the question arose in his mind whether he should quit the camp or take such measures as would secure for him more authority. To quit was not convenient; to fight, not unattended by danger. After due consideration, however, he adopted the latter course, and on the first opportunity that presented itself he set to and gave his “father,” Pamby-Pamby, what a schoolboy would describe as a “jolly good hammering.” His plan was highly successful, for he managed to put Pamby in bodily fear. At the same time he decided not to make friendly relationship impossible, and after the incident just recorded exerted himself in procuring a plentiful supply of food. Thus he gradually wormed himself into the confidence and good graces of his “parents.” In his wanderings he was often
mixed up in native feuds, and, as previously stated, when found by Mr. Petrie's party his body bore evidence of rough usage. When it is remembered that Davis pursued this wild life for fourteen years his condition may be imagined. His frequent journeyings with his tribe, however, enabled him, when he had regained sufficient of his mother-tongue to make himself understood, to impart valuable information respecting the unexplored territory north of Moreton Bay—information which was afterwards turned to useful account; while his knowledge of aboriginal dialects and customs was hardly less valuable. On returning to the Settlement he and Bracefield (who, by the way, had another name, Graham) received a well-deserved manumission, the latter entering the service of Dr. Simpson, Land Commissioner, then residing at Woogaroo. The career of Bracefield was cut short by a falling tree while working for the doctor. Davis was set up by the Government as a blacksmith on Kangaroo Point, and afterwards assisted in opening up several roads (chief among which was the one to Gympie), and on many occasions distinguished himself in the search for lost white men. Some years later he married, and in addition to his business on the Point he acted as Government interpreter. A veritable rolling stone he did not long remain here, for having built a small shop in George Street (the bricks for which, by the way, are alleged to have come from the old windmill) he settled down there as a crockeryware dealer, in which capacity many Brisbane people will have known him. He resided there until his death, which occurred but a few years ago. At one time, at the instigation of Mr. S. G. Mee, an old and respected resident of Brisbane, overtures were made by Baron Mueller to Duramboi to join in a proposed expedition to search for remains of the explorer Leichhardt. He readily consented to act, and there is no doubt that had the trip been made
his acquaintance with the country and with the manners of the blacks, would have been of immense value. But Fate ruled otherwise. The funds available were not sufficiently large to warrant the expedition.

The writer several times held conversation with Davis, who invariably was reticent. He occasionally, however, became talkative, and told of some of his adventures. To Dr. Lang he once opened his soul, and in doing so imparted some interesting information touching the manners and cannibalistic habits of the aborigines. Retailing this conversation, Dr. Lang stated:—"I met with Davis quite accidentally at a squatter's station on the Pine River, where he arrived on one of the evenings I was there, along with four black natives. He was then in the performance of a most benevolent action. For a person of the name of Thomson having gone some time before, along with his wife and three men, in a boat, on an expedition to the northward, where a vessel had been wrecked on the coast, in the expectation of finding something valuable at the wreck, and having never returned, there was a report in circulation at Brisbane that the four men had all been murdered by the black natives, and that the woman was still alive among them. Davis had known the parties, and commiserating the case of the poor woman, he had generously offered to proceed to the spot, a distance of about two hundred and fifty miles, and to bring her back or ascertain the truth concerning her. We all felt very much interested in the object; and as Duramboi struck into the forest, with his gun over his shoulder and a kangaroo dog in a leash by his side, followed in Indian file by the four blackfellows, I believe each offered a silent prayer to the Almighty for their success. Davis, having proceeded to the spot where the murder was said to have happened, ascertained that the report had been unfounded, the boat having swamped and
all on board having perished before reaching the land. During his residence among the blackfellows Davis had travelled as far, as he thought, as 500 miles to the northward of Moreton Bay; being passed along from tribe to tribe, like a blind man soliciting charity from one farm-house to another in Scotland. By every tribe, however, which he visited in his journey he was uniformly taken for a deceased native returned to life again; and his arrival among any tribe that had never seen a white man before was generally an event of intense interest to the natives. They would gather around him in a crowd, and gaze at him for a time apparently in silent awe and veneration—endeavouring to discover some likeness between him and any particular deceased native whom they supposed he resembled, asking him whether he was not that native come to life again. And when any such resemblance was recognised, the relatives of the deceased, if not at hand, were apprised of the fact, and a scene of mingled lamentation and rejoicing, such as one might anticipate in such circumstances, immediately succeeded; the relations of the deceased native cutting themselves with shells or sharp-edged weapons till the blood would stream down, and the supposed dead man come to life again being thenceforth treated with the very best the tribe could furnish. On some occasions, however, the black natives could not discover any resemblance between the white stranger and any of their deceased friends, and in these cases the onus probandi, in regard to the identity of his person, was thrown upon himself, as in such instance he was usually asked who he had been and what had been his name when he was a blackfellow and before he died. This was rather a difficult question for Davis to answer without getting himself into scrapes, either by betraying his ignorance of the nomenclature of the tribe or by exhibiting no resemblance to the
individual whom he might otherwise have pretended to personate. I could not help admiring, therefore, the ingenuity with which he extricated himself out of this dilemma—for, being naturally remarkably shrewd and intelligent, his uniform answer in such cases was that it was so long since he died that he had quite forgotten what name he had had when he was a black man, and with this answer the simple natives were always satisfied. But the manner in which the aborigines of the northern districts generally dispose of the dead appeared to me to be the most important point on which the evidence of Davis could be brought to bear; and it will doubtless be horrifying to the reader to learn from that evidence, corroborated as it is by independent and unquestionable testimony, that in that part of Queensland the bodies of the dead, whether they fall in battle or die a natural death, are, with the exception of the bodies of old men and women, uniformly eaten by the survivors. The fights of the aborigines are frequent and occasionally bloody, and on such occasions the dead of both parties of the combatants are carried off, skinned, roasted, and eaten by their respective friends. Davis had seen as many as ten or twelve dead bodies brought off by one of the parties engaged, after one of these fights, all of which were skinned, roasted, and eaten by the survivors. After the dead body has been subjected to the process of scorching with firebrands it becomes so very stiff as almost to be capable of standing upright of itself. If the subject happens to be a male, the subsequent part of the process is performed by females; but if a female it is performed by males. The body is then extended upon its face, and certain parties who have been hitherto sitting apart in solemn silence (for the whole affair is conducted with the stillness of a funeral solemnity) step forward, and with a red pigment, which shows very strongly upon the
white ground, draw lines down the back and along the arms from each shoulder down to the wrist. These parties then retire, and others, who have previously been sitting apart in solemn silence, step forward in like manner, and with sharp shells cut through the cutis vera, or true skin, along these lines. The entire skin of the body is then stripped off in one piece, including the ears and the finger nails, with the scalp, but not the skin of the face, which is cut off. This whole process is performed with incredible expedition, and the skin is then stretched out on two spears to dry, the process being sometimes hastened by lighting a fire under the skin. Previous to this operation, however, the skin is restored to its natural colour by being anointed all over with a mixture of grease and charcoal. When the body has thus been completely flayed, the dissectors step forward and cut it up. The legs are first cut off at the thigh, then each arm at the shoulder, and last of all the head, not a drop of blood appearing during the process. The larger sections are then subdivided and portioned out among the expectant multitude, each of whom takes his portion to one or other of the fires, and when half roasted devours it with great apparent relish. The flesh of the natives in the northern country generally is very fat, and that of children, which are never skinned like adults, particularly so. Davis had often seen a blackfellow holding his portion of his fellow-creature's dead body to the fire in one hand, on a branch or piece of wood stuck through it like a fork or skewer, with a shell or hollow piece of bark under it in the other, to receive melted fat that dropped from it, and drinking it up, when he had caught a sufficient quantity to form a draught, with the greatest gusto. In this way the body disappears with incredible rapidity, the bones being very soon cleaned of every particle of flesh. The bones are then carefully collected and placed in a
A CANNIBALISTIC CEREMONY.

dilly or basket, and forwarded by a trusty person to all the neighbouring tribes, in each of which they are mourned over successively for a time by those to whom the deceased was known. They are then returned to the tribe to which the deceased belonged, and carried about by his relatives for months, or even years, till at length they are deposited permanently in a hollow tree, from which it is esteemed unpardonable sacrilege, as appeared from the fate of Davis' companion, to remove them. If the deceased has fallen in battle there is no coroner's inquest, so to speak, held on the subject of his death; but if he has died a natural death, in the vigour of youth or manhood, it is always presumed by the natives that his dissolution has been brought about by some unfair means—by witchcraft or sorcery, of course—and an inquiry into the cause of it is instituted accordingly. With this view the soothsayer or exorcist of the tribe, or some person corresponding to the priest Chalcas in the Grecian army under the walls of Troy (for superstition is remarkably consistent with itself in its development in all ages) carries round the skin, along with certain attendants, with the two spears on which it has been stretched out and dried, in the corroboree, or general assembly of the natives, which is always held on these occasions; and stopping at every step as he comes up to another and another black native in the extended circle, he pretends to ask the skin if this was the man who killed him. If the answer which the skin is alleged to return, and which of course is audible to the soothsayer exclusively, declares the innocence of the individual, the procession passes on, and the question is repeated before the next native. At length there is some unfortunate individual found whom the skin of the dead man is alleged by the soothsayer to have accused of killing him, and the fact is significantly announced to the corroboree by the soothsayer striking the two spears into the...
ground, with the skin distended upon them, before the alleged culprit. The latter is thenceforth marked out for death, and though nothing should be done to him at the time, he is sure to be eventually surprised and killed, and his body to be disposed of in the same way. The skins of the deceased are carefully preserved among the tribe, and are frequently placed either under or over sick persons, as an effectual specific against witchcraft or sorcery. The aborigines of Australia are, therefore, decided cannibals, the general mode of disposing of the dead being the one I have described, and the exceptions being merely the cases of old men and women dying of the infirmities of age. In the latter cases the bodies are either buried, burned, suspended on trees, or left to dissolve into their original elements in the hollows of trees. Davis acquits the northern natives of infanticide, of which some of those elsewhere are certainly guilty, and denies that they ever put old people to death, their relatives generally providing for them, and holding them in great reverence. He maintains, also, that they never put anyone to death merely for the love of human flesh; but the customs of their country and their race, from time immemorial, render it incumbent upon them, and a sacred duty, to devour the dead bodies of their relatives and friends in the manner I have described; even the dead body of an enemy slain in battle is never eaten by his enemies, but by his own tribe and friends. In one instance, within his own knowledge, the child of a black man and woman having died in the evening, its parents had devoured nearly the whole body by the morning. At the corroborees that are always held on the occasion of these feasts upon the dead the women chaunt songs or dirges, and strike upon their thighs with the palms of their hands by way of accompaniment. At a station at which I was staying there were three interesting native girls, about ten or eleven
years of age, the grand-daughters of the old chief of the district, who, by way of compliment to me, struck up a song of this kind as they were sitting on a bench close by the door of the house at which I was standing at the time, striking their thighs in the way I have described, and standing up together and leaping and clapping their hands in concert as they became animated. The cadence was very simple, wild, and melodious, and reminded me strongly of some of the plaintive airs of the Highlands of Scotland."

With the closing of the year 1842 we turn over another page in the convict era; for we find the last of the Commandants (Gorman) withdrawn, and an officer endowed with the more pleasing appellation of police magistrate substituted. The gentleman so appointed was Captain Wickham, R.N., a man who subsequently did a great deal in pushing Moreton Bay to the front. Simultaneously with this appointment two Crown lands commissioners were installed—Dr. Simpson and Mr. Christopher Rolleston, the former presiding over the district of Moreton Bay, the latter having charge of the frontier of the Darling Downs. As yet settlement had not been very rapid, and owing to the continued monetary depression in Sydney, due to over speculation and land mania, things looked very black. How history does repeat itself, to be sure! From 1838 to the end of 1843 trade was extremely bad in the South. During brief intervals, certainly, the prospect of increased trade brightened, but this had only the disastrous effect of making business men anticipate and trade on possibilities which only led them deeper into the mire. From February to December, 1842, a period of eleven months, no fewer than 600 merchants in Sydney took advantage of the provisions of the Insolvency Act; while in 1843 a meeting was held "to take into consideration the alarming and depressed state of the monetary affairs of the colony, and to devise
measures of immediate relief." Naturally Moreton Bay, favoured though it was in the eyes of speculators, shared in this depression, and matters were practically at a standstill. The few merchants (?) who had cast their lot in the old convict barracks whiled away their time on empty cases or concentrated their thoughts on friendly games of cards, only to be occasionally disturbed by a "bullocky" who required a cake of "baccy" and a bottle of rum, to be paid for by a dirty piece of paper, which might or might not be worth the amount stated upon it—probably not.

As furnishing some idea of how business, both Governmental and private, was carried on, an anecdote recorded by an old resident is interesting. Coupled with the position of superintendent of the ticket-of-leave constabulary was that of postmaster, and the person who occupied this dual office was Mr. White—a hospitable and withal a "rum old codger." One day a squatter who had come down with his team for supplies, and had camped on the south side, crossed the river for any letters that might be awaiting him. He found the worthy distributor of letters busy discussing with two others the relative merits of "red and white tape," or (as the narrator puts it) vulgarly known as rum and gin. Upon asking for his letters he was politely requested to take a seat and help himself from certain vessels standing on the table. Before availing himself of this kind invitation he again asked for his letters. The reply he received was "Oh, stuff! sit down, and we will look for the letters by-and-by." Towards 11 o'clock the two visitors left, and another attempt was then made to get the letters; but the question of correspondence was apparently of no moment, and the postmaster insisted on the squatter accompanying him to Mr. Andrew Petrie's for dinner. Finding it better to make a virtue of necessity the invitation was accepted, and at the hospitable residence of the foreman of works the
disappointed letter seeker spent a very pleasant afternoon. In the meantime, however, the postmaster "hooked it," and on the squatter again going to the post office found it, although only 4 o'clock, closed for the day, and the man of letters not comeatable. Going round to the rear of the premises (which were, by the way, nearly on Grimes and Petty's corner), the squatter inquired of the servant what he should do to get his correspondence. "Is that all you want?" said he; "come in, and I'll manage that." Going into a bedroom and bringing out a bunch of keys he opened a large bureau, displayed a heap of letters, and said, "There you are; help yourself!"

In this "happy go easy" style did things jog along. The Micawber-like residents were, however, soon to be astonished. Notwithstanding the financial depression and the fact that the undertaking had previously proved unremunerative, the Hunter River Steam Navigation Company announced their intention of re-establishing steam communication between Brisbane Town and Sydney. This they did in December, 1842. The indomitable pluck of a mere handful of men who thus risked their money in an undertaking which they could not have anticipated would be attended with more than very ordinary success, is commendable. Certainly no more hazardous speculation could well have been found than the despatch of steamers for Moreton Bay, for, in addition to the lamentable condition of trade and consequent remote prospect of anything approaching extensive patronage, very little of the waters was known; indeed, the company did not even possess a chart. The directors were not inclined to stick at trifles. They had, as previously stated, essayed to open up steam communication with Moreton Bay, and in making the attempt had secured the condemnation of the majority of the few shareholders. Indeed, the latter held a meeting, and in very
strong terms expressed the opinion that the company's vessels "should not go to so dangerous a place as Moreton Bay." It will readily be understood how bitterly the directors were reproached when, after five months' trial, the "Shamrock" had to be taken off the Moreton Bay route and placed on that between Sydney and Melbourne. The shareholders, though plucky, were fickle-minded, for three months later we find them declaring that the Melbourne route was "dangerous at that time of the year, as well as unprofitable," and Moreton Bay people were much relieved to see the "Shamrock" again plying their waters. The objection of the shareholders was, to some extent, removed by the discovery of a manuscript chart of the Bay which the company obtained from Mr. Dixon, head of the surveying staff in Moreton Bay, in exchange for a first-class passage for himself from Moreton Bay to Sydney. The second attempt proved more remunerative, and no more inconvenience was experienced by the sudden total stoppage of steam communication. Things actually began to "boom," if we may judge by certain events, for not very long after the company were fairly established here the trade was found sufficient to warrant the erection of a wharf and sheds where Parbury, Lamb and Co.'s wharf now is. It should, perhaps, be explained, that previous to the erection of these improvements the "wharf" consisted solely of the trunk of a huge tree, quite six feet through, and laid parallel with the river. This was always covered at high water. The fact of South Brisbane being thus made the headquarters of the shipping resulted in some little attention being directed to that portion of the town. Several small stores followed in the wake of the company's enterprise. Unfortunately alike for the company and the south side speculators one of their number could not see further than his nose, and the short-sighted policy of this particular man had a disastrous effect
at a later period on the future of those around him. It was
in this wise: The water frontage of the company was not
sufficient for their requirements, and they accordingly
opened negotiations with their neighbour with a view of
purchasing the ground adjoining. With the true instinct of
a money-grabber he set the value of the land three times
higher than any one else would have done. The company
very naturally objected. Previous to this they had been in the
habit of fastening one of the lines of their vessels to a large
tree which flourished on this neighbour's allotment, to which
proceeding he did not object at first, but seeing that the ship-
owners were not likely to give his price he determined to
make things lively in the hope of gaining his point—and this
he did to perfection. First of all he objected to the vessels
overlapping his frontage, then he invented other quibbles,
but still finding the company obdurate he one night, when
everything was quiet, severed the line which fastened the
steamer "Shamrock" to the tree, and thus caused a
considerable amount of trouble. This was more than
human nature could stand; and rather than gratify the desire
of so unpleasant a neighbour, and unwilling to put up longer
with such inconvenience, the shipping company purchased
the ground where now stand the head office of the
A.U.S.N. Company—previously portion of the roadway
surveyed from the bridge to New Farm—and transferred
their business from the south to the north side. There is no
doubt that the foolish act of this one man greatly retarded
the advancement of South Brisbane. How far the objector
benefited by the proceeding can readily be imagined. It
may not be regarded as being out of place to here state that
the Hunter River Steam Navigation Company was initiated
in Sydney in 1839, but was not really formed until some
twelve months afterwards, when, as we know, the people
were suffering from a financial panic, consequently some
difficulty was experienced in obtaining the necessary capital. The first steamer of the fleet, the “Rose,” arrived in Sydney in 1841, and the event, we are assured, created quite a sensation there. Her dimensions were:—Length, 146 ft.; breadth, 19½ ft.; depth, 11 ft.; while her tonnage was 172. She was followed by the “Thistle,” 175 tons, and in October by the “Shamrock,” 211 tons, the latter making the passage in 123 days—a performance regarded as truly wonderful in those days.

Having reached that point of our history where the state of trade warranted a steamer being kept on the route, and when we were really beginning to walk, as it were, perhaps an account of how those who travelled in the ships fared on reaching our shores may prove interesting. Let the reader listen to what Mr. Thomas Dowse, an old and respected resident—now gone to his rest—records as his experiences of 1843. He journeyed from Sydney in a small schooner, but on reaching Amity Point—the pilot was stationed there then—he transhipped and came on to Brisbane in the pilot boat, landing at the makeshift wharf referred to as first occupied by the Hunter River Company. “Night had set in before we entered the river,” he says, “having had to contend against a strong south-westerly breeze across the Bay. It may therefore be set down as an established fact that when we shook ourselves together on the old wharf, about 8 o’clock in the evening, we were not exactly the parties competent to be called upon to express an opinion upon the beauties of the river or the natural advantages of the Settlement. On the contrary, my friend, the skipper, said something about his eyes and limbs that did not convey a blessing to himself or to his hearers. But it was cold; and it was hard to avoid being uncomplimentary when we considered that we had left the comfortable quarters of Jemmy Hexton, the old pilot at Amity Point, about 4 that morning without
breaking our fast, and with the exception of a slight feed on the voyage had not been able to keep up the necessary carbon to keep the inner man comfortable. In fact, we had all been the victims of misplaced confidence. We had expected to land in Brisbane in about eight or ten hours, having a good boat and crew; instead of that, we had nearly doubled that period of time. A portion of the southern wing of the old barracks had been converted by the ingenuity of the lessees from a dirty dreary kitchen or cook-house into a snug and comfortable store and dwelling place, in which, on the night I made my appearance therein, I found a hearty welcome from the worthy occupiers, Messrs. John Harris and Richard Underwood, trading in the new Settlement under the style and title of ‘Harris & Underwood, General Storekeepers.’ The company at the supper table consisted of the firm and their ladies, an old gentleman named White (then acting as Postmaster and Superintendent of the ticket-of-leave constabulary stationed in Brisbane), the captain, and myself. The amusing anecdotes of passing events given with much zest and humour by our hosts, and their graphic particulars of life in the Settlement, kept us in high good humour, and very much helped to thaw our stagnant blood and make us have a better opinion as to the future of the young community.”

Mr. Dowse, though unfortunate in his trip in the pilot boat, was lucky in finding shelter for the first night under so hospitable a roof, for the general experience met with was a camp under a friendly gum tree or in some disused and likewise dilapidated outhouse. They might perchance find a shelter in some dirty corner of that portion of the old convict barracks not leased to the storekeepers, and graciously set aside by a considerate Government as a temporary dépôt. For all the advantage that was taken of this act of generosity, however, the place might almost have
been closed altogether. In 1843 house accommodation may be said to have consisted entirely of the several buildings erected under the authority and inspection of Government officials during penal times, and many of these had fallen into such disrepair as to be almost untenable. The voyage itself, even if made on a steamer and blessed with fine weather, was wearisome and tedious. If, per-chance, the trip took more time than had been anticipated, the state of the ship's larder invariably bore evidence of it, while the "inner man" was not totally unconscious of the prolongation. Supposing the new comer did arrive safely and without being half starved, the welcome he received was such as to impress him with the fact that life in the Settlement was not "all beer and skittles." There was no such institution as an eating house, nor, indeed, many facilities for getting provisions at all. The first question to be decided was whether he would take up his abode under the overspreading and friendly branches of a tree or in an allotted space in the dirty barracks. If he chose the latter he could in his spare moments witness the pleasurable (?) sight of a public flagellation at the triangles—the old mode of castigation was not dispensed with in these days—in the archway. With such surroundings it is not surprising that the impressions generally formed of this depot were not of the highest. One effect of these exhibitions was that those who decided to remain in the barracks until they had raised a bark hut for themselves were not long in bringing their unpretentious residences into existence. It is related that one gentleman on arriving here asked to be allowed to occupy for the night, with his family, an old boat-shed which then stood near the site of the Victoria Bridge, for there was no room in the barracks, but this was refused, it being considered, no doubt, that the indulgence of such a luxury as a camp in a tumble-down boat-shed might have a
demoralising effect upon the applicant's energy. The disheartened party at length camped under a tree on the south side, exposed, as the man himself put it, "to the ribaldry and orgies of dissolute teamsters who made the locality their camping ground." The imaginings of the new chum regarding accommodation are not easy of description, and if he chanced to be fastidious in the matter of food the articles he found on the shelf of the pioneer storekeeper were calculated to knock all that sort of sentiment out of him. Briefly, the provisions comeatable were a bad second quality flour, salt junk of the consistency of the material comprised in the upper of a blucher boot, tea which from its "strength" gained the appropriate though vulgar appellation of "posts and rails," and sugar which might easily have been mistaken for something else. But once here he had to make the best of it, for "bloated capitalist" was a term then unknown in the Settlement.

Here is an episode which occurred in Queen Street in 1843 as related to the writer by one of the first men who came over from the Darling Downs to the Settlement after Patrick Leslie. "Did I ever see a man flogged?" asked the old man, in reply to a question. "Ay, I saw many a dozen of them; and, mind you, they were flogged; they weren't simply stroked down with the cat as they are nowadays. I remember one case in particular. I, like most other young fellers in those days, enjoyed a nip—I'm not totally opposed to such things now—and had just come from Mrs. Dillon's, who kept a grog shanty in the barrack yard, with a bottle of rum under my arm, when I saw a poor fellow strapped to the 'sticks' under the archway. I thought I would look on for a minute or two, when who should I see coming along but old Fitzpatrick (the district constable) and Constable Giles with Paddy D——. I don't know what the man had been doing, but it was said
he had been for a drink of water somewhere, and was accused of having loafed. Anyhow, Punch and Gilligan were laying it on hot, when old Paddy came alongside. Punch, a blackfellow, was a right-handed flogger, and Gilligan a left-hander. When they didn't flog together they took turns. Well, the pair of them had brought the skin fairly wide of the prisoner's back and began stroking him across the shoulders, when Paddy yelled out, 'Why don't you give it him fair and hit him on the back?' You should just have seen Fitzpatrick's face! It was a caution. Well, what did he do but he stopped Punch and Gilligan, had the fellow taken down, and strapped Paddy to the triangle for 100 lashes, which he got with a vengeance. When they were taking Paddy down I slipped round into what is now Burnett Lane and met Giles taking his man round to the hospital in George Street. I knocked the neck off the bottle and gave Paddy two drinks, when he asked if I wouldn't give the bobby a nip. I wasn’t on, and told him so, when Giles said he would lock me up and get me fined £5 for giving Paddy the liquor. Did he lock me up? Well, no; he knew better than to try, for my blood was properly up, and he would have had a tough old job. But that's only one case of many. Why, I've known a man get fifty lashes for speaking to an officer, when he thought he was spoken to, and the officer has stood by, too, and enjoyed the fun.'
CHAPTER VII.


In August of 1843 the survey of Brisbane Town had been completed—at any rate sufficiently so to warrant the Government holding another sale of lands, this time in Brisbane. The auction took place on the 9th of August, and—will it be believed?—there were not sufficient lots offered to meet the demands of the purchasers. It was, of course, anticipated that buyers of the land sold would improve their properties, but, as on the previous occasion, things did not come up to expectations. On the strength of the sales one or two were bold enough to speculate in felling and sawing timber, but they did not immediately make their pile; they gained a certain amount of consolation, however, by the misfortunes of such men as the one who engaged in the somewhat absurd speculation of procuring shells from the Bay and converting them into lime. The age of brick and stone residences had not arrived.

About this time much inconvenience was experienced in crossing the river, and none felt it more than the squatters, who on coming to the Settlement had to leave their teams on the south side. To get over themselves they had to
employ a man who had a dingy, but who, like the policeman, was often “there when not wanted, when wanted never there.” If it were desired to get a horse over to the north side it was generally towed over by the small dingy before mentioned.

This inconvenience seems to have impressed the indefatigable John Williams with the idea that there was money in running a decent ferry; so once more he struck out a line for himself by building a punt—and such a punt! He was assisted in the construction by Davidson, who had helped him to erect his house, and when completed he gave the vessel the name of “The Time Killer.” This appellation was not altogether inappropriate, since the heavy timbers with which it was built made it so difficult to propel that a considerable amount of time was killed in making one trip across the river, while those who had to work it nearly shared the same fate. Having obtained three years’ right to run it Williams placed the punt on the Russell Street ferry, and though the plucky pioneer’s enterprise was thoroughly appreciated at first the teamsters after a while began to grumble, and thus annoy their benefactor. Occasionally, at a later period, the “Time Killer” was used to fetch coal from Moggill for the steamer, and during these absences her loss was felt by those who, though not satisfied with her capabilities as a ferry, preferred her to having to swim their horses. But John struggled on, and those who did not like his system had the alternative of camping at the usual spot on the south side—an alternative seldom taken advantage of.

In the meantime the herds on the Downs had been increasing, and the results of this, together with the extension of the squatting stations towards the Settlement, began to be felt to an appreciable extent in Brisbane. Most of the supplies had to come to Brisbane, and the same may be
BOILING DOWN.

said of the products of the squatters intended for the South. With this increase in the herds and the correspondingly small market for the surplus sheep and cattle arose the necessity for a boiling-down establishment, which gave "Tinker" Campbell the opportunity of starting what may be regarded as the first industry at Kangaroo Point. What the bold speculator did to warrant the infliction of the appellation of "Tinker" no one seems to know, and judging from the fact that "Tinker" happened to be a squatter, the title seems to have been particularly inappropriate. Like most initiators of industries in sparsely populated districts "Tinker" had many reverses, and his property during the several years he ran it came within arm's length, so it is said, of that highly obnoxious social disturber, the bailiff. Eventually, in 1846, it did change hands.

While, however, "Tinker" Campbell was thus distinguishing himself in the boiling down and salting of carcasses, Mr. Andrew Petrie was again coming to the fore in opening up, as it were, what have since become extensive coal deposits. Governor Gipps, too, continued to grow famous, for about this time he gave his sanction to a petition the evil results of which have long since made themselves felt. It will be remembered that when dealing with the survey of Brisbane it was mentioned that a roadway was reserved along the bank of the river from the bridge to New Farm. It was in 1843 that this reserve was taken away at the request of Sydney merchants and some of it cut up into allotments. There is no doubt that this alienation of river frontage will in the future tell even more disastrously against the shipping facilities of our port than now. But what did Governor Gipps care for posterity? His sole desire was to squeeze out revenue with which to replenish the mother Treasury. What little frontage now remains
under the control of the corporation is so held not because Governor Gipps had any regard for the future, but because he could not at the time find purchasers for it.

It will have been observed that Brisbane by this time was slowly but surely progressing. This fact seems to have been recognised in the South; at any rate the people here suddenly found themselves included in a constituency; how or why was not immediately revealed to the residents. Fearing that some readers may consider this "concession" a contradiction of a previous statement that the South seemed determined to stifle all attempts at progress in Moreton Bay let it be stated that the electorate included Port Macquarie and the Upper Hunter with a seaboard of hundreds of miles, and with its head polling place at Raymond Terrace, on the Hunter. It will thus be seen that the voice the Moreton Bay people had in the councils of the country in reality amounted only to a very inaudible squeak. One member was required to represent this vast electorate, and taking into consideration the facilities which presented themselves to voters we may safely assume that the few residents here did not greatly excite themselves over the event. The election took place on the 23rd June, 1843, there being two candidates, Mr. Alex. McLeay and Mr. Charles Windeyer. The former had been selected in 1825 to proceed to New South Wales as Colonial Secretary. He, however, resigned that position in 1837. Mr. Windeyer was a pressman (he was the first recognised reporter in the House of Lords) who had emigrated to Australia in 1828, and on arriving had accepted the office of clerk of the Bench of Sydney, and shortly afterwards rose to the more important position of police-magistrate. The honour of representing Moreton Bay fell to Mr. McLeay, he being returned by a narrow majority. By his election Moreton Bay was doubly honoured, for on taking his seat in the
House he was elected Speaker, although the few residents here neither benefited by or cared for the distinction. Truly Moreton Bay was an outcast settlement; but then, perhaps, as it could command scarcely sufficient votes to influence an election it had in this respect little ground for complaint just then. As a matter of fact, Mr. M'Leay was elected by the Port Macquarie people, and these he continued to serve to the very great detriment of Moreton Bay. As population increased here the injustice of this exclusion (for that is practically what it did amount to) made itself severely felt, and three years afterwards great were the efforts made to remove the representative. It was found at this later period that Port Macquarie was obtaining annually large amounts for repairs of roads and bridges, while Moreton Bay was left in the cold, with all petitions for redress unheeded. It may be mentioned that from 1842 to 1844 the revenue derived amounted to the modest sum of £6281, while the population rose from 665 in 1842 to 1120 in the following year and to 1595 in 1844. At the time of his election Mr. M'Leay was 77 years of age, and hardly sufficiently active for the position he held. But he pleased the residents of Port Macquarie, and as they showed no desire to remove him Moreton Bay had to "grin and bear it," notwithstanding the fact that the number of votes had increased greatly and population had more than doubled. It is questionable indeed whether the hon. member for Moreton Bay had ever seen Moreton Bay; he certainly had no interest there.

The 11th of October, 1843, saw the first sale of Ipswich lands, which was held in Brisbane, and the result proved eminently satisfactory, inasmuch as it placed a considerable sum in the coffers of New South Wales.

The Government, in 1844, still refused to give any guarantee that Brisbane Town would ever become the
centre or headquarters, and this, coupled with the fact that the rival claims of Cleveland Point were being periodically advanced, militated greatly against the advancement of the place. It is, therefore, surprising that it showed any signs of progression at all. A controversy, too, had arisen as to whether the north or south side should become the local centre, one argument used being that the south had direct intercourse with the interior. This idea found much favour among the new comers, and consequently South Brisbane began to outpace the older place. But the race was of short duration; the north had obtained too firm a hold to be beaten in this way. One effect of the spurt may be said to have been the opening up of another suburb—Kangaroo Point. In consequence of certain representations made to the Government a large area of land on the Point was surveyed, and at the sale nearly the whole of it fell to Mr. (afterwards Sir) Evan Mackenzie, at the upset price of £1 per acre. Viewed through the spectacles of Mr. Mackenzie the speculation was a good one, but it had the effect of further scattering the sparse population, which was not to the advantage of a Settlement just emerging from convictism. Following this we find a second ferry opened to connect Kangaroo Point with what is now Petrie’s Bight. The curious could, up to the disastrous floods of 1893, find traces of the approach from the north side near the Aquarium Company’s wharf. The inundation which nearly obliterated Brisbane, destroyed this land mark.

Among the few new structures in the Settlement inns were unduly prominent, and this, coupled with the fact that the licensing laws, lax though they were, were often totally disregarded, did not tend to raise the moral standard of the place. The teamsters, and indeed, squatters themselves, made their visits to the Settlement occasions for uproarious conduct. On the Rev. Dr. Lang visiting Brisbane he was
very much shocked at what he saw, and declared that "the habits of the people were most irregular"—which, after all, was a mild way of putting it. The doctor relates one of the incidents which brought him to form this conclusion. Several squatters were drinking in an inn in Queen Street when one of the number offered to wager that he would jump his horse over the table at which they sat. This sportsmanlike though extremely foolish bet was quickly taken up, and without further ceremony the horseman appeared on the scene booted and spurred in the orthodox manner. But in those days when erecting public-houses it was not deemed necessary that rooms should be lofty, and the house referred to was not built out of the ordinary style of architecture. This fact does not appear to have even suggested itself until the rider had attempted the feat, and received such a rebuff from the ceiling as to cause him to too quickly reach the floor again there to ruminate over his own foolish action. It need scarcely be said that the attempt was quite unsuccessful and was not repeated.

The majority of Crown buildings had, comparatively speaking, fallen into ruin, and the Government appeared no more anxious to repair them than they were to expend a few pounds in road-forming. Will it be believed that at this date only about one mile of road had been made, and that along the river bank, which had been used as a promenade for what Dr. Lang was pleased to call "the scarlet and pipeclayed military?" One would think that with so many convicts (there were 1,200 at one time) at their disposal the several Commandants would have devoted some of their efforts at least to forming a few thoroughfares. But no; their chief desire had been to procure as much wealth as possible from the ground for revenue purposes. The very gardens, which had been the pride of the military, were now shamefully neglected—so much so, indeed, that
they were little beyond a grazing ground. It was manifest that the Government designedly neglected the representations of the residents. Even the burying-ground on the North Quay was a favourite rendezvous for swine, which rooted and rooted until, it is alleged, the mortal remains of some of those laid there to rest were brought to light. And all this for the want of a few chains of fencing. As a matter of fact, if any improvements were made they were done at the expense of the mere handful of residents. Even the shipping company—whose dividends, by the way, had been remarkable for their diminutiveness—donated sums of money to assist in works and otherwise helping the place ahead. One such generous act was the voting of an amount “to build a bridge across a creek in Eagle Street,” and another the granting a free passage for Dr. Leichhardt and his equipment when undertaking his memorable expedition to Port Essington. At a later period a similar concession was granted to Mrs. Chisholm, “the friend of immigrant girls,” who came to Moreton Bay to find positions for her charges, some of whom, by the way, are now alive. Were it necessary many instances of commendable generosity on the part of outsiders could be given.
AN APATHETIC GOVERNMENT.

If proof were needed of the gross neglect of the Government it would be found in the position they took with regard to the choice of entrance to our waters, at that time gained between Stradbroke and Moreton Islands, the pilot station being at Amity Point. The bar at the southern entrance was then as now most difficult to negotiate, and especially so to the vessels then on the route. The narrow escapes of the craft were brought under the notice of the powers that were, while the safety of the Cape Moreton route had been fully demonstrated. Captain Freeman, who afterwards filled the position of portmaster, but who was then skipper of the schooner "William," while on a voyage from Sydney, was tempted, owing to stress of weather, to attempt a passage into Moreton Bay by the northern entrance, and got into a channel, which was in honour of the discoverer named Freeman’s Channel. By this it is known up to the present day. Yet the dilatory Sydney legislators would not remove the pilot station, the keeper of which was always fearful lest it might be washed away; neither would they sanction a survey being made. And so this dangerous entrance was allowed to be used. The authorities were brought to a sad awakening, though, in March of 1847, when the steamer "Sovereign," with a valuable cargo and forty-four souls on board, broke up on the bar. Then, and not till then, did the Government see the force of the people’s arguments. After so terrible a reminder of their culpability no time was lost in giving effect to the oft-repeated suggestions.

The story of Leichhardt’s explorations has already been told by numerous writers, but even at the risk of appearing monotonous it is necessary to again refer to it, as without a reference of some kind no history of the early days in Queensland would be complete. In the previous year the first practical efforts towards penetrating Northern Australia
may be said to have been made, a committee of enquiry being appointed to consider the practicability of furnishing an expedition having for its object the discovery of an overland route between the settled districts and Port Essington. Port Essington had, it may be explained, been established as a depot for the supply of horses for India, was abandoned in 1823, but was re-established eight years later. This committee sat for several months, and the outcome of its deliberations was a recommendation that the expedition should be made, £1000 being voted by the Government to equip it. Moreton Bay was suggested as a point of departure for the party, but this was discountenanced in consequence of the "formidable difficulties" which presented themselves in the form of the Dividing Range, the route favoured being via Fort Bourke. On hearing these recommendations Governor Gipps, owing, as he said, to the depressed state of the colony's finances, was unwilling to sanction the scheme before he had first communicated with the Imperial Government. Thus it was that the idea of the Port Essington expedition, so far as the Government was concerned, was indefinitely shelved. Dr. Ludwig Leichhardt had expected to be attached to the party, and therefore on his return to Sydney from an overland trip to Moreton Bay he was sorely disappointed on learning of the unexpected turn affairs had taken. With that spirit of enthusiasm and perseverance which was characteristic of him he decided to undertake the expedition himself. The announcement of this determination did not meet with the consideration it deserved at the hands of the Sydney people. But it required more than this to deter him, and he set out on his journey. His party when completed consisted of J. S. Calvert, John Roper, John Gilbert, Pemberton Hodgson, John Murphy, William Phillips, Caleb (an American negro), and two blackfellows. Having been
well provisioned by the Moreton Bay squatters, they left Jimbour, the most distant station, on the 1st October, 1844. Owing to shortage of provisions Mr. Hodgson and Caleb had to return. It is perhaps needless to follow this brave little band of explorers through the troubles and dangers of an expedition extending over 3000 miles of hitherto unknown territory. Suffice it to say they reached Port Essington, minus the naturalist. Gilbert (who had been killed by the blacks) and many of their horses, after fifteen months of weary travelling. To use the words of Leichhardt himself, “they were ragged and famished, with no stores but a few steaks and dried strips of their last bullock, and no animals but the horses they rode.” They remained there four or five weeks, and then embarked in the cutter “Heroine,” arriving in Sydney on 29th March, 1846. The great explorer had by this time long been regarded as dead, a search party headed by Mr. Hodgson having failed to discover his tracks; indeed, a memorial poem had been dedicated to him by a Sydney admirer. His re-appearance, therefore, after so successful an undertaking was made the occasion of some demonstration. The State awarded the party £1400, an amount the people of New South Wales augmented by a further £1200. The Royal Geographical Societies of London and Paris showed their appreciation of Leichhardt’s discoveries by awarding him gold medals. Before these could be presented, however, he had set out on his last long expedition (1848) from which he never returned. Of the party little trace has ever been found, although at different times search parties were sent out, one of which was led by the Hon. A. C. Gregory, who found in 1858 a Moreton Bay ash marked with the letter L.

In the year 1844 the first indignation meeting ever held in the Settlement was conducted in the court house (formerly
IN THE EARLY DAYS:

JOHANN LUDWIG LEICHHARDT.
the convict barracks) at the instance of the squatters. As a matter of fact the squatters in the forties occupied about the same position as labour does to-day in the field of agitation. Considering the importance of the subject to be discussed and the enormity of the injustice it was anticipated was about to be done to the pastoral community, it is somewhat astonishing to find that the attendance was very small. In approaching this matter it is perhaps necessary to state that originally immigrants to the South who could boast of a certain amount of capital (£500) were awarded grants of large areas of land, but the grant was conditional on the immigrant employing one prisoner for every hundred acres he received. This system prevailed until early in the thirties, when Governor Bourke became alive to the corrupt practices which it fostered, and made a radical alteration by instituting sales by auction, the upset price being fixed at 5s. per acre. In 1838, however, Governor Gipps, with that revenue-squeezing propensity which characterised nearly all his gubernatorial acts, and which continually brought him into conflict with the colonists at large, raised the minimum first to £2s. and then to £1 per acre. In 1844 the squatter's fee was £10, and besides this they had to pay assessment fees levied to defray the expenses of the commissioners, &c. At the period under review, however, Governor Gipps had decided to make further incursions on the privileges of the pastoral tenants of the Crown by compelling them to purchase annually a large area of their runs (about 300 acres each) at the upset of £1 per acre. It was intended to devote the money so obtained to the immigration fund, and by such means give the squatters the labour they were for ever crying out for. Naturally the squatters objected. They had struggled through their many recurring difficulties, and, moreover, were becoming thoroughly sick of the periodical tinkering with the land laws. With a view of
ending this the squatters of Moreton Bay, acting in concert with those of the South, convened their first indignation meeting, which was held as before stated. The chair was occupied by Sir (then Mr.) Arthur Hodgson, and during the proceedings, which it is perhaps needless to say were of a most unanimous character, some very hard things were said about the Governor and his proposals—proposals which it was confidently asserted would be the forerunner of disaster to the pastoral industry. How far these predictions were realised is at the present day apparent, but there can be no doubt that at the time Governor Gipps was not justified in adopting the course he did. For the want of a better outlet much of the stock found its way to the boiling-down pot, and those animals which were not sufficiently fat for that were killed and the product hawked about the Settlement for sale. It is a fact well known to every old resident—indeed Sir Arthur recently related the story himself—that Sir Arthur Hodgson, accompanied by Neddy Dyer, a peculiar old-time character, went his rounds regularly with a wheelbarrow, crying, "Prime legs of mutton, 6d. a piece!" These were pickled by the residents. At such a time, when practically the only market for stock was through the medium of the boiling-down pot, when squatters themselves had to hawk the meat, and when commercial transactions both here and in the South were at a standstill, it can readily be understood that such an encroachment on their liberties and their savings was inopportune, and calculated to take some of the energy out of our early wool-growers. Any surplus energy they might have could be ill spared, for pioneering then in itself called for a man with a big heart and plenty of go. Present day pioneering is but a circumstance. The country was not made for them, and any unnecessary Governmental interference which might have the effect of
deterring them in their endeavours to leave the country better than they found it could not be too strongly deprecated.

The following table will suffice to indicate the extent to which the pastoral industry had grown, the figures being for the year ending 31st July, 1844:

<table>
<thead>
<tr>
<th></th>
<th>Tierees of Beef</th>
<th>Hides</th>
<th>Bales of Wool</th>
<th>Casks of Tallow</th>
<th>Sheep-skins</th>
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</thead>
<tbody>
<tr>
<td>Per Steamer</td>
<td>150</td>
<td>431</td>
<td>1184 1/4</td>
<td>243</td>
<td>2238</td>
</tr>
<tr>
<td>Per Schooner Piscator</td>
<td>...</td>
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<td>680</td>
<td>...</td>
<td>70</td>
</tr>
<tr>
<td>Per Schooner William</td>
<td>...</td>
<td>19</td>
<td>134</td>
<td>53</td>
<td>1150</td>
</tr>
<tr>
<td>Totals</td>
<td>150</td>
<td>450</td>
<td>1998 1/4</td>
<td>296</td>
<td>3458</td>
</tr>
</tbody>
</table>

The only other exports from Moreton Bay were 3418 ft. of pine boards and a small quantity of fruit.
CHAPTER VIII.


The mode of transacting business, small though that business was, was by no means easy, since coin of the realm was almost an unknown commodity in the little Settlement. A paper currency of an extremely flimsy character was the order of the day. Of course there was yet no such institution as a bank, and consequently monetary transactions involved considerable inconvenience, and not a little risk. One could not as now mildly suggest to a storekeeper, were he displeased with the wares given him, that he would go elsewhere; nor yet could he hope to bring the "merchant" to terms. No; there was practically no competition; the customer in point of importance came after the seller. A man could not even get his "screw" in cash; he had to be content with somebody else's I.O.U.'s, which might or might not be worth their face value. If he were successful in negotiating them, and it became necessary for him to receive change when making a purchase, he so received it in other dirty pieces of paper which were perhaps more doubtful than the ones he had just disposed of. Those who had banking accounts in Sydney—gave cheques when their I.O.U.'s reached a respectable sum, and were presented for collection; but owing to the flimsy nature of the bills many of them were lost or were accidentally destroyed. As a
result the issuer profited by the loss. When all this is considered, and it is remembered that the cheques sent to Sydney were only cashed at a discount of 20 per cent, and the remaining sum sent on by a skipper—which service had also to be paid for—it will be recognised how difficult the transaction of business was. There were persons who made a practice of issuing I.O.U.'s written on tissue paper, and of making them payable only in Sydney. The reasons for this were obvious. In the first place orders of such a character were difficult to preserve, and if kept safely gave the drawer additional time. Mr. Coote gives some idea of the system. He says:—"The absence of a bank and the want of silver led to the adoption of a system of what were called 'calabashes'—orders drawn upon some agent of the drawer, payable at various dates after presentation, and often for very small amounts. If the drawer were a squatter of anything approaching to established character the order would remain in circulation for some time; and I remember so late as 1860 I received in change at an hotel in Toowoomba an order for 13s. 6d., drawn upon a Sydney firm by a late Colonial Treasurer, which order was then three years old, and in the multitude of its endorsements looked like a collection of autographs, not of the most intelligible kind. Considerable loss was sometimes sustained by the holders of these documents, who compensated themselves occasionally by high charges for discounting them for the first possessors." Even as late as 1862 these I.O.U.'s were tendered. They were not then, however, so often accepted.

The following incident will serve to show the peculiarities of early trading. The scene is fixed at Messrs. Harris and Underwood's store located in the old convict barracks, and the *dramatis personæ* are one of the proprietors and a teamster:—

"Well, mate, what do you want to-night?"
"I came for a bottle of rum, a box of caps, and a quarter pound of tobacco."

"Yes; what money have you got to pay with?"

"Why, this 'ere order of Paddy Leslie for £1."

"Well, I'll take it, Joe, but I can't give any change."

"Oh, Mr. H., do give me a bob to pay Davy the ferryman for my passage over to the drays, and—so help me— I will, when I come down again to the Bay, lay out my door with you."

"Very well; I don't like to be hard; here's the rum and tobacco and the caps, and my I.O.U. for a shilling."

"Oh, Mr. H., give me the metal."

"Get out of this. Do you think I keep a mint here? Out you go! Good night."

And so things dragged on, with nothing to relieve the monotony of the routine of the Settlement except occasional reports from the interior of some fresh outrage committed by blacks—for in 1842 they had begun to be troublesome, and at this time were becoming very bold. These natives stuck up the teams generally in the vicinity of Helidon, and were by no means particular whether or not they had to commit murder. Mr. Pugh relates how on one occasion a cavalcade of ten drays was attacked while passing through some scrub at Helidon, and the armed party of seventeen persons accompanying them were courageous enough to leave the drays and all they contained to the mercy of the sable plunderers. Things became so bad that a small detachment of soldiers was stationed near Helidon, and these for three years or so acted as escort to the drays carrying supplies.

This period of military supervision was one of slaughter, scores upon scores of the aborigines falling victims to the white man's gun. One of the men who assisted in putting many of the unfortunate blacks out of existence
told the writer several incidents which if repeated here would scarcely be regarded as pleasant reading, nor yet redound to the credit of certain persons who shall be nameless. That the blacks were exasperating at times by reason of their depredations goes without saying, but that the chief and more serious trouble was oftentimes caused by the bad conduct of the whites is a statement which more than one old colonist has substantiated. According to the old resident referred to the theft of a few stores or the killing of a few sheep by the blacks was avenged by wholesale shooting down by the whites—in fact, as many blacks as could be found, whether offenders or not, were swept away.

By-and-by the people, who had grown sick of so constantly petitioning with the result only of being as many times ignored, decided to do as other districts were doing—agitate. They saw that if they did not take some united action, and indeed shift for themselves, they would probably find Brisbane Town no longer the recognised headquarters of Moreton Bay, but a veritable deserted village. With this object in view the "Moreton Bay District Association" was formed in 1845. The few who undertook the duties of management had a most difficult task, for, be it remembered, any money expended or any works carried out had to come out of the subscriptions of members, for no aid was expected from the Government. Still they agitated all the time. The funds so subscribed were for the most part expended in works which really should have been carried out during penal times, in payment of rewards for the discovery of roads and in the building of bridges. A matter which claimed much attention at the hands of the Association was a survey of the Bay, and this they employed and paid Captain Wickham to do. That such an Association should be expected to do a work of this kind was most unjust, considering that during these years the revenue derived from
MORON BAY COWIER.

I AM IN THE PLACE WHERE I AM CALLED TO SPEAK THE TRUTH:—John Knox.

VOL. 1. BRISBANE, SATURDAY, JUNE 60, 1840.

No. 1.

FOR IPSWICH.

THOMAS DOWEN, will exhibit, from the Dublin Dockyards, the new式 Steam Battera, Engineer, and Patentee, at the public request, on Tuesday, June 13th, 1840, in the Theatre of the Brussels Hotel,Town Hall, Ipswich.

WILLIAM KEEN, CHEMIST AND DRUGGIST.

Queens-Street, North Brisbane.

The Proprietary and Materia Medica of the District of North Melbourne have been on hand for some time, and have at length been received, and are now on view in the shop.

M. de la Roche, the celebrated French Chemist, has been engaged to examine the materials, and to give his opinion upon them, which he has done, and his report is now under the press.

PETERSON'S BOUTIQUE.

Thomson's Wholesale, Brisbane.

THOMAS DOWEN, will sell by Public Auction, on Monday, the 12th of July, the effects of Mr. E. Lye, late of the Volunteer Barracks, Brisbane.

A Quantity of Household Furniture, Kitchen Utensils, &c.

Also, Works, Bullets, and Lumber, on account of the Government.

R. J. COOKES, Auctioneer.

J. F. SMITH.

Quay-Street, North Brisbane.

TIM AND IRON-WORKING.

The American Refining Company, with every description of Domestic and Foreign Spirit, Spirituous, and Crystaline Wood, Spices, and Spirituous Liquor, have been received, and are now on view.

DAVID BAGS, with a large assortment of gentry's wear in Brisbane that the
"FORDICUT HOTEL" at last admitted, will be found at the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" at last admitted, will be found that the "FORDICUT HOTEL" 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the place had steadily increased. To the credit of the people be it said that, notwithstanding all the drawbacks, Moreton Bay continued to forge ahead, and through the instrumentality of the District Association noticeable improvements were made, culverts were built, the few roadways were patched up in a way, and here and there rude bridges were stretched across creeks which had previously impeded traffic.

But a new power was about to be applied—the power of the Press. Early in 1846 Mr. Arthur Sydney Lyon, a gentleman of much literary ability, arrived in the Settlement, his chief object being to ascertain whether its position would warrant the establishment of a newspaper. Appearances certainly did not augur well for such a venture, but the fact was apparent that a newspaper could make itself felt where the expression of private opinion failed, and that through its instrumentality Moreton Bay might be better and more prominently brought under the notice of the Southerners. The response to the canvass made for support was of a most encouraging nature, and after due consideration he arranged with the late Mr. (afterwards Hon.) James Swan, who was then in Sydney, to publish a newspaper, to be called *The Moreton Bay Courier*. Accordingly Mr. Swan came here, and while laying the foundation of the printing profession, also established what is now recognised as the leading Queensland journal, *The Brisbane Courier*. *The Moreton Bay Courier* made its first appearance on the 10th June, 1846. A *fac simile* of the first page of the paper is given on the opposite page. It was printed in the upper story, or it would more truly describe the place to call it a garret, of a building at the corner of Albert and Queen Streets, afterwards known as the North Star Hotel. The place was burnt down in 1868, however, and was replaced by the present Australian Hotel, built by the late Mr. Hayes. The paper was naturally small (double crown), but its "get-up" was
a decided credit to all concerned, and would put to shame many of the provincial publications of the present day. The promises of support were faithfully carried out, if we may judge by the amount of advertisement matter which appeared in every issue; and the proprietor fearlessly fulfilled the mission which was set forth in the words of John Knox—"I am in the place where I am demanded of conscience to speak the truth." In starting on its career it reminded its readers that it had "been established in compliance with the almost unanimous wish of every resident of character, property, and intelligence in this extensive district," and that its presence had long been rendered necessary by reason of "the unfounded impressions that prevail elsewhere respecting the climate, capabilities, and resources of this colony." How history does repeat itself! Are we sure that these "unfounded impressions" are even yet removed? In fact, "the commercial importance of the community demands its introduction. Churches, schools, stores, shops, inns, dwelling-houses, and erections for various purposes, have rapidly risen; settlements have become villages, villages towns." These few sentences were certainly of a grandiose character, and tended to imbue the struggling inhabitants with an air of importance, and raise them somewhat in the estimation of each other if of no one else. But let us continue the quotation. "We commence our labours at a crisis highly interesting and important. Our home and colonial dynasties are happily changed. The weight of tyranny, misrepresentation, and neglect under which the colonists have long bitterly complained of is about to be removed. Instead of men (Governor Gipps) whose tenures of office were marked by carelessness of the welfare of those intrusted to their control, strong prejudices in favour of their own too often hastily formed opinion, excessive
obstinacy in adhering to them when once expressed, and querulous impatience of their contradiction, rendering their admitted great talents worse than negative in their influence on our destinies, Ministers have wisely substituted a Secretary of State (Hon. W. E. Gladstone), and a Governor (Sir Charles A. Fitzroy), whose past careers justly entitle them to our confidence and respect. The great stay of our social fabric, the pastoral interest, is fluctuating and unsettled; the all-important question of colonial policy, the tenure of waste lands, is not yet determined. On the other hand the odious pound-an-acre minimum is not yet blotted from the Statute Book. . . . To place a reserve of 20s. upon land in many cases not worth 1s., is opposed to the simplest economical principles anticipated by the land fund; and is a stretch of power as unwise as it is arbitrary and unjust. The land fund, too, is still withheld from the control of the people's representatives. We have the mortification of seeing this highly important branch of revenue squandered by a herd of over-paid official drones in a manner that too plainly bespeaks them ignorant of our wants and careless of our welfare.” These opening expressions of feelings succinctly but plainly denote the disadvantages under which the people laboured, and at the same time show the opinions held concerning those of whom the Courier was “demanded of conscience to speak the truth.” The result of this “straight” talk had the desired effect, for in a remarkably short time this small branch of the Fourth Estate made its presence felt outside its own little circle, and Moreton Bay began to be regarded as something more than an outcast community. Once this fact was established Brisbane went ahead, comparatively speaking, by leaps and bounds.

This necessarily brief reference to the first editor of the pioneer Queensland newspaper furnishes an opportunity to
review the life of the man most intimately associated with him in the venture—James Swan. At the time of his death (a year or two ago) there was no better or more widely known man in Southern Queensland than Mr. Swan. Anonymously the late gentleman’s life story—a veritable romance—has been given to the world. It ended practically in Australia in 1891, but it began with the celebrated Bell o’ the Brae murder 70 years previous. Its general interest is sufficient excuse for its publication here. On September 24, 1823, a remarkable murder trial took place at the Justiciary Circuit Court of Glasgow. Mary Horn or Muckstraffic was charged with murder and pleaded not guilty. It appeared that a deaf and dumb woman named Janet M’Laren had cohabited with a man named Mitchell, the successor as paramour of a soldier, Private James Swan, who had been killed in the Peninsular war. Mitchell deserted M’Laren and took up with Mary Horn or Muckstraffic, who, for this purpose, in turn ran away from her husband. The pair lived in one of the barrack tenements at Bell o’ the Brae. In the same “land” lived a hairdresser named Crawford, and the poor deaf mute M’Laren visited Mrs. Crawford, evidently with a jealous yearning after her false lover, by whom she had a child. Mary Muckstraffic resented this espionage, and on August 2, 1823, rushed into Crawford’s house, accused M’Laren of “looking in at her door” and struck her passionately with her fist. The deaf mute defended herself, got into grips with her assailant, and tore her “mutch.” Muckstraffic, beside herself with anger, lifted a hammer from the fireplace, and struck M’Laren on the head and shoulders with this formidable lethal weapon so savagely that Mrs. Crawford said the noise was like the cracking of two stones together. M’Laren was conveyed to the Royal Infirmary and Muckstraffic to the gaol. The deaf mute lingered in the Royal Infirmary until August 29, when she
died. Muckstraffic’s trial on the capital charge took place. Regarding the evidence presented to the jury and court, only one point may be referred to for the present. The infirmary surgeon admitted that the cause of Janet M’Laren’s death was an acute attack of pleurisy, and had nothing to do with the wounds received during the assault. It is true, he added, with the dogmatic assertion of surgical prophecy, that had not Janet M’Laren died of pleurisy, she would have died subsequently from fracture of the skull. The jury were evidently not very clear in their minds on some aspects of the case. There is no record as to how Lord Justice Clerk Boyle or the eccentric Lord Hermand viewed the evidence as a whole. The written verdict of the jury probably formulated by the bluff Admiral and translated by the country writer, was handed to the court by Chancellor Admiral Fleming, and is as follows:—“They are all in one voice find (sic) the panel guilty of the crimes as libelled, except the intent to murder, which they, by a plurality of voices, find not proven.”

This verdict certainly seems a curious one, for it actually found that the unhappy prisoner had foully murdered her dumb rival, and yet had been innocent of the intent to murder. The case had ultimately to go before the High Court. On February 16, 1824, the court ignored the bad logic of the jury, and had regard to the intent. Accordingly they analysed the syllogism which constitutes the form of the Scots criminal libel, and “found that in the minor proposition the intent to murder is specifically set forth both as to the crime of murder and that of assault, and that as said intent is found not proved by the verdict, it does not warrant a capital punishment.” But if Mary Muckstraffic was not to be hanged her doom was at least to be exemplary, and the grave lords decreed and adjudged her to be “transported beyond the seas during all the days of her life,
and if after being so transported she shall return to and be found at large within any part of Great Britain or Ireland without some lawful cause she shall suffer death as a felon." The prisoner was accordingly banished to New South Wales. She was sent by a Leith smack to the receiving hulk in the Thames, and by-and-by she sailed in a convict ship to the Antipodes.

One of the witnesses for the Crown was a son of the victim, named James Swan. His father, whom he had never seen, had gone off to the wars with the Glasgow Highland Infantry, and was killed in action during one of the battles in the Peninsula. The boy had been an eyewitness of the assault upon his mother in its later stages, and he was the only person who could give his mother's version of the affair. These were the days before the systematic tuition of deaf-mutes, but mother and son, by the wondrous incentive of love and the power of tender association, had invented a language of signs by means of which free, if not perfect, communication took place between them.

When the boy appeared in court a contemporary print said that he was "greatly agitated, although he gave his testimony clearly and distinctly." He said his age was 13, but he looked much more a child. His figure was diminutive, he was thin and undeveloped in body, the head rather larger than usual, the hair fair, and the eyes, blue-gray in colour, were large and prominent. After his mother died, with that beautiful compassion found amongst the poor of all races, but in none to a greater degree that amongst the Scotch, the boy had been taken in hand and given shelter by a labourer living in High street, named John Kean. Relations on the paternal side, if any existed, were undiscoverable. Swan was then an uncommon name in Scotland, certainly in the west. In a search of the birth and marriage registers of the Glasgow city and barony parishes
the name was only found seven times between 1810 and 1823. On his mother's death the child was homeless and friendless.

Placed in the witness-box, young Swan told his story simply and naturally, despite his agitation. He saw Mary Muckstraffic lift a hammer above his mother's head, but he would not say, though pressed by Crown counsel, that he saw a stroke or heard a blow given. He saw a "lick" aimed, however, but it missed his mother and struck the door.

This conscientiousness in one so young and brought up under the squalid circumstances in which he had been was striking, and it excited the commendation of Lord Justice Clerk Boyle. His lordship, indeed, made a little speech upon it which drew the applause of the crowded court. "He had," said his lordship, "never seen a better exhibition of a witness in court than that made by the little boy who had now given evidence. He never saw less disposition to exaggerate, even though the prisoner was charged with so awful a crime as the murder of his own mother. His lordship begged leave publicly to state in the presence of the Lord Provost and magistrates that he was ready to assist and co-operate with them in any plans for the future welfare and support of the poor unfortunate orphan."

A solicitor, who was present in court, but whose name has passed into oblivion, volunteered to take charge of the tiny fellow, but in future years Swan hinted that he did not spend a very happy year in this writer's office in Miller street. Having no bent for the law he was apprenticed to a Mr. Findlay, carver and gilder, but this business, too, did not suit him. Swan had been previously well grounded in the three R's. He was a diligent reader and was unusually reserved and self-contained for a boy. The influence of his early years and constant association with a deaf-mute mother probably made him so. His ambition was to
become a printer, and, having been released from his indentures with the carver and gilder, young Swan went to the *Scots Times* office and served his time as a compositor. Outside the office Swan's only companion during those years was Mr. James Wilson, who, 30 years ago, had a limited local reputation as a portrait painter, and with whom he maintained friendly occasional communication until the day of his death, and left him a legacy of some £250.

In 1831, and again in 1836, a considerable amount of interest was excited in Glasgow and the West of Scotland by lectures on Australia as a field for Scottish emigration, delivered by Dr. John Dunmore Lang, of Sydney. Dr. Lang bent the whole of his great powers to the introduction of free settlers on the one hand and the abolition of the convict system on the other. Through Dr. Lang's efforts large contingents of Scotch mechanics were taken out to New South Wales between 1831 and 1837, and it is now common knowledge that that addition to the population of the colony did more for its moral and material benefit than any other in its history. James Swan heard Dr. Lang. It was not difficult to win his consent to an exodus to a new land where there would be not only scope for his conscious abilities, but escape from the environments which had darkened his boyhood. Accordingly Swan sailed for Sydney, and arriving there in 1837, took up a responsible position on the staff of the *Colonist*, where he remained six years. At the end of that period he resolved to go on the land—to employ a colonial expression. He took up a selection and became a farmer in the Wollongong district, now one of the most thriving dairy districts of New South Wales. But he was unsuited for the occupation, and he speedily gave it up.

Accordingly, on the recommendation of Dr. Lang, he resolved to go northward to Moreton Bay, where he arrived
in June, 1846. Within a month he as publisher issued the first number of the *Moreton Bay Courier*. With his heart and soul he threw himself into the anti-transportation cause—the revolting experience of the system in Moreton Bay having been long a disgrace to the authorities and a moral and social danger to the community. Swan, by his brightness of intellect, his integrity, his canny shrewdness in business, and keen interest in public affairs, speedily took and was conceded a prominent place in the growing town. Rectitude and unceasing industry were the handmaids to fortune, and that he had secured in more than modest proportions. He bethought him of his native land, and determining to pay it a visit he disposed of his interest in the *Moreton Bay Courier*, which thereafter became the *Brisbane Courier*, and set out on a well-earned holiday to bonnie Scotland. Though a successful man, he bore himself with unusual but becoming modesty. Perhaps the only man to whom he unbent was the companion of his apprentice days, James Wilson, the portrait painter. Some far out cousins on his mother's side he ferreted out in a remote highland strath and befriended in an unostentatious way. Life in Glasgow had no overwhelming attraction for this child of a long past romance. The currents were either too fierce or too stagnant, and he bethought him of the easy freedom, the democratic equality, and the fair sunshine of Queensland, to which he returned without a pang in a few months.

Having ample private means, Mr. Swan devoted the remainder of his days to the discharge of public duties. He entered the city council, and having won the respect of his brother aldermen by his quiet business habits, his unwearied effort for municipal advancement, he was raised to the mayoral chair. Like Dick Whittington, three times was he elected to this honourable distinction, and during his triple term of office he initiated many schemes for the
architectural, sanitary, and other improvements of Brisbane, which had in his day sprung from little more than a loose settlement to a great and thriving seaport, a capital city rivalling in population some of the most ancient towns of the old world.

In 1878 the crowning honour of his career was granted him when he was called by the Governor to the Legislative Council or Upper House of the Queensland Parliament, and became thenceforth for life the Hon. James Swan. He was no haranguing politician, but did good service on committees, where his business tact and long experience of the colony were of acknowledged benefit. And so passed the even tenor of his way until he was eighty years of age, when with the sprightliness of youth he took unto himself a wife just out of her teens. As the evening of life drew on apace he once more cast his thoughts beyond the “long wash of the Australasian seas” to his native land. He longed to see Scotland once again. Perhaps there was a latent wish that, like Goldsmith’s wanderer, his long vexations past, he hoped there to return and die at home at last.

With the burden of eighty-one years upon him, then, he set out on his voyage of 13,000 miles, but the end of which he was destined never to reach. It was in the month of June, 1891—the most trying period of the year for a homeward passage through the Red Sea. The heat day and night, often over 100 degrees in the shade, is trying and exhausting even to the young and robust. Probably no large passenger ship makes this passage without paying toll of one or more lives to the deep.

Mr. Swan was terribly enfeebled by the heat, but he was tenderly nursed by his young wife, and when Suez was reached it was hoped that he would rally. The flame of life, however, had burned to the socket, and while the big vessel slowly steamed through the Suez Canal the Hon.
James Swan peacefully solved the riddle of the Sphinx. After life's fitful fever he sleeps well in the desert sands beyond the precincts of Port Said.

The romance of the Glasgow printer boy, however, did not end with his death. During the later years of his life he had taken a deep interest in the Baptist denomination, and was a member of the principal congregation of the association in Brisbane and a generous donor to its funds. Upon his marriage Mr. Swan made a settlement, dated February 14, 1890, in which he provided for a legacy to the friend of his apprentice days—Mr. James Wilson, the portrait painter. To his wife he bequeathed his household furniture and other personal effects and the life rent of his handsome suburban villa and grounds, together with £500 per annum, "for so long as she live or until she married again, in which case the annuity was to cease." Five hundred pounds was bequeathed to the treasurer for the time being of the Baptist Church, of which he was a member, for the use of the congregation. As to the residue of his estate which, it is believed, will realise between £45,000 and £50,000, Mr. Swan directed his executors and trustees that the same should be paid to the Treasurer for the time being of the Queensland Baptist Association in Brisbane, in such sums, at such times, and on such conditions as they thought fit, for the purpose of assisting them in supporting evangelists, who should be engaged in preaching by the Association, subject only to the stipulation that the doctrines so preached were those of the Baptist Union or Christian Brothers.

Although the will had been drawn by a solicitor of repute, it was discovered to be defective. It is unnecessary to inquire whether a fancied injustice to the young widow by the ancient benedict impelled the application of a legal microscope to its terms. A friendly suit by the executors
and trustees, to which the widow was also a party, was instituted in the Supreme Court of Queensland, when the terms of the settlement were fully discussed.

"The Religious, Educational, and Charitable Institutions Act" provides \textit{inter alia} that "every deed of grant, benefaction, or testamentary disposition to or in favour of such (religious, educational, or charitable) corporation shall be made in the presence of and attested by three credible witnesses, and shall be executed and registered within one month previous to the decease of the person making such deed of grant, benefaction or testamentary disposition."

Now, Mr. Swan's testamentary disposition had only been attested by two witnesses, and had not been registered before his death.

When the case was before the Supreme Court the Chief Justice, Sir Charles Lilley, said the statute quoted was "based on an old and well-known policy of the law. There was a time when the priests had, and there is a time now when the ministers of religious denominations have, great influence on the minds of persons. The object of the law was to prevent any undue influence being exerted, and to give time for the relatives whose views and interests might be affected to try and frustrate that influence. It was, in fact, to give notice to the relatives and the world that such an instrument was in existence." The will stood the test of neither of the three necessary witnesses nor of registration, and therefore the Supreme Court decided that the Hon. James Swan had to the extent of his benefactions to the Baptist Church and Association died intestate. The Privy Council have since upheld this decision, and as a result legislation has been introduced repealing the clause of the principal Act, which required that testamentary dispositions should be witnessed by three persons and registered at least one month prior to death.
The question then arose who was to get the benefit of the £45,000 or £50,000. By the Queensland law, if a man dies intestate, leaving a widow and no children, half his estate goes to the wife, and the other half to the Crown. The young widow therefore stepped into the handsome unencumbered fortune of about £25,000, in addition to her amount for life of £500, or until she marries again. But the policy of the State in the colonies as well as in the old country, is not to take advantage of the letter of the law, but to divide the money amongst the relatives of the intestate, if there be any and these can be found.

It will be remembered that Mr. Swan was an illegitimate child, and that his father died in battle. The romance of the Glasgow printer boy will not be completely closed until the £25,000, which is going a-begging, so to speak, is claimed and granted to some distant relative of the Peninsular hero, or of the victim of the "Bell o' Brae" murder of 1823.
CHAPTER IX.

"The Head of Navigation"—Developing the Trade—The "Experiment"—James Canning Pearce's Misfortunes—The First General Census—An Early Electoral Roll—Races at New Farm—A Gentleman Jockey's Experience—Real Progression.

But to return. Simultaneously with the appearance of the Courier we find an attempt being made to further develop trade between "the head of navigation" (Ipswich) and the Settlement. Up to this time a barge had been employed to carry what produce there was from the few stations and the Government yards. This trade had been gradually increasing, until now it may be said to have attained fairly large proportions. At all events, for the half-year ending 1845 the returns showed 615 bales of wool, 465 sheepskins, 1 cask of tallow, and 12 hides. As a matter of fact, water carriage had at first met with scant support, owing to the fact that road carriage was cheaper. But by-and-bye support came more readily. Whether this success justified the substitution of steam for manual power was questioned at the time, and taking the experience of its plucky originator, James Canning Pearce, as a basis for reasoning, it may safely be concluded that there were some persons whose power of foresight was much ahead of this often unfortunate speculator. But Mr. Pearce was confident and did his best, which, after all, was without the assistance of others of little avail. The speculation turned out to be very
different from the little gold mine of which Mr. Pearce had fancied himself the possessor. And while the majority of the residents saw nothing but ruin in the venture, there were a few who prognosticated a brilliant future both for the little steamer "Experiment" and the hamlet of Ipswich. These were chiefly those whose only wish was to bring to a successful issue their pet scheme of "wiping out" Brisbane Town and making Cleveland Point the headquarters of commerce. Ipswich, they argued, could be made the connecting point between the interior and Cleveland (the Brisbane being unnavigable for large vessels!) which would be made the port, and all produce would be carried direct to the vessels by lighters without being landed at Brisbane Town. At any cost Brisbane must be ignored. "Man proposes, God disposes," was never better exemplified than in this case, as will be seen later on. As was natural the initial trip of the "Experiment" excited considerable interest among the townspeople of the two places, and her departure from Brisbane on the 25th June was witnessed by the majority of the residents who gathered on the banks of the river. The boat had a select party on board, whose pleasure, however, was somewhat marred by the person intrusted with the steering of the boat not having previously made himself acquainted with the waters he was to navigate. The "Experiment" reached Goodna safely enough, but she soon afterwards grounded, and all efforts to get her off immediately failed. Much against the will of the party and greatly to the chagrin of the Ipswichians, who had at the appointed hour assembled en masse and awaited her arrival, she remained hard and fast until daylight next morning, when she floated off with the tide. When the "Experiment" did reach Ipswich her appearance elicited some expression of enthusiasm. The return trip was made without stoppage, and had the success of the undertaking depended on the encomiums
showered upon the spirited speculator, James Canning Pearce would truly have been a happy man. But it didn't. Like many others who had launched out to assist in opening up the district Mr. Pearce soon felt how difficult it was with so limited a community to depend upon to make either a "pile" or even a living. The fares and freightage were certainly moderate, and especially so in view of the disadvantages and inconveniences which at this time were inseparable from such a venture. A "saloon" passage cost only 6s. and a forecabin one 2s. less; while ordinary goods were carried at 7s. 6d. per ton and wool at 2s. A few months later, however, freight was reduced to 6s. As a storekeeper, too, Mr. Pearce was equally unsuccessful—in fact, he had had best luck while managing a station. Encouraged by the hope of good times coming, and imbued with the desire of all true pioneers to leave the place better than he found it, he succeeded in keeping his head above water for some time, but the odds were too great, and Mr. Pearce ended his days as clerk in the Brisbane Gaol. He died on the 11th December, 1861. Mr. Pearce emigrated from his native land (Worcester, England) at an early period of his life, after having spent some years in the West Indies and the Mauritius, and been a "dweller in many strange lands," he at length found his way to New South Wales. In that colony he remained for some time, engaged in various pursuits, until the opening up of the then penal Settlement of Moreton Bay to free immigration attracted his attention to this district, and he was among the first settlers to arrive here early in the year 1842. In conjunction with a Sydney house, Mr. Pearce commenced business in Brisbane, taking up his quarters in a portion of the "Old Courthouse," and while so employed, he purchased Helidon station. Up to 1846, Mr. Pearce's career was one of success, brought about no less by his own tact and energy,
than by the peculiarly favorable character of the times; but—as it afterwards proved—unfortunately for himself, he was induced, while on a visit to Sydney, to purchase the “Experiment.” This craft, which was the first steam-boat built in the colonies, had been for many years employed on the Parramatta river. During the time she ran between Brisbane and Ipswich, she met with many accidents, but the most serious and crowning mishap occurred while lying in the river off the old Queen’s Wharf. She was laden at the time with a valuable cargo for Ipswich, and was moored overnight ready for starting at early morn. During the night, a heavy squall of wind and rain set in and the “Experiment” sank bodily. She was sold by Mr. Pearce, as she lay under water, to Messrs. Reid and Boyland, for something over £200, her original cost having been as many thousands. In consequence of this disaster, Mr. Pearce had to dispose of Helidon, but with a few sheep he had managed to save, he occupied a station which had been discovered by one of his shepherds—Crow’s Nest; and ultimately, he added Perseverance to his squattage. Here he was for some time successful, but misfortune, in the shape first of drought, then of flood, again overtook him; his flocks were decimated—his means wasted—and he was at length compelled to surrender both stations to his creditors. How he was compelled to leave precipitately; how even common courtesy and forbearance were withheld from him as a ruined man; and how he was, as it were, thrust out from comfort and affluence, to commence the struggle of life afresh after fifty winters had whitened his head,—need not be detailed here. Suffice it to say that, brought down to the lowest ebb in circumstances,—harassed and worn out by repeated disaster,—and somewhat soured in disposition, as well he might be, by the trying vicissitudes through which he had passed, Mr. Pearce ultimately settled down in
Brisbane. As a man Mr. Pearce was peculiarly constituted; but he was best liked by those who knew him. He had a vast fund of information—was a well-read and thoughtful man—could use his pen with vigor and effect when occasion required—and was of a kindly and generous disposition.

At the time when Mr. Pearce was essaying to further open up trade between the two towns the Hunter River Company, too, began to extend their operations by putting on another steamer, the "Sovereign," to do a fortnightly trip. With these increased facilities Brisbane became more attractive to the Southerners, and with the influx of population the producing and consuming power of the place correspondingly increased. Brisbane was becoming an important centre. As pointing to this we find the company lengthening their wharf, connecting their two sheds by an arch, building a brick cottage for their agent, and enclosing the whole with a high fence to prevent the intrusion of bullock-drivers, who had contracted a dangerous habit of camping with their teams close to the stores and imperilling the contents by their fires.

The first general census was taken in 1846 and from this it would appear that the population of the County of Stanley (exclusive of Darling Downs, where there were some 659 persons) was 1599, of which 1123 were males. There were 489 married persons. Of the 1599, 1156 were born in the colony (the majority being children), and the "free" persons among the remainder numbered 213. The total was made up of 129 holding tickets-of-leave (one of whom was a woman), 8 were in private assignment, and 81 described as being "in Government employ." Perhaps some readers may be further interested in the social conditions of the people at this early period, and for the especial benefit of these the particulars in the subjoined tables are given.
### Religion

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### Education

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<td>Read and write</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>Over 21</td>
<td>824</td>
<td>247</td>
</tr>
<tr>
<td>Unable to read</td>
<td>171</td>
<td>37</td>
</tr>
<tr>
<td>Read only</td>
<td>78</td>
<td>41</td>
</tr>
<tr>
<td>Read and write</td>
<td>575</td>
<td>169</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Occupations

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce and trade</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Agriculturalists</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Shepherds, &amp;c.</td>
<td>213</td>
<td></td>
</tr>
<tr>
<td>Stockmen, &amp;c.</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Labourers</td>
<td>182</td>
<td></td>
</tr>
<tr>
<td>Domestics, male</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Domestics, female</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>Horticulture</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Mechanics and artisans</td>
<td>165</td>
<td></td>
</tr>
<tr>
<td>Clergymen</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Legal profession</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Medical profession</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Other educated persons</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>All other occupations</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td>Residue of population</td>
<td>633</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1599</td>
<td></td>
</tr>
</tbody>
</table>
The number of houses within the county was 255, 41 being of stone or brick, and 214 of wood. Of these, however, 50 were in course of erection, and 6 uninhabited. The small population was distributed over a wide range of country, as will be seen by the following table:—

<table>
<thead>
<tr>
<th>District</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Brisbane</td>
<td>299</td>
<td>184</td>
</tr>
<tr>
<td>South Brisbane</td>
<td>209</td>
<td>137</td>
</tr>
<tr>
<td>Ipswich</td>
<td>64</td>
<td>39</td>
</tr>
<tr>
<td>Squatting Stations</td>
<td>390</td>
<td>92</td>
</tr>
<tr>
<td>Military and Government Establishments</td>
<td>160</td>
<td>25</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>1122</strong></td>
<td><strong>477</strong></td>
</tr>
</tbody>
</table>

It has already been mentioned that Moreton Bay had been included in a constituency, but, as will have been inferred, the settlers' "voice" in public affairs was little more than a barely audible squeak. A voter's qualification was the possession of an estate in freehold in lands or tenements, situate, of course, within the district, of the clear value of £200 above all charges and encumbrances, or the occupancy of a house rated at a rent value of £20 a year. There were only fifty-six in this district who could boast of such wealth as would secure to them the voter's qualification. This electoral list is unique in its way, and as such may be given. It was as follows:—Thomas Adams, David K. Ballow, Arthur Binstead, David Bow, John Burgess, John Boyland, David Bunton, Kersey Cannan, Richard Cannan, John Campbell, Richard G. Coley, William M. Dorsay, Robert Davidson, Robert Dix, George Edmondstone, Andrew Graham, John Gregor, Thomas H. Green, Jacob Goode, John Harris, Thomas Horsman, William Handcock, James Hill, Henry G. Isaac, John Kelly, Edward Lord, Benjamin Lee, Henry Lynch, Patrick Leslie, George Little, Louis F. Layard, John M'Connel, David

Notwithstanding the periodical incursions of Governor Gipps on the little treasury of the community and the prevalence of hard times, chiefly consequent on a serious drought which prevailed in '45, the residents were withal a pleasure-loving set—and, by-the-bye, their successors have not degenerated much! Who, among the very old residents, cannot recall the genuine sport at New Farm, and the attendant "liquoring up" at Bow’s or M’Adam’s? Foot races were run in the streets, and occasionally a private horse race would be decided in the same place. Indeed, the great sporting pastime of the early days was horse racing, which had its inception at Cooper’s Plains. Impromptu races were held there at intervals, and the success which attended these was in marked contrast with that which followed the efforts of the owner of the Experiment. In 1846 the sporting propensities of the people had so developed that it was decided to hold a three days’ meeting at New Farm. The events were not numerous, neither were the prizes of considerable value, nevertheless the interest taken in them was keen in the extreme. The attendance on the 16th, 17th, and 18th of June was (to use the words of the local scribe) "not only numerous, but boasting more than an average of respectability"—whatever that may mean. The racecourse, too, was graced by "a goodly number of the fair sex dressed out in holiday attire," which, we are assured, "with the bright costumes of the gentlemen-jockeys, gave a most animated appearance to the
scene.” We are still further assured that “it only wanted a band of music to add to the harmony of the proceedings, and make the mirth and excitement complete.”

Whatever may have been wanting to complete the flow of mirth was to some extent supplied by the excitement consequent of the many spills for which the meeting became noted. The account given by a “gentleman jockey” (Mr. Henry Stuart Russell) of one of these spills is certainly worth repeating. While intensely interested in the proceedings he was approached by Mr. Frank Bigge’s French groom, Douyère, who thus accosted him:—

“I vas to ask you, sare, if you would ride Voltigeur for Mr. Frank in the hurdles, sare? His veight is too much, he vill take de ‘velters’ hisself on de old horse.”

“Oh, yes! Douyère,” said I.

“Tank you, sare! Now I vill tell you, sare! Voltigeur can jump well: like de gangaroo! You do ride, I tink, some ten stone. He will carry you like von monkey! But, sare, I must tell you: Voltigeur do not talk the Inglish. Ven you come to de hurdle you touch him on de shoulder vid de vip, and cry ‘hoopela!’ in his own language.”

“Ay, ay! Douyère, I’ll remember.”

Out of the scales into Voltigeur’s saddle—sweet little horse he was! “Mind, sare!” were the last words I heard after “off”—“mind, sare, he talk de Français!”

“Hoope-la!” shouted I with the prescribed touch on the shoulder, and over he went “like a gangaroo.” “Hoope-la!” at the second; “Hup!” at the third — forgetting myself in the heat—Voltigeur caught the top bar, and making a complete somersault, rolled over, me under! Somewhat confused by the “pip,” the voice of Douyère brought me to my senses.

“Ah! sare, you did call de ‘Hop!’ not de ‘Hoope-la!’ Voltigeur did not—ne comprend pas l’Anglais!”
"For years after," writes Mr. Russell, "I was greeted with a 'Hop!' by my friends. This was my last lesson in French."

Such were the episodes which helped to make up the day's enjoyment. As a fitting close to a successful meeting the promoters indulged in the luxury of a supper, which did not, in point of enjoyment, disgrace the preceding events, while some of the exhilarated squatters celebrated the wind-up by removing signs, and indeed, everything movable, not even forgetting the Government flagstaff and belfry, which stood somewhere opposite the present Town Hall.

But the year 1846 was marked by incidents indicative of real progression, notwithstanding the gross neglect of Moreton Bay's member and the consequently small share of representation which it had. In the same month that the races were held Moreton Bay rose to the dignity of a port of entry, and shortly afterwards a Customs officer and a staff of six with all the bumptiousness of office took up their residence here. What the direct cause of this sudden recognition of Moreton Bay was is not very apparent, and what so large a staff found to do when they got here is a question equally unanswerable, seeing that the revenue up to the 5th of July, 1847, did not amount to £20, while the expenses for the same period came to £875 odd! It may have been of course that the various Government officials here were lonely for the want of some one to assist them in doing nothing! However, though the staff was expensive the event was regarded as of some importance, and the honour of their presence was duly appreciated by those who for years had been striving to push things. The gentleman to whose lot fell the honour of being the first Customs officer was Mr. W. A. Duncan, who arrived here from Sydney on the 13th July, and with the next visit of the
steamer came Mr. Thornton (the tide surveyor), a coxswain and a boat's crew of four. Mr. Duncan took up his official quarters in a small cottage in Queen-street, while the Commissariat Stores did duty as a bond. Here goods described as being "for home consumption," on which duty was chargeable, could be stored for three months, but if left in longer they were liable to be sold. Whether it was for the want of something better to do, or whether it was that the regulations under which this new department worked were not sufficiently explicit or pliable, is not very clear, but it is a noteworthy fact that Mr. Duncan came frequently to loggerheads with the Sydney merchants, and he was not infrequently reminded by these that his ascendancy to the position of Customs collector from that of a salesman in a small stationer's shop was an injustice to those over whose
head he had jumped. From the determined stand the Sydney merchants took against the introduction of what they dubbed "a useless official," however, we are inclined to believe that the Customs officer was "more sinned against than sinning." Mr. Duncan was a staunch Roman Catholic, and as such took great interest in the affairs of the Church. It was he who built Darra the now renovated residence of the Archbishop), and as a result of this the hill now known as Convent Hill was called "Duncan's Hill," and his name is still before us in Duncan-street. He eventually added to his duties of Customs officer those of caretaker of the first Catholic Church. Years afterwards he was promoted to the post of Customs officer in Sydney, where he died a few years ago.

On the 26th July matters had so far advanced as to warrant the Government in defining the boundaries of Moreton Bay as follows:—"Moreton Bay shall be construed to extend from the 30th deg. of south latitude in the south to the 26 deg. of south latitude in the north, including with such port all inlets, rivers, bays, and harbours within the same, and one league to seaward."
CHAPTER X.

AN UNPOPULAR GOVERNOR—GOVERNOR GIPPS' DEPARTURE—AN OUTSPoken FAREWELL—IN AND ABOUT THE SETTLEMENT—THE ANNUAL PRIZE FIGHT—CLEVELAND V. BRISBANE TOWN: THE QUESTION OF LABOUR—NEW HEBRIDEAN IMMIGRATION—UNRELIABLE LABOUR.

I t will have been observed that Governor Gipps was by no means popular with the people of Moreton Bay. Still their dislike was as nothing compared with that of those in the South. Indeed his reign throughout had been an unhappy one, not because of any want of ability or integrity on his part, but mainly by reason of his peremptory and proud disposition. Towards the end of 1845 this disposition brought him into even more unpleasant collision with the elective Legislative Council; and the fact of his health breaking down combined with the embarrassed condition of the country did not improve matters. Right up to the very time of his departure, we might say, an undesirable wrangle and acrimonious controversy was continued, and the efforts of one side were directed mainly to outwit the other. On the 12th June, 1846, Governor Gipps's bill to renew the Border Police Act was, after two nights' debate, rejected, and in its place an address that was nominally a vote of censure on the Government policy in reference to the Crown lands question was carried. The Governor's reply "that he was happy to say that this address was one which required no reply, and he did not intend to give any," brought
matters to a crisis. By this time it was well known that in a week or so the Governor would leave for England, and the Council thereupon resolved to transact no further business until his successor should have arrived. In the meantime committees had been appointed by the Council, and as it was thought that a good deal of the business could be carried on through these the Council adjourned until 21st July. In this attempt to ignore his Excellency the Council were checkmated by the Governor, who on the next day (13th June) prorogued the House until the 25th August, and by this means prevented the committee sitting at all. Governor Gipps, whose condition had become so alarming as to cause great doubt as to his recovery, left Sydney on the 11th June, and the following extract is a fair specimen of Press eulogiums showered upon him:—

"In running our Constitution
Sir George has spoilt his own."

"With Sir George in health at the head of the Government we had many quarrels. His Government now forms matter of history. Deprecating his measures we feel pity for the man, and we cannot but regret that he has wasted his health and energies in vainly combating a power to which even the most despotic and irresponsible must succumb. Scattered and dispirited, or if concentrated only formed into contending sects and parties, denied all participation in the management of their affairs, as was the case with the colonists on His Excellency's arrival—scarcely a whisper of disapprobation reaching his ears through the medium of the old nominee Council—whom he ruled and swayed as he pleased—it is not to be wondered at that in secret he undervalued the colony and colonists. . . .

That there was a limit, however, to their forbearance which even he could not pass in safety he has, unfortunately for himself and for the colony, long since discovered. . . .
He came among us as a professed Liberal redolent of all those delightful theories of universal freedom, toleration, and progressive equality, oftener, alas! found in theory than in practice. A few years of irresponsible authority, exercised over a people incapable of estimating the consequences of his acts, rendered His Excellency the veriest stickler for prerogative. Arbitrary and despotic in his own Government, the rights of the Crown usurped the attention which the boasted Liberal had before declared due to the right of the people. His Government is, however, at an end. Regretting the decay of his health we rejoice at his departure."

There is an outspokenness about these farewell words which does the *Courier* credit. As a proof of its sincerity on this question we have only to remark that it chronicled the result of Mr. Duncan's attempt to establish a local testimonial fund in the following terms:—"For the honour of Moreton Bay we are proud to record Mr. Duncan's want of success." It only remains to be added that on reaching England Governor Gipps was appointed commanding engineer at Woolwich in the place of Colonel Barney—a gentleman with whom the reader will be duly made acquainted.

Governor Gipps, as Governor of New South Wales, was succeeded by Sir Charles Augustus Fitzroy. Sir Charles arrived on 2nd August, 1846. Sir Charles, in character, was quite the reverse of his predecessor; good-tempered and amiable, yet careless of Government, and was always glad to be rid of State troubles. With such a man it is not to be wondered the Council had a good deal of their own way. Consequently they were more than delighted with the change. It is well, perhaps, that his temper was even, for State affairs were in a chaotic condition, attributable to the great friction which had existed between Governor Gipps
and the Council, and the contradictory opinions which prevailed on the question of the land laws, to say nothing of the bitter ill-feeling which had sprung up on the subject of transportation. However, he managed—by letting the Council "rule the roost"—to get along smoothly, although with the Colonial Office on one side and the Council on the other, the task was about as difficult a one as a man of his nature could accomplish.

Turning to matters which may be considered more local we find our storekeepers reporting trade uncommonly bad, one or two of their number, together with the only publican on Kangaroo Point, seeking solace in the friendly provisions of the Insolvency Act. About the only empty buildings, however, were inns, from which fact it may reasonably be assumed that the trade in this respect had been overdone. Boiling down and salting seemed to progress though, for "Tinker" Campbell was led to make substantial additions to his plant. But he, too, it is said, went too fast, and consequently shortly after he had made the additions the works were transferred to another firm of the uncommon appellation of Smith and Co. "Tinker," however, commenced a new establishment at Ipswich. There had been not a little sickness in the community during this year ('46), and the drought, which caused a shortage of water, was blamed for a good deal of it. The necessity which thus arose caused residents to prospect for water, those in North Brisbane being almost entirely dependent on the somewhat extensive waterhole which at that time was located near the Town Hall Reserve. Several good supplies were struck, and one of these was somewhere near Parbury, Lamb, and Co.'s wharf, South Brisbane. The Government, still with an eye to the State purse, showed their appreciation of its discoverer by generously giving him (for a small consideration, of course) a three years' monopoly of the contents together with two.
roods of land adjoining, the only stipulation being that "he would not charge more than the inhabitants had before voluntarily paid him."

In the meantime Moreton Bay was unconsciously attracting attention from as far south as Port Phillip, and not only attracting attention but exciting the interest and admiration of far-off neighbours. The information was conveyed in the following paragraph which appeared in the *Port Phillip Patriot*:- "We observe in the shops of some of the confectioners in town pineapples and bananas of a very superior description; these fruits are grown at Moreton Bay, to the north-ward of Sydney. The price demanded for the pineapples is a guinea per couple!" The idea of selling pineapples at so high a figure will probably excite envious feeling at the present day, and will cause local growers, who would consider themselves lucky to get a guinea for a hundred, to sigh for the good old times that come again no more. At any rate the paragraph, to say the least, was suggestive of the capabilities of both soil and climate, and was a damaging contradiction to the wail of the squatters who a couple of years afterwards and since then have avowed that the land would grow nothing but sheep and cattle.

Contemporaneously with the growth into importance of Moreton Bay a marked increase in the work of the police magistrate was noticeable. Be it said, however, that the crimes committed were not of a heinous nature, consisting chiefly of petty larceny, drunkenness, and desertion from hired situations. In many cases the offenders were ticket-of-leave men or soldiers. The articles purloined were generally a camp oven, an axe, or some other such portable property, although one or two of the more fastidious of the skulks (that was the name by which the thieves were known) walked off with odds and ends of jewellery. One who was evidently bent on taking anything that was neither too hot nor too heavy
annexed a pair of window sashes from a building in South Brisbane. As usual, black trackers were placed on the scent of the thief, but, as on many previous occasions, nothing came of it. With regard to this particular case, however, it is worth recording that the blacks tracked the man to a cottage some distance away. As the traces stopped here, and the house "was occupied by a person in a respectable station of life," no further attempt was made to recover the stolen property! Truly the police were a considerate body of men in those days. Was it because some of the members of the "foorce" were ticket-of-leave men themselves, a fellow-feeling making them wondrous kind? This sort of thieving became far too frequent, and the failure of the police to arrest the offenders caused the _Courier_ to "come down upon" these limbs of the law somewhat severely. This is how the question was summed up:—"We have been asked what are the constables doing for their pay? and we have been as frequently puzzled for a reply. It appears to us that these officials require some sort of stimulus to quicken their detective powers. They show great zeal in getting up cases entitling them to money—they have a most fanciful mode of peeping through the keyholes, but we are of opinion they could be much better employed in looking after some of the 'skulks.'"

At this particular time an incident occurred in the Legislative Council which damped the ardour of Brisbane Town residents, and had the effect of reviving what afterwards became an annual prize fight—Brisbane against Cleveland Point. The Colonial Secretary, in the course of a speech, remarked that Brisbane could not long be the commercial town for the district in consequence of the bar, which, he said, prevented vessels of any size going up the river; and that the magistrate had already received instructions to fix a site for the new town. When it is considered that
these utterances were untrue, and were made just prior to a sale of Moreton Bay land, the feelings of the struggling settlers can be readily understood. The effect of these remarks was such only as could be wished for by a man who had selfish and singular interests to serve. There is no doubt but that the Colonial Secretary used his position to favour Cleveland Point. And this big bid had its results with the speculating public, for at the land sale which followed the allotments at Ipswich brought high prices after spirited competition, while for those in Brisbane there was not even a bid!

Had this been all perhaps the people could have soon lived the thing down; but on the top of all other injustices
came the announcement that the vote of £820 set down on the Estimates for building a gaol at Moreton Bay, together with that of £1000 voted towards the erection of a Custom House, had been withdrawn, because “it was not intended to make the port a free one, but only one of entrance and clearance.” Even the South Brisbaneites, who wished to have letters and newspapers sent over the river, or a branch office established there, were refused this small request, although they were promised that “if they were willing to pay 1d. extra postage the matter would be taken into consideration.” The primitive approaches to the two ferries were dilapidated and positively dangerous, but not one penny of the ferry dues would the Government allow to be expended on them. The old convict barracks were nearly tumbling down on the heads of those who occupied them; but they might fall if they liked—the rent must go undiminished into the coffers of supremely selfish New South Wales. How encouraging in effect were these miserly proceedings on the men who were struggling almost against hope to make the future of the place! Naturally at the withdrawal of the grants referred to they became indignant, and on the 19th of November they held a “public” meeting to discuss the situation. Captain Coley (the builder of what is now regarded as the oldest house in Brisbane, by the way) occupied the chair. As a result a petition was drafted protesting against the remarks of the Colonial Secretary, and also against the action of the Government in withdrawing the two votes; while it was pointed out in simple but unmistakable language how the memorialists would suffer if the Governmental views held respecting Moreton Bay were given effect to. And this is the satisfaction they got:

“Sydney, 29th December, 1846.—I am directed by His Excellency the Governor to acknowledge the receipt of your letter of the 21st instant, forwarding the petition from inhabitants of North and South
Brisbane, praying that the Customs and other Government establish-
ments may not be removed from Brisbane; and in reply to inform
you that whenever the site of the Custom House for Moreton Bay is
to be decided upon, the representation of the memorialists would be
taken into consideration."

As this question of Brisbane v. Cleveland Point was
repeatedly brought forward we may give a few of the
reasons advanced at the time on behalf of both places. Those favouring Cleveland alleged that besides the bar,
which in itself was a very great obstacle, there were a vast
number of flats, upwards of fifteen miles in extent (!)
through which it would be necessary to clear a passage. It
was estimated that such a work would take sixty years to
accomplish, and would necessitate the expenditure of
£60,000. Again, all the wool grown in the district had to
be shipped by small steamers or sailing vessels at an expense
of 10s. per bale; while if a township were formed, where
ships could receive the wool direct for London, this heavy
tax on the wool-grower would be removed, together with
about an equal amount in freights for supplies. In the face
of such facts it was urged that Brisbane could never become
a shipping port, and that consequently for the sake of a few
rents received from the Government buildings the Govern-
ment should not subject the squatters to an annual tax of
£30,000, and especially so when the sale of land at Cleve-
land Point would handsomely repay the Government for the
loss of the buildings. It was actually threatened that if this
was not done stock-holders would with their flocks move
northward to the port of North Australia, and Brisbane
would become a dead letter in the commercial world!

On the other hand, the Brisbane people, while agreeing
that the situation of Cleveland Point was the only one in the
bay possessing natural facilities for the formation of a pier
or wharf at which to land or ship cargo in the bay, argued
THE QUESTION OF LABOUR.

that this would involve a large expenditure, the deep water being a mile out from the shore, and the benefit to be derived was questionable, since the town to be built in connection with the pier would need to be another mile distant. A more important objection was the anchorage in the bay, which, it was asserted, was the most exposed one that could possibly be found. The fact remained, too, that the bar at the Brisbane had not been examined, and that all the vessels trading here, some of which drew over 10 feet, had succeeded in effecting an entrance.

At this point let us turn to a question which troubled the squatters very much, and which in course of time developed into a most contentious one. Whatever may now be considered the merits or demerits of the case there is no denying the fact that the want of labour at the time of which we write was very severely felt, and had the effect of greatly retarding the progress of what was then the mainstay of the place—the pastoral interest. Nor was Moreton Bay the only place where this dearth of workers was felt; every district in the colony participated. Indeed in all directions we find the supply of labour exceedingly disproportionate to the demand; so much so in the Moreton Bay district that in some instances the squatters had themselves to “set to” rather than adopt an alternative that would subject them to heavy losses—boiling down. Transportation had ceased in August, 1840, while the whole of the immigrants introduced into New South Wales from 1842 did not total 5000. So greatly did this affect industry that as early as 1842 a petition was got up praying for a revival of transportation. Considerable discussion ensued in the South, the only result of the agitation being the bestowal of the title “the banditti party” on the petitioners and the engendering of very bad feeling between the contending parties. The consequence was that the squatters turned their attention to
the South Seas, China, and India; but although they were almost unanimous in the opinion that they would have to draw on these fields they did not immediately give effect to their conclusions. Nearly 100 young natives from the New Hebrides (this was probably the first introduction of kanakas) where imported by Mr. Benjamin Boyd, of Twofold Bay, who informed the squatters that there was an unlimited number to be procured. He expressed his opinion thusly: “They are a class of men which by common firmness and kindness in management may be induced to do a moderate quantity of work equally as well as any European and at less than one-third the cost.” In such straits were the Port Phillip people that they had to employ the most unreliable labour of all—aboriginals. It may be taken for granted that if the Southern portion of the colony was so badly off, those in Moreton Bay were in a worse condition. What few men did come to the Settlement did not care to move out of it. In that respect the early day arrival was not unlike the immigrant of a later period. If perchance they did go up country they as a rule had no sooner become settled in their situations than they began to regret their agreements, and “bolted.” A local labour fund was established here by stock-holders, who subscribed at the rate of 10s. for every 1000 sheep or every 250 head of cattle they owned. During the four months this was worked, Mr. Robert Graham, the agent, introduced 150 labourers. These, however, like the rest, cared little for the agreements they had signed, and deserted as soon as they became tired or a hint was dropped that somewhere else an advance on their wages was obtainable. The only satisfaction derived by the troubled squatter was the payment of a reward of from £2 to £5, and if captured to give the object of his search a month in Sydney. In many cases this was what the runaway wanted, for, wishing to get back, he was quite willing to do a month
in gaol for the opportunity afforded. One has only to look at the old records to see how greatly the employers were inconvenienced by this, and to what expense they were put. The following is one of the scores of notices issued for the absconders:—"£5 Reward.—Whereas Patrick Gaughan, under agreement for twelve months, has absconded from the hired service of James Rees, after having lost twenty-three sheep and receiving goods to more than the amount of wages due to him, all persons are hereby cautioned against harbouring him or giving him employment; and the reward of £5 will be given to any person as will give such information as will lead to his being apprehended and lodged in gaol." Then follows a detailed description of the runaway.
CHAPTER XI.

A Possible Way Out—Renewal of Transportation—The North Australian Fiasco—An Ill-matured Scheme—A Blow to Dignity—Troublesome Blacks—A Double Murder—A Notorious Villain—A Settlement Shindy.

While, however, the importation of alien labour was being discussed, the question of the renewal of transportation was brought formally before the Council by a despatch from the then Secretary of State (Mr. Gladstone), who urged the expediency of such a course being pursued. A Select Committee reported favourably of the system, and its recommendations were adopted. Anti-transportation petitions were, of course, got up, and one signed by thousands of residents of Sydney was presented. This the Council refused to order to be printed, and the petitioners then approached the Governor, who promised to forward it to the Home Office, though he freely asserted that he "could use no influence in the matter, for he had none." And so things went on in the South—meetings and counter meetings being held, Moreton Bay (or rather the squatters of Moreton Bay) in the meantime anxious for the revival of the system.

While in this glorious state of uncertainty, however, the settlers were not a little astonished to learn that their long-felt wants might ere long be supplied from their very door, as it were. The information was conveyed in the report of a speech made in the House of Lords by Lord Stanley, who,
when describing the proposals of the Colonial Office, stated that "the Government to which he belonged had thought proper to appoint an additional colony to the north of New South Wales, beyond the limits assigned to that colony, the new colony not being too near the tropics to prevent its being healthy. It was intended that a number of those convicts who had reached the most advanced stage—that was the lightest—of penal discipline, should go to that colony, where they would be furnished with provisions for a limited period and also a portion of land. They would also be permitted, if they thought proper, after a certain interval to emigrate to the adjoining colonies, and become the servants of the outlying population of these colonies. The class of convicts who would be sent to the new colony would be those who, when they arrived there, would be in the position of having received a conditional pardon." On learning this the squatters naturally concluded that their troubles were about to be set at rest, and the scheme was vigorously prosecuted. Shortly afterwards a detailed account of the Imperial intentions came to hand, from which it appeared that the expenses of the undertaking would be defrayed out of the funds apportioned by Parliament for convict services; that £10,000 would be expended in the erection of public works in the proposed North Australian Settlement; and that the expenses after three years would have to be paid out of the proceeds of any revenue that might be derived from the resources of the new colony. The governing staff would consist of the following:—Superintendent (Colonel Barney), £800 per annum; first clerk and colonial secretary (Captain Perry), £300; second clerk (C. E. Merewether), £200; chairman of Quarter Sessions (W. W. Billyard), £300; clerk of the peace (J. S. Dowling), £200; sheriff (William Anthony Brown), £100; chaplain, £250; land surveyor, £300; and three magistrates at £100.
The troops to be stationed there were: One captain, one subaltern, four serjeants, and sixty-four rank and file belonging to the 99th Regiment, Captain Day commanding. As to the class of convicts to be sent to the new settlement it was intended to send two: Those in Van Dieman’s Land who became dependent on the Government of that colony for support, and all future exiles from England (in other words, those transported with pardons), with their wives and families. The conditions under which the 3000 prisoners were to come were briefly these:—They would be under probation for twelve months, during which time they would build stores, hospital, wharves, &c. At the expiration of this probationary term they would be allowed to go to other parts of the colony and enter into engagements, or should any choose to remain they would become entitled to as much land as they could cultivate for three years, and should they desire to purchase land at the end of that time they could do so at the rate of £1 per acre, payable in ten annual instalments. The scheme was undoubtedly a great one. It was one, some thought, which might well be looked upon as a solution of the labour difficulty, while affording relief to the home Government, and at the same time “it would create an outlet for the salt meat, which had become a somewhat important item in connection with the boiling down establishments here.” But while humane in principle the details required working out. For instance, in granting the convicts their land on the expiry of their probationary term they would need to be supplied with implements and cattle, and no provision was made for this! The only objections to the scheme apparent at the time were that it would offer a premium to vice and tend to lower the respectability of settlers, since the exiles would be placed in a better position than virtuous men. This was the view, too, of Lord Grey when the project was first mooted in the House, for his
lordship vehemently opposed it on the broad principles of justice and expediency; stigmatised it as too absurd to bear discussion; and observed that the Government in their anxiety to rid the nation of expense had devised a system of rewards for crime. But why dwell on particulars of a scheme which so lamentably failed, which not only blighted all the hopes raised, but landed the squatters in a greater degree of perplexity than ever? Colonel Barney did come, arriving in September of '46. Two months later we find him at Moreton Bay in the "Cornubia" with his surveying staff, and in December he had fixed on a site for the settlement in the vicinity of Port Curtis. He then returned to Sydney, reported progress, and again embarked—this time in the "Lord Auckland"—accompanied by his family and a portion of the military, it being arranged that he should be followed by the "Thomas Lowry" with the remainder of the military, stores, &c. And this is what followed.

The attention of the "Lord Auckland's" passengers on arrival was almost wholly absorbed by a topic which they deemed most momentous, and which was highly characteristic of those who discussed it. How was their arrival to be celebrated? Were they to land like "nobodies"—to step from ship to boat, and from boat to beach, as other men? or were they to burst in the full blaze of official splendour and (par consequent) dignity upon the astounded gaze of some wandering savage who might perchance watch their (to him) unintelligible movements? Dignity is a great thing, truly; and a due regard for it carried the day. At the bottom of the ship's hold were some five-and-twenty cannon, which after much tumbling of the cargo were brought on deck and prepared for use. Ceremonials were duly arranged. As soon as the ship cast anchor the military and officials were to land, and having drawn up in imposing array on the beach were to await and welcome
with acclamation the arrival of their illustrious head. The officer in charge of the detachment brought to the light of day his much prized regimentals, the legal gentlemen their wigs and gowns, the rest of the illustrious their "official coats." But alack! vain are the hopes, futile the schemes, of man. In two short hours, in the midst of the rehearsal of this melancholy farce—bump! the vessel struck upon a sandbank, and was soon, with an ebbing tide, straining and rolling heavily. Sauve qui peut! His Honour landed ingloriously in the first boat; the "fine" things were hurriedly thrust aside, and all attempts to render "honour to whom honour is due," as the copybooks have it, were frustrated.

This untoward circumstance completely paralysed Colonel Barney; for although he succeeded a few days afterwards, at the cost of leaving a boat load of stores on the beach of Facing Island (to be rendered worthless by the surge and the advancing tide), to get up the ceremony of "swearing in" the whole passed off spiritless and dull. The poor officials, wan and woe-begone, wetted in their endeavours to rescue their traps, thought more of their plight than their dignity, and as a natural consequence less of the dignity of their chief. On the very threshold, as it were, his resolution failed him. Circumstances and opportunities make men great; but, alas! his Honour was destitute of the simplest element of greatness. Necessity is the foster parent of genius; but genius must first have a latent existence. Adversity tries men as the fire tries steel: His Honour had been tried and found sadly wanting—wanting in every attribute essential to the founding of a colony. The matter was too serious for ridicule—to too ridiculous for serious reprehension. Colonel Barney had accomplished nothing—literally nothing. Heavy expenses had been incurred, and for what? To land a few helpless people on Facing-
Island—he himself the most helpless of all—and huddling them together in tents, fritter away months in idleness. Yet not more knowledge of the capabilities of Port Curtis than any active pedestrian might acquire in a single day. Perplexed, bewildered, and rendered utterly helpless by the grounding of the "Lord Auckland," the poor Colonel persuaded himself, and endeavoured to persuade others, that he awaited the arrival of the "Thomas Lowry." But week after week elapsed, and no "Lowry" came. The sheep, reduced to six, seemed, in their miserable leanness, to utter a solemn protest against a further supply of fresh meat. Vegetables there were none; and reduced to coarse biscuit and salt junk, the small stock of energies possessed by the unfortunate colonists began to prey upon themselves. Fresh meat and despondency; but salt junk and despair! The "Thomas Lowry" was surely lost, and the "Lord Auckland" unseaworthy, there they were cast upon Facing Island,

To live unknown, and unregretted die!

Happily the commissariat stores were considerable, and long before, to use a homely phrase, there was a southerly wind in the bread basket, the "Secret" and the "Harriet" arrived from Brisbane with news of the "Thomas Lowry's" safety and detention and the purchase of the "Kangaroo." Colonel Barney announced his intention of making a general survey of the coast before finally deciding upon forming a settlement; but while in this glorious state of certainty he was notified by the "Kangaroo" (which had in the meantime been purchased for the North Australian trade) that the letters patent had been revoked, and the philanthropic scheme would be allowed to fade away with the £20,000 which represented the cost of the experiment.

For some months prior to this time the blacks, notwithstanding all the kindness shown them and the many efforts set
forth to civilise them, had become extremely troublesome. From every place where there were a few white habitations came the reports of depredations by the natives—sheep slaughtered, cattle speared, the monotony being occasionally relieved with the news that a shepherd or a hutkeeper had been butchered. The dusky warriors were especially troublesome to the teamsters carrying supplies to the

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Downs. Indeed so successfully was their work of plunder and murder carried out in this quarter that the Government deemed it necessary to station a small detachment of military in the vicinity of Helidon. Here, assisted by native police, the soldiers remained for some three or four years, and it is said that during this period scores of blacks became victims to the bullets of the red-coats and semi-civilised black troopers. In the vicinity of the Settlement,
too, did the blacks give evidence of their thirst for blood and love of plunder.

One of the outrages which occurred towards the close of 1846, in which the victims—for there were two—were known friends of the blacks, may be given as a fair sample of their treachery. The crime was perpetrated on the 20th October. On this day Mr. Andrew Gregor, a much respected settler on the North Pine, sent four blacks (Jemmy, Millbong Jemmy, Dick Ben, and Jackey) to cut bark in the bush. During their absence some score of sable intruders gathered about the hut evidently wanting provisions. Some were given food, and all were ordered away, but their obstinacy necessitated their being driven off by Mr. Gregor. About an hour after this incident the four blacks returned with the
bark, depositing it in the stockyard. They were soon joined by other natives, and then the murderous work commenced. Mr. Gregor was engaged in inspecting the bark, when Dick Ben and Jackey stole upon him unexpectedly, and dealt their benefactor many blows on the back of the head with their waddies, and quickly deprived him of life. Another native name Moggy Moggy with Millbong Jemmy then attacked Mrs. Mary Shannon (the hired servant of Gregor), who was standing in front of the hut. She was killed in much the same way as her master. During the time this was taking place Mrs. Shannon’s husband was at a water-hole some 200 yards away, and hearing his wife’s cries he ran to her assistance. He was, however, repelled by spears, but fortunately he had acquired the habit of carrying a gun while working about the place, and this enabled him for a time to keep his assailants at a distance. Ultimately, he found it necessary to retreat, which he did in the direction of Captain Griffin’s station, hotly pursued by some of the blacks. After travelling about four miles he met a Mr. Haly on horseback. This gentleman having been informed of the occurrence galloped to Griffin’s station. The Captain and his three sons armed themselves, and with Haly set out for Gregor’s place. On arrival there they found two of the blacks filling their “dilly-bags” with flour. The thieves at once took to the bush, and though chased they evaded capture. On returning to the hut the pursuers found Shannon’s three children standing at the door, scarcely aware of the seriousness of the proceedings. Both bodies, which were much mutilated, were removed to the hut, where they were found by Dr. Ballow and the police magistrate, Captain Wickham. That the murder was premeditated is obvious from the fact that a few days before its committal the natives informed a black boy, who was engaged on the station, and who saw the whole affair, but was too much
afraid to interfere, that they would "kill Gregor, white woman, and children," because they would not give them food. This statement was corroborated by another native, and strangely enough Gregor had been informed of their murderous intentions, but refused to believe that his life was in danger. The sad end of poor Gregor threw the Settlement into a state of great excitement, and several parties went out in search of the perpetrators of the crime. For all the success which attended their efforts, however, they might have remained passive. True, "Jackey" was seen by several persons, and was even captured, but though his captors hung on to him by his hair and his limbs he exhausted their strength, and at length got free. The leaders in this murder were, indeed, notorious scoundrels whose hands were steeped in the blood of many white men.

The greatest villain of them all, perhaps, was Millbong Jemmy, whose reign fortunately was now drawing to a close. On the 6th November he suddenly made his appearance at Eagle Farm, driving Mr. Richards away from his home there and robbing him of provisions. Having plundered this place he crossed the river to Doughboy Creek, where he demanded to be supplied with rations from the sawyers whom he found at work in the neighbourhood. He was given what could be spared; but he wanted more, and intending to enforce his demand he "rushed" the hut. Consequently, a struggle ensued between the black and a sawyer and a bullock-driver. Millbong Jemmy struck the sawyer a fearful blow on the arm with his waddy, and so disabled him. The sawyer at once rushed to the hut, secured a gun, and, returning with it, shot the troublesome aboriginal through the head just as the bullock driver was about to go under. Jemmy was then secured, placed in a bullock dray, and brought to the Settlement—dead, for he expired on the way. This man had a very bad record,
for from the year 1832 he had carried on his work of murder and plunder. In that year he first brought himself prominently under notice by leading a party in an attack on several members of a boat's crew. After beating them severely they proceeded to roast them alive, but the return of the Commandant and remainder of the crew saved the poor fellows' lives, although they were in the hospital for over twelve months, and never fully recovered. In the meantime Jemmy stuck up several huts, and in 1839 made his appearance in the Settlement. Here he broke into the Windmill
tower for the purpose of stealing flour, but being surprised he contented himself with stabbing Acting Chief-constable Thomson in the chest with a long knife. He next attacked the Government Station at Eagle Farm, and repeatedly threatened the lives of the Westaway family, who resided there. Even on the day preceding his death he committed several robberies at Breakfast Creek, and while crossing the river with some of his mates to avoid capture he met a boat and set upon its three occupants. In defending themselves one of the crew accidentally shot a comrade who was handling him a gun. A subscription was got up, and £10 a head offered for the apprehension of Jacky Jacky, Dick Ben, and Moggy Moggy for the murder of Mr. Gregor and Mrs. Shannon, and Horse Jemmy for the murder of Mr. Uhr, a crime committed just prior to that at North Pine. Prisoners under the charge of warders were sent out to scour the bush, and as a result Horse Jemmy was shot by a prisoner of the Crown named Daniel Doyle, who was accompanied by James Reynolds and John Lyndon.

While on this subject an incident typical of almost daily occurrences in the Settlement, but in which the blacks alone were sufferers, may be related. One of the gins had been ill-used by a native called Wellman. The gin’s brother was not prepared to allow this to pass unnoticed and unreavenged, and accordingly proceeded to deal out retribution. After some sharp fighting between the two the score or more sable spectators joined in the fray, and a battle royal took place. Waddies and knives were used by the men, but, woman-like, the gins contented themselves by tearing out the hair of their opponents. At the conclusion of the fight it was found that two of the men had been severely injured, and these were borne away on the shoulders of the gins. It is needless to add that scenes such as these alarmed the white women who happened to witness them,
and greatly disturbed the otherwise peaceful routine of "city" life.

In bringing the year 1846 to a close an incident which revives the memory of times long since passed, and recorded thus in the *Courier* may be related:—"A few days since while digging in a garden, a workman discovered part of a human skeleton with irons on the legs similar to those worn by the prisoners during the time this place was a penal settlement. It is conjectured that the bones are the remains of some poor wretch who had in all probability been murdered by a fellow-prisoner, and afterwards placed under the sod by him to escape detection. It is well known that murders among the prisoners were not infrequent, and that many of them committed the most diabolical crimes in order that they might be deprived of an existence which had become hateful as well as burdensome on account of the severity of their punishment."

In after years many leg-irons were found in different parts of Brisbane. In one case a gentleman walking along the river bank not far from the present gas works on the south side kicked against what appeared to be a piece of iron. Stooping down and digging round with a stick he found the substance to be a ring so firmly embedded as to render it necessary to lever it up with a sapling. On dragging it out the gentleman was not a little horrified to find the shin bone of a human being within the fetter. Probably had the matter been investigated a complete skeleton would have been discovered.
CHAPTER XII.

A Promising New Year — The Magistracy — "Lucrative Investments" — A Relic of Bye-gone Days — The Failing of the Force — Labour, still the Cry — The Wreck of the "Sovereign" — A Terrible Story — Who were to Blame?

The year just closed had undoubtedly been the most eventful in matters touching the progress of the little Settlement, and in entering upon the record of a new year there were many signs indicative of an even better future. Each succeeding month had become marked by evidence of prosperity, and some at least of the claims of the struggling pioneers had gained the attention of the Government. Perhaps no better exemplification of this prosperity can be found than the live-stock returns as made up to the 1st January, 1847. It is shown by these that the small beginnings of the squatters — and they were really the index, though townsfolk generally did not care to admit it — were assuming large proportions. In the County of Stanley there were 167 horses, 1036 head of cattle, 222 pigs, and 3 sheep; in the district of Moreton Bay there were 685 horses, 17,157 head of cattle, 152 pigs, and 218,622 sheep; while in the district of Darling Downs the figures stood — horses 577, cattle 20,055, pigs 40, and sheep 317,958. To show the extent of our growth it is only necessary to state that in 1844 there were in the three districts named the following stock: — 650 horses, 13,295 head of cattle, and 184,651 sheep. On
the second day of the new year we find a "Gazette" notification establishing courts of petty sessions at Ipswich, Cressbrook (Messrs. M`Connel's station), Cambooya (then the headquarters of the Commissioner of Crown Lands), and at Canning Downs (the station of the Messrs. Leslie). The gentlemen claiming the honour attaching to the office of C.P.S. were Messrs. Sidney Smith, Henry Abbott, Rob. Augustus H. Kemp, and Robert R. Hunt. These courts, presided over by the squatters themselves, were of course most convenient institutions for the station owners, and were supposed to benefit the public generally. Whether the public did receive any real benefit is an open question, and one which need not be decided at the present time. It is a noticeable fact, though, that the "magistrates of the territory," who were mutually accommodating by adjudicating for each other, were seldom on the losing side; and although they were undoubtedly put to great inconvenience by the sudden departure of many of their hired servants the losses of the more "canny" ones were to a great extent made up by their having charged 9d. per pound for the blackest of black sugar, 35s. for a pair of poor blankets, and occasionally on slight pretexts mulcting their servants in fines which relieved them of every farthing due to them. Incidents of this kind, however, are best left alone, for though significant enough at the time their importance has faded with the years which have since elapsed.

At this late date the pernicious I.O.U. system—a system which engendered distrust, and not without reason since many of the dirty pieces of paper were not worth the material they were written on—still prevailed, and as trade and population increased the necessity for the establishment of a bank became more and more pressing. The currency so fluctuating, the interchange so embarrassing, and the practice of barter having oft to be resorted to there were
certainly very good grounds for the advocacy of the opening of such financial institution. Notices such as the following could often be seen: “Repeated inquiries having been made of the undersigned respecting the I.O.U.’s signed ‘R.H.’ offered for sale by him on advantageous terms, to prevent unnecessary trouble he begs leave to refer all parties who are anxious to obtain information regarding these lucrative investments to Mr. Renn Hampden, New Store, South Brisbane, the party from whom he received them.—Thomas Rickett.” This notice will show how such “lucrative investments” as promissory notes are known to be were got rid of, and for the benefit of those who may require another example it may be added, that a gentleman now living had a pile of the “lucrative” documents issued by a well known squatter, and of the reputed value of over £300, but which when submitted to auction realised only a trifle more than was required to liquidate the expenses of the sale. Still he ought, perhaps, to consider himself a lucky individual, for there were others whose “accumulated savings” were submitted and passed in without a bid.

But long after this calabashes were circulated. At the end of 1861 the Courier found it necessary to sound this warning note to debtors:—“Calabashes.—We are almost tired of requesting our country friends not to inflict upon us the receipt of these worthless bits of dirty paper by way of remittances, but—owing probably to the absence of the true ‘circulating medium,’ or the want of a post office order system,—the ‘cry is still they come!’ Among others received within the last few days, we had two made payable ‘one day after sight,’ at the ‘Callandoon Store,’ and bearing the illustrious signature of the distinguished M.P., whose chief ambition seems to be to ‘accept office.’ We should recommend the party to whom they were returned to present
them with all possible celerity, inasmuch as the paper upon which they are printed will not bear much more handling, and the last holder will probably have to content himself with the 'illustrious autograph.'"

Whipping, like the I.O.U. system, was still practised in 1847, but it was inflicted only on prisoners of the Crown, a few of whom remained as relics of the bygone days. The chief fault of these people lay in their rum-drinking propensities, and they were, it is, perhaps, needless to say, not encouraged to abstain by any self-denial on the part of their free brethren. The worthy P.M. of North Brisbane, Mr. Pinnock, has often been heard to express a wish for power to punish drunkards with the cat, but if human nature now is anything like what it was in the forties, there need be no hesitation in saying that in many cases it would have no better effect than the present penalty of 5s. or six hours. In 1847 from twenty-five to fifty lashes were administered without breaking the toper of his evil habit. A very good instance of this is furnished in the case of William Kelly, who appeared before Captain Wickham on the 14th January, 1847. William had, three days after the Christmas Day preceding, been admonished with 100 lashes, and the present made his eighth appearance within a remarkably short period. To mark his displeasure at Kelly's waywardness and evident want of personal feeling the P.M. ordered him to be confined in the solitary cell for twenty-eight days, the inner man to be nourished meanwhile with nothing more appetising than dry bread and a moderate supply of water to help it down. An intimation was also given to the delinquent that should he again be brought up he would be forwarded to Sydney and worked with the chain gang. This appeal to Williams's "interior" feelings either killed him or had the desired effect, for there is no record of his having again made his bow before the police magistrate.
But Kelly and other prisoners of the Crown were not the only men who devoted much of their lives at the shrine of Bacchus. We even find District Constable Higgins’s infatuation leading him into hot water. There was, however, this difference between the two parties: Kelly paid for what he had; the constable when thirsty constituted himself a barman and helped himself. This was not objected to until he at last departed from his usual routine by entering an inn in the “wee sma’ hours,” knocking down the landlord and landlady in the march onward, giving the former a black eye, and after having served himself walking out with the consciousness of a man who had done his duty. This was too much for the publican, who, having proved the charge, secured Higgins’s dismissal from the service with an accompanying fine of £2. His successor, however, was evidently built after the same pattern, for no sooner had Constable M’Crohan obtained the prefix “district” before his name than the conceit of his newly created dignity secured for him a reduction in rank, and he resigned, a much injured man. While on this subject it may prove interesting to a few to know the strength of the force and its cost per month. The particulars will be found in the following extract from an original tabular statement which was supposed to have been burned with tell-tale documents, but which is now in the possession of the writer:—

John Clements Wickham, police magistrate, £25 per month; Geo. Milner Slade, clerk petty sessions, £12 10s.; Wm. Fitzpatrick, chief constable, £5 16s. 8d.; James Ramsay, Henry Finlay, Peter Murphy (ticket-of-leave man), and John Bishop, ordinary constables, £3 15s.; Daniel Young, ordinary constable, £3 7s. 6d.; total for month, £61 14s. 2d.

During this time pastoral matters were by no means settled, and the dearth of labour still occasioned much
trouble and accompanying expense. As was pointed out at the time, it was not merely the high rate of wages which employers had to complain of; it was the impossibility of obtaining labourers even at the highest rates—which during the previous six months had advanced something like fifty per cent. Public opinion against transportation was still growing, though the feeling against the introduction of exiles was not so marked. While the Southerners hoped that they might draw from this source, those in this part of New South Wales had their eye on Northern Australia—for as yet, be it understood, there had been no sign of the proposed settlement falling through. A meeting held at Ipswich on the 26th February, 1847, was called "to consider the best steps to be adopted to remedy the evils arising out of the existing scarcity of labour." The result of this great meeting was—nil, for while the stock-holders present came to the decision to petition the Governor of North Australia, asking him "to permit the departure of labourers immediately upon their arrival at the new settlement," and formed a committee to give effect to their conclusions, his Honour, before he could be approached, stuck on the sandbank, as already chronicled, and the letters patent creating the new colony were cancelled by the Home Government.

While in the throes of this great labour difficulty, however, an incident occurred which had the effect of diverting the attention of all, and which caused a shock to the little community to survive which took some time. Indeed, amid all the troubles none bore more heavily or had such a marked effect on the struggling inhabitants than the wreck of the "Sovereign." The bearers of the news of this sad accident were blacks, who arrived at the Settlement late on the night of the 15th March. The terrible story soon spread, and in a remarkably brief space of time many of the residents were gathered in anxious groups discussing
the probabilities of the affair, and eager for details; for on board the "Sovereign" were many well-known neighbours and friends. In order to satisfy this thirst for news the Courier published an "extraordinary," which contained the account which furnishes the particulars of this narrative. The steamer left Brisbane on the 3rd March, 1847, with a large cargo of wool (forty bales of which were on deck), hides, tallow, and sundries. The saloon passengers were—Mr. and Mrs. Robert Gore, two children and servant; Mr. Henry Dennis, of Darling Downs; Mr. W. Elliot, of the Clarence; Mr. E. Berkeley, Brisbane; Mr. Joyner, Sydney; Mr. Richard Stubbs, Sydney; two female and sixteen male steerage passengers, with the master (Captain Cape) and a crew of twenty-six—in all fifty-four. On reaching Amity Point a strong southerly gale sprang up, which kept the vessel at her anchorage six days. At the end of this time a start was made, but on getting to the bar it was not deemed wise to proceed, and Captain Cape returned to the anchorage. On the 11th another effort was made, and as the bar did not present a dangerous appearance it was decided to go on. The passengers, after so long a detention, were glad to get away, and were in high spirits. As she passed over the first roller one is said to have remarked that the "rails" were down, and on going over the second Mr. Gore chimed in with "Here's a five-barred gate—how nobly she tops it!" How little did the amused passengers think of what was so soon to happen. One more roller had to be met, but before this was encountered the engineer called to Captain Cape that the framing of the engines and part of the machinery had broken down. Captain Cape could scarcely believe this, but on descending from his post and examining them he found it only too true—the frames were broken close under the plummer-blocks, which were turned upside down. The ill-fated vessel then drifted towards the
Northern Spit, and terrible seas broke over her, while suddenly the rudder-chains parted. The sail was set and the starboard anchor was let go, but this with some fifty fathoms of chain was carried away. No time was lost in getting the other one out, but this dragged, and on went the worm-eaten tub nearer the spit until the rollers broke over her with violence, carrying away bulwarks and causing the wool and billets of wood to move violently about the deck. These moving dangers killed three men, and several others had limbs broken. Captain Cape could see no hope of saving his ship, and told the passengers so. Scarcely had he uttered the words when a tremendous sea swept off the fore-cabin companion flush with the deck and washed away the fore hatches. Tarpaulins were fastened over the hatchways, but these proved as tissue paper to the huge volumes of water that at times swept the decks.

The scene which presented itself at this time was fearful in the extreme. Terrified passengers cried piteously for help where there was none; others plunged into the sea in the agonies of despair; while some sought consolation in prayer. Messrs. Dennis, Berkeley and Elliot worked at the pumps, which, however, soon became choked, and they then assisted in throwing over what cargo remained on deck. While doing this Mr. Stubbs was carried overboard, but managed to get on deck again. He went down to the ladies’ cabin, which he found half full of water. Mrs. Gore and her child were lying in one of the berths thoroughly exhausted, water almost constantly pouring over them through one of the deadlights which had been stove in. Having given the child to the servant, who was standing with the stewardess on the companion ladder—the only safe position—he conducted Mrs. Gore to the same spot, and procured some stimulants from the steward’s cabin which he gave to the ladies. Mr. Gore shortly afterwards came-
through the skylight, and with Mr. Stubbs tried to block the aperture with mattresses, but without success. They then went on deck and helped there until a piece of wood struck Mr. Stubbs and disabled him. Both then went aft, where an affecting scene took place between Mr. and Mrs. Gore. "Mary, there is no hope for us now; we shall go to heaven together," were the words addressed by Mr. Gore to his wife. Mrs. Gore seemed perfectly prepared to meet the inevitable fate which awaited her, and with her calmness and Christian-like resignation replied, "We can but die once; Jesus died for us. God keep us."

The vessel was certainly sinking, and recognising this fact all the women were got on deck. The dreadful moment which was to determine the fate of all who still remained on board drew nigh, and each saw in the other's countenances a vivid expression of his own feelings. Mr. Dennis stood near the poop with his head cut open and bleeding profusely, Mr. Berkeley and Mr. Elliot close by him. Holding on to the shrouds was Captain Cape, while Mr. Stubbs, still retaining his presence of mind, cried out, "Avoid the suction," and then leapt overboard. One wild shriek, a roll of the vessel, and a struggle for life commenced. Many who had been disabled sank to rise no more, others clung desperately to the pieces of wreckage, while the body of Mrs. Gore was observed by Mr. Stubbs near the vessel, the good lady having doubtless died from fright. Mr. Dennis, who with Mr. Berkeley was clinging to a wool bale, cried out, "For God's sake save the child!" while Mr. Gore piteously appealed to some one to give him his offspring. The appeal was not made in vain, for Mr. Stubbs swam towards it, caught it by the hair, and delivered it to the father. He came near losing his life, however, owing to the child clinging convulsively to him. Mr. Stubbs then struck out and reached a wool bale, when he saw Mrs. Gore's
servant, who implored him to have pity on her and render her assistance. He tried to lash two bales together by means of his belt, but one of the bales sank, and he then left the girl with the other while he endeavoured to find a piece of timber. He reached the breakers on a plank, but observing Mr. Gore and the child inside the skylight he swam towards them, and got inside it. They were almost immediately washed out again, and when he last saw Mr. Gore he had his child in his arms. He then made towards the breakers on the bar, but how he got through them Mr. Stubbs had not the slightest recollection. At any rate he remembered nothing until he reached the shoal water, a distance of about four miles from the scene of the wreck. He was helped out by a native.

Captain Cape, who was one of those saved, stated that after swimming for some time he fell in with Mr. Berkeley, who was hanging on to a wool bale. While making his way to him he managed to catch hold of a paddle-box, and called to Mr. Berkeley to come to him, which he did, and they kept company for about an hour and a half. On nearing the surf Captain Cape advised his companion to hold on with all his strength in going through the heavy breakers. Immediately afterwards Mr. Berkeley called his attention to a mountainous wave behind. The water broke upon them, and poor Berkeley disappeared. Captain Cape met three more breakers, and did not recollect anything further until he found himself on a hillock of sand on the beach, where he had been carried by the blacks, who had dragged him through the surf. As soon as he had regained sufficient strength he was conducted by the blacks to Mr. Stubbs, where he also found the body of Mrs. Gore, and shortly afterwards her eldest child was washed up. A Mr. Richards and Mr. Clemens, who were fishing close by, rendered every assistance in their power, and aided by a prisoner
of the Crown named William Rollings, a servant of the pilot, and the native crew, with great difficulty, succeeded in saving the lives of six persons, who but for their efforts must have perished in the surf. While the injured and exhausted men where being attended to by some of their rescuers, others were covering the bodies of those who had been washed up with sand to prevent the sea birds disfiguring them. Immediately on the receipt of news of the terrible catastrophe reaching the Settlement a party set out. On reaching the beach it was found that decomposition had already set in, and consequently it was deemed inadvisable to carry the bodies back. It fell to the lot of Captain Wickham to fulfil the last rites, but this gentleman became so overpowered by his feelings that he could not conclude the service, and the sad office had to be undertaken by another person.

Opinions differed as to who was to blame, for while the lack of wisdom on the part of the parsimonious Government of New South Wales in not allowing a survey of the Bay to be made or sanctioning the removal of the pilot station from Amity Point to the north of Moreton Island was manifest, it was a well-known fact that the "Sovereign" was rotten and that her engines were old and imperfectly fitted. The practice of storing cargo on deck prevailed, too, and the danger of this proceeding had been plainly demonstrated just before, when the deck cargo of coals of the "Tamar" was washed into the engine-room and blocked the machinery, and her other cargo had to be jettisoned. It was no uncommon thing either to stow cargo in the cabins. But whoever was responsible for the "Sovereign" catastrophe, Captain Cape was made to suffer by the company, who refused to give him another vessel, and on the evidence of one man charged him with neglect. They were, however, badly seconded by the public. It may be mentioned that
one of the "passengers" was John M'Quade, who was being escorted to Sydney under sentence for wilful damage in the police cells. He was one of those saved, and on his surrendering himself on his return to the Settlement he was discharged. A subscription list was established and liberally subscribed to for the benefit of those who suffered monetarily by the catastrophe, and the blacks at Amity Point were each presented with a brass plate bearing the following inscription, which spoke for itself: "To———, of AMITY POINT. Rewarded by the Government for the assistance he afforded with five of his countrymen to the survivors of the wreck of the steamer 'Sovereign,' by rescuing them from the surf upon Moreton Island, on the 11th March, 1847, upon which melancholy occasion forty-six persons were drowned, and by the aid of the natives ten were saved."
CHAPTER XIII.

AMUSEMENT FOR THE MILLION—THE BURNETT AND THE MARY—
A ROAD OVER THE RANGE—THE SHIP THAT NE'ER RETURNED—AN EARLY RACE-DAY INCIDENT—HISTORY REPEATS ITSELF—BRISBANE TOWN OPPONENTS—OBNOXIOUS BANKING REGULATIONS.

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P to this date the only amusements known to Brisbaneites were horse-racing and an occasional foot race. It will readily be understood then that the populace were somewhat startled on reading the announcement, given on the next page, which appeared on the 24th April, 1847.

So varied a programme of deeds of daring could not fail to draw, and it is therefore not surprising to find that the house was filled, "nearly fifty persons having to stand." With the exception of a few slight mistakes Croft went through his performance remarkably well, but unfortunately there was a scarcity of jokes and paucity of wit on the part of the clowns, which had a damaging effect, and caused two young fellows to interfere with the stage arrangements. This, however, only tended to enliven the proceedings, and on the whole the entertainment was appreciated, it being predicted that Mr. Croft would have the support of the inhabitants as long as "he confined himself to legitimate fun to the exclusion of scurrility and indecency!" From this it would be inferred that Croft's reputation had preceded him; at any rate he was not long in showing himself in his true colours, for a week or two later he graced the first
AMPHITHEATRE, SOUTH BRISBANE.

MR. GEORGE CROFT
(From the Victoria Theatre, Sydney, and late of Astley's Royal Amphitheatre, London)

BEGS to announce to the inhabitants of Brisbane and its Vicinity that his new Amphitheatre, South Brisbane, will be open for public amusements on MONDAY EVENING NEXT, at 8 o'clock precisely, when the following feats will be performed:

A SERIES OF EVOLUTIONS ON THE TIGHT ROPE,
By Mr. Croft.
Clowns to the Rope—Messrs. Feathers and Benson.

A Comic Song by Mr. Feathers; also a Comic Dance by Mr. Benson.

After which
MR. CROFT will Dance an OPERA DANCE ON THE TIGHT ROPE, and the HIGHLAND FLING in character,
When Messrs. Feathers and Benson will go through several amazing feats as Clowns to the rope.

MR. FEATHERS will give a RECITATION "ON LAW"
(formerly a favourite dialogue of the celebrated Mr. C. Mathews at home).

MR. CROFT will Commence with ACROBATIC FEATS,
Will throw a somerset through a fire balloon 12ft. high; throw several lion leaps over chairs, tables, &c., &c.; dance a horn-pipe on his head on a candlestick!!

And to conclude the evening's amusements Mr. C. will walk up a perpendicular ladder 10ft. high, and place himself in a horizontal position on his head, when all at once the ladder falls into a complete cataract, leaving the performer on his head on one pole surrounded by fireworks!!

Prices of Admission: Boxes, 3s.; Pit, 2s.
appearance of his wife on the tight rope with an improper song, and so "burst up the show," for although it was encored by a part of the audience the insult offered to the majority was too great to be borne. To lend variety to this performance a number of aboriginals were admitted into the arena, and these stared in stupid amazement at the proceedings. After this Croft's audiences became diminutive, and in a few months the climax was reached, Andrew Graham selling Croft's "scenic effects," and in fact all his belongings, to liquidate a debt of £26 12s. 3d. due for board and lodging. It was some time before Brisbane was again troubled with or amused by a speculative showman.

In the meantime the work of exploration was being pushed on, Leichhardt being out to the westward of Moreton Bay, while Mr. Burnett, Assistant Surveyor, was busily engaged in tracing to its mouth the river now bearing his name then called the Boyne. But neither met with much success, for while Leichhardt suffered such terrible privations as to compel him to retrace his steps, Burnett also was prevented from accomplishing the object of his trip, and accordingly returned to Brisbane. Shortly afterwards Leichhardt again set out, this time to Fitzroy Downs (discovered by Sir Thomas Mitchell in 1846), and after a brief absence returned to Sydney, where he made arrangements for his last long trip, from which neither he nor any of his party returned. Mr. Burnett, too, did not long remain idle, for determined if possible to trace the Boyne to its source he left Brisbane in July and gratified his desire, and at the same time he made an examination of Wide Bay and the river discovered by Mr. Petrie. His report was immensely satisfactory for all parties, and to Moreton Bayites in particular, for to these he foretold that Wide Bay would never compete with Moreton Bay, although it would form an excellent harbour for coasting vessels, and would in the
course of a few years become a place of considerable trade. To mark his appreciation of the perseverance and enterprise evinced by Mr. Burnett in the performance of his duty the Governor ordered that on all maps and other official records the word "Boyne" should be changed to "Burnett," and the Wide Bay River to that of the "Mary" in honour of Lady Fitzroy—Mr. Petrie was again left out in the cold.

Simultaneously with this discovery by Burnett, another of more immediate importance to the Settlement perhaps was made—a good practicable road over the range for wool teams from the south end of the Downs to Ipswich, which obviated the necessity for sending the drays by the circuitous and difficult route over Hodgson's Gap. The discoverer of this was Henry Alphan, a stockman in the service of Messrs. Leslie, of Canning Downs. The plan of the northern entrance to the Bay, too, was completed in April, and was taken to Sydney for approval by Mr. Thornton; while it was freely rumoured that the pilot station was to be removed from Amity to the north end of Moreton Island, and that Captain Freeman would be appointed harbour-master.

The Government, however, again began to show a parsimonious spirit, and dealt somewhat harshly with the residents by closing the hospital and refusing the tenants in the barracks a further lease of the shops, stating, with regard to the latter, that it was their intention to dispose of the land at the upset price of £100 per acre, with the value of the buildings as computed by Mr. Burnett added thereto. They shortly afterwards changed their minds, and offered to submit to auction the leases, which would extend up to five years. This offer was declined, as the Government refused to refund on the expiry of the lease any sum that might be expended in effecting repairs which
were very badly required at the time. The difficulty was eventually settled by the granting of an extension of lease for twelve months on the original terms.

The launching of the first two-masted vessel from what is now Petrie's Bight, was an event of some importance, and as might be expected caused something of a stir in the Settlement. Up to this boatbuilding had not extended beyond the construction of a few punts, with an occasional small boat. The honour of building this larger vessel fell to a Mr. Cameron, who performed the work for Captain Deloitte. The ceremony of launching took place on the 15th of May, and was graced by the presence of a number of ladies and of the military. As the little craft moved into the water Miss Petrie christened her the "Selina," and a few days afterwards she left for Sydney loaded with timber. Her dimensions were:—Length, 62 feet; beam, 15 feet 6 inches; depth of hold, 7 feet 6 inches; length overall, 70 feet; and her capacity, 45,000 feet of timber. The career of the "Selina" was short-lived, as will be seen in a subsequent chapter.

Following closely on this event came the great gala, the anniversary race meeting. As usual there was a great turnout, and during the three days over which the few events extended there was neither lack of enthusiasm nor paucity of attendance. There was only one regret—the much-wished-for band had not put in an appearance. Times were not very bright, but notwithstanding this £200 was subscribed for stakes, and some £50 for the concluding dinner, which at this period was deemed the only fitting termination of anything in the way of a public gathering. The great distance combined with the dreary nature of the road to New Farm had the previous year been something of a drawback, but this was to some extent removed this time by the decision of the enterprising owner of the "Experiment"
to run the boat to the course. And it is pleasing to know that his enterprise was fittingly rewarded. Nothing of very great importance happened, except that the people of Ipswich and the back country refused to countenance the proceedings. Had the races been held at Cleveland Point they would, perhaps, have subscribed liberally. However, notwithstanding this boycott, the meeting was a great success, and the people enjoyed themselves, as witness the following episode which is chronicled in the Courier:—“In the evening the ‘boys’ kept it up in North Brisbane in grand style under the able leadership of a gentleman well known to the sporting fraternity. It so happened on this particular night that a hogshead of beer was quietly reposing under the veranda of the Victoria Hotel, when it was observed by the boys aforesaid. The word was passed, and the cask was set in motion down Queen Street as far as the corner of Albert Street. Finding the amusement highly exhilarating, our heroes commenced rolling it back again up the hill, and got it as far as the green opposite the Post Office (then located between the site of the present Town Hall and George Street). Here a council of war was held, and it was decided to make a manful attack upon the head, as being the most vulnerable part of the cask. This was soon accomplished, and a general invitation was given to imbibe the contents, which was accepted by numbers who had assembled to witness the fun. ‘Capital stuff, Ned, is it not?’ said one. ‘Old Tooth is a brick,’ said another; and all agreed that it was an excellent remedy for a cold. Suffice it to say that nearly the whole was drunk by our Bacchanalians and their guests without the slightest compunctious visitings of wry faces.”

Scarcely had the effects of the races and the dinner disappeared than the stock-holders were called together to consider the labour question. And here we find history
HISTORY REPEATS ITSELF.

once more repeating itself. The subject had been revived by several causes: A debate in the Council, the failure of the North Australian scheme, and the reported success of Mr. Benjamin Boyd's experiment with South Sea Islanders at Twofold Bay. The debate in the Council took place on a motion of Mr. Cowper requiring the appointment of a select committee "to consider and report upon the demand for labour and the best means of obtaining an adequate supply of the same." Much discussion was elicited; all agreed as to the importance of the subject, but all differed in respect of the remedy to be applied and the source from which the required labour should be drawn. Some set their faces against the revival of transportation, others against what they were pleased to call "the pauper population of Great Britain," and a third party against aliens of any kind whether they be Indians, Chinese, or South Sea Islanders. An amendment affirming the practicability of introducing alien labour and making a charge of £1 per head was proposed. During the discussion it transpired that while the Colonial Secretary would not favour any bounty being paid for the introduction of Asiatic labour he would not prevent private individuals subscribing towards their introduction, but on the question being put to the vote the amendment was lost by eleven votes. In rising and important districts like Moreton Bay, which possessed all the elements of wealth but lacked the means of procuring it—labour—the resources of the country remained comparatively undeveloped, and employers were exposed to a perpetual recurrence of difficulties and inconveniences. Under these circumstances, and with an assurance that the introduction of South Sea Islanders would not be objected to here, a meeting was held on the 31st of May to consider two schemes promulgated by a Mr. Welsh, of South Brisbane. The first of these was to bring convicts from
Van Dieman's Land at an average rate of about £4 per head (payable in instalments), and the second to introduce South Sea Islanders from the New Hebrides at about £5 per head. After an inquiry extending over two or three days the first proposal was accepted, and Welsh was to start on his journey not later than the 1st July. But once more the fond hopes of the stock-holders were blighted, for this scheme, like all the others, fell through. The question was evidently too complicated for the employers themselves, who needed some one to act for them and work out the details. That some one was found in Dr. John Dunsmore Lang, of whom more anon.

But whatever the difficulties in the country there were many signs of growth in the Settlement on Moreton Bay, which is surprising considering the studied and repeated attempts made by Ipswichians and Cleveland Pointites to block out Brisbane from participation in the trade with the Bay. One man alone (Mr. Bigge, a squatter) expended something like £10,000 in the attempt, and when the importance of the person and his followers is considered it seems something like a miracle that they were not more successful. Of course the advocacy of the two sites had its funny side. On one occasion, for instance, an adventurous pig was found in the middle of the river swimming down with the tide. A ferryman captured the amphibious grunter and landed it in South Brisbane. Under ordinary circumstances the fact of a pig getting away from its prescribed quarters would not be regarded as unusual, but in the case in question it was given out in Brisbane that the animal had a special mission and was removing to Cleveland Point in order that it might fully gratify the well-known partiality of its order for dirty and muddy places! Some of those who foresaw the hopelessness of their desires agitated for the establishment of headquarters at the mouth of the Mary, but
these met formidable opponents in Mr. Burnett and other authorities, who reported that the water was too disturbed to admit of a safe anchorage. The whole question, however, seemed to be approaching a head in June, when it was announced that the Government would lay out a township at Cleveland Point, and that the Custom-house would be built there if a *safe anchorage could be found there for vessels.* This proviso gave Brisbane some feeling of security; but it was when it was announced that they were to receive a vote of £300 for the repair of the ferry approaches and "the leading thoroughfare in South Brisbane, which in wet weather is impassable," that they considered themselves secure. The water reserve, too—portion of which is now known as the Town Hall reserve—between George and Albert streets, which had actually been surveyed into allotments by Governor Gipps, was granted as a reservoir, and the plans were altered accordingly; while tenders were called for the alteration of the penal factory so as to convert it into a gaol "suitable for the incarceration of transgressors who have made themselves most obnoxious to the penalties of the law." The only gaol accommodation at this time was a set of miserably damp and dirty cells located near the present Town Hall, and the system of sending defaulters under escort to Sydney was in itself expensive, and besides weakened the slender Police Force. Worse than all it was a means of draining the district of a large portion of available labour, for the majority of prisoners so sent were offenders under the Masters and Servants Act, and often transgressed for the purpose of gaining a free passage to Sydney.

These announcements were too much even for the *Courier*, which immediately waxed grandiloquent over the beauties of the town of its birth. Here is a specimen effusion which sounds queer in these days, but which nevertheless would now readily secure for the writer a permanency
in a land auctioneer's office, or a fortune as a concocter of patent medicine advertisements: — "Amidst the many attractive scenes which distinguish the banks of this beautiful river one of the most charming and at the same time most neglected because not generally known, is the splendid view of the bluff at the angle immediately opposite to Kangaroo Point. The best approach to this spot is by the New Farm road passing to the left of the truly picturesque cottage of Mr. Skyring and the rural huts in its vicinity, and then diverging to the right until you gain the high banks of the Brisbane. Here, then, within a compass of a lady's walk the visitor will be amply rewarded by beholding the most magnificent panorama which the bounteous hand of Nature has spread out before him. Let the time be half an hour before sunset. Immediately in front of his position is the low peninsula of Kangaroo Point, dotted with its human habitations and seeming to repose on the peaceful bosom of the Brisbane, whose glittering arms embrace it on either side until its serpentine course is lost to view amidst its own fringes of green in the distance. To the right gleams the lofty range of white walls which mark the town of North Brisbane, while far away to the westward the mountainous range with one gigantic tree brought out into bold relief against the setting sun adds a grandeur which forms a graceful contrast to the otherwise peaceful beauties of the scene. To such as love those national and healthful recreations which, while they invigorate the body, exalt and delight the mind we would recommend a walk to this interesting spot." Who among old residents fails to recall "Skyring's truly picturesque cottage," or identify the scene of the Courier writer's flowery effusion with the Bowen-terrace of to-day and the "one gigantic tree brought out into bold relief" with that which gave the name to One-tree Hill?
As if to provide further food for agitation the banking institutions in the South issued regulations to come into force on the 1st July—or two weeks after the news of the proposition reached Brisbane. By these regulations it was provided that no cheques should be drawn that were not payable to bearer; that all such cheques should be confined to sums of not less than £2; and that the name of the bank in which the account of the person to whom a cheque was to be paid was kept should be written across the face of the documents. As may be expected such a revolution in banking, and especially as it was intended to enforce the change with only a fortnight's notice, could not but act injuriously to people outside of Sydney. But since Sydney ruled the roost, Moreton Bay had to make the best of the inconvenience. A renewal of the agitation for the establishment of a branch bank at Brisbane followed, and though it did not immediately bear fruit there is no doubt that the information collected in support of such an institution and submitted to the directorate in the South caused those in authority to study the matter more closely than they had hitherto done, and eventually—years afterwards—to grant the request.

The pot of agitation was kept boiling. The land laws left as a legacy to the Colony by Governor Gipps were as a fierce fire. As a matter of fact the pastoral lessees persistently objected to the Orders-in-Council issued under the Act of 1846. By these the colony was divided in what was described as "settled," "intermediate," and "unsettled" districts. Moreton Bay practically came under the head of "unsettled" land, and by the conditions applying to such a district leases of runs were granted for fourteen years for pastoral purposes only, the lessee being allowed to cultivate nothing but what was required for his own use. The carrying capacity of a run, too, was restricted, though
provision was made for cases where the carrying capacity of the land might be considered above the average by the charging of £2 10s. per 1000 sheep over the minimum number; while the minimum annual rental was fixed at £10. During the tenure of his lease the lessee could purchase the run in quantities of not less than 160 acres at one time at a minimum price of £1 per acre. Governor Gipps never receded from his £1 an acre idea. The question of how much more than £1 an acre he might be called upon to pay rested with the Governor, and should this functionary think it advisable to sell the land held by a lessee of course he could do so. To say the least of it, this could not but give rise to a feeling of insecurity, for the pastoralist really possessed no right of tenure worth speaking of. As a matter of fact the only thing Governor Gipps desired to do was to bolster up what was described as his "abominable £1 an acre system," and to prohibit the cultivation of the land. In the case of intermediate lands the pastoralists might grow a cabbage or two, and by the kindness of a paternal Government a few potatoes, perhaps; but woe betide them if they ventured to sell their surplus produce—the fruits of honest industry were liable to seizure by those "harpies of the land," the commissioners. The policy of attempting to force colonists to purchase land at a fictitious value—and this was evidently the aim of those who made the leasing laws so stringent—was felt at the time, and it was feared the future welfare of the place was threatened. At the time under review (1847) news came of the terrible poverty at home, of starving poor in Ireland and Scotland, thousands of whom were dying, and it was regarded as a crying shame that while all this was going on colonists should be prevented from raising grain and other products on leased land simply because the Government had said the colonists should purchase the land at the price set upon it.
or if they did they would place such restrictions on it as would make the holding of a lease highly inconvenient. On several occasions efforts were made to get the laws repealed, but without success. It is satisfactory to reflect that an industry which has exerted such an influence on the destiny of the place was not crushed out of existence. That such a disaster did not occur cannot be attributed to any lack of endeavour on the part of Governor Gipps.

About this time our old friend Duramboi essayed to bring himself into prominence as a pedestrian, but the few years' residence in a civilised community had had a damaging effect on the mechanism of his pedal extremities. When found with the blacks Davis was an expert climber and runner, and of these two acquirements he was wont to boast. So confident was he of his superiority over others that he was one day led to make a match with a man named William Harrington for £20 a side. Of course the event was considered of importance, and consequently the proceedings were witnessed by an enthusiastic crowd. The race took place on the 10th July in what is now Main-street, Kangaroo Point. Both men had a fair start and kept tolerably well together for about half-distance, when Duramboi began to "rock," and it soon became evident that he had no chance with his opponent, and he gave up what was merging into a chase. After this Harrington became so conceited with his own abilities that he offered to lay £50 to £10 on himself—an offer which, however, met with no response. A few days afterwards both Duramboi and Harrington had an opportunity of showing their powers, when "Dick Ben," one of the murderers of Mr. Gregor, made his appearance on Kangaroo Point. Neither they nor the police were, however, equal to the occasion, and the notorious black escaped.
INCE the murder of Mr. Gregor and Mrs. Shannon the blacks, encouraged by their success in eluding capture, had given further evidence of their remorseless cruelty and blood-thirsty propensities. A thousand pities it was that an example could not be made to check the sanguinary career of the natives. Several murders had been perpetrated in the interior, where of course the chances of capture were even more remote. The killing of a shepherd or hutkeeper, indeed, came to be looked upon as a mere matter of course on the stations; but in the Settlement the various atrocities naturally created much alarm. The blacks in the Pine district were apparently the most villainous scoundrels of their order, for the stir excited by one murder had no sooner subsided than another succeeded. In August Wymbra, a blackboy carrying letters, fell a victim, and about the same time a station hand named Rodgers met a similar fate. On the 11th September, however, a murder of a wholesale character was perpetrated which aroused a feeling of indignation throughout the whole country. Three sawyers named James Smith, William Boller, and William Waller, were at work at the North Pine, the two former sawing timber in the scrub and the latter acting as cook.
Smith and Boller were in the pit when suddenly the saw "came to" Smith, and on looking up he saw his companion making signs. Some little distance away were a number of natives who immediately aimed a shower of spears, one of which hit Boller in the shoulder. Others were thrown, and Boller then retreated to the hut, which was close to the pit, with five spears sticking in his body. The sable murderers rushed to the pit and attacked Smith, who managed to ward off their spears. As he was striving to make his way out, however, a notorious native named Dundallie, of whom more will be heard later on, hit him on the back of the head with a waddy, which knocked him senseless into the pit. On recovering he again essayed to leave, when he was observed by Dundallie, who threw another waddy, which struck the unfortunate man on the cheek. More dead than alive he made his way to the hut, where he found Boller on his knees with a gun pointed towards the blacks. Smith reproached Boller for not firing at the black when he had thrown the waddy, but the poor fellow replied that he had lost his eyesight, and that he was speared all over. Smith, taking the gun, called to the natives to know their grievance, and at the same time told them if it was food they required they could have it. The reply was not understood by Smith, but from the fact that it was accompanied by a shower of spears he regarded it as being scarcely of a conciliatory nature. The missiles were badly directed, though, the throwers' aim probably being affected by the sight of the gun. Observing that the blacks were preparing for a general rush, and feeling convinced that they were determined to take their lives, Smith prevailed upon his sinking companion to make for the scrub. The poor fellows then commenced their retreat, Smith covering the body of the other as they backed out into the bush. They had only gone a few yards when a waddy thrown with
great force hit Smith on the left hand, disabling him. Eventually they got away, and the natives having rushed the hut Smith left his mate in a small enclosure while he ran to Captain Giffen's for assistance. On procuring help and going to the hut it was found that the blacks had taken everything they could lay their hands on, and Boller was with great difficulty removed to the station, where he underwent severe suffering from the deep spear wounds, which
culminated in internal hæmorrhage. During the attack the hutkeeper Waller had not been seen by either, and it was conjectured that he might have escaped into the bush and so lost his way. As, however, he did not make his appearance on the following morning a search was instituted, and his lifeless body was found in a sitting posture among
the branches of a tree that had been felled. There were several slight wounds on the legs and on the left breast; but there was a deep one in the neck which had touched the jugular vein and caused death. His body was buried in the bush. The other two were brought on to Brisbane in a cart and after a deal of difficulty placed in the hospital, where Boller died in great agony a few days afterwards. How many old residents can call to mind the shameful conduct of the Government officials, who, because a man, dying though he was, could not give a guarantee for the payment of the cost of his treatment, refused him admission and left him outside until a good Samaritan came along and promised to pay all dues? This gentleman, who now lives, not only met these claims but defrayed the funeral expenses of poor Boller. Just before the attack several natives went to Mr. Giffen’s station, where they were supplied with food. At this time they volunteered the information to an aboriginal working about the place that it was intended to spear a shepherd and some cattle. This, it subsequently transpired, was simply a ruse to divert attention from their real intentions, and it was somewhat remarkable that on the day following the murder not a single native was seen about the Settlement—a fact which corroborated the opinion expressed that when a murder was contemplated the whole of the blacks in the district were cognisant of it.

During the remaining months of 1847 there was further evidence that the Government and others were becoming sensible to the neglect which the district had been subjected to. The contract was let for repairs to the penal factory; £20 was voted as a coroner’s salary (a position to which Dr. Ballow was appointed); one extra constable was stationed at Ipswich and at Brisbane; tenders were called for the erection of the pilot’s quarters on Moreton Island; and Mr. Petrie secured the contract for the ferry approaches at
Kangaroo Point and South Brisbane, although he had to do it for £20 less than he tendered owing to the sum quoted exceeding that placed on the estimates (£300). But what was regarded as even a more hopeful sign was the decision of the Government to place at the disposal of the residents for a month the nett profits of the Customs Department, the tolls collected on the road over D'Aguilar's Range, and that derived from the Government windmill. It is not proposed to speculate as to what this revenue for the month actually amounted to, but if the Customs Department may be taken as an index of the other two it would seem that the belief expressed that with the handling of such funds the Settlement would progress was scarcely justified. From the time of the Customs officer taking up his residence here up to 5th July, 1847, the total revenue only amounted to £19 19s. 10d., while the expenditure incurred in collecting the same was £875 7s. 8d., £450 of which went in salaries. The ferries, too, showed signs of depreciation, for at the annual sale that between North and South Brisbane (Russell-street) only realised £40, being £200 less than in the previous year. The same price was obtained for the Point one, but in this case the amount of rent was £8 in advance of the year preceding. However, the people had got in the thin end of the wedge, and that was something. So long had been the fight for recognition that success even in so small a degree was a significant sign of the future. Having gained these concessions, the residents petitioned for the port to be made a free warehousing one, which request was refused; and a section of the community, who subscribed £100, petitioned the Government for a grant of £100 for repairs to roads and bridges, the bad condition of which made it almost impossible to get in the wool clip. Contrary to expectation, the money was voted, but having got it a difficulty arose as
to its expenditure, those who had subscribed the £100 maintaining that it should be spent on certain roads mentioned by them, while others claimed that it should be devoted to roads “in the district of Moreton Bay,” a term used by the petitioners themselves. The matter was amicably settled, but none too soon, for had they delayed longer they would have lost the Government vote of £100. This concession had a stimulating effect on private enterprise. One old colonist gave it out that it was his intention to establish a flour-mill at or near Ipswich, not certainly from any expectation that immediate profit would accrue from the undertaking, but from prospects in futuro! I may remark, however, that the “prospects in futuro” were not sufficient to warrant even so broad-minded a man carrying out his proclaimed intentions—at any rate the mill was never erected, and the whole thing was put down as a bit of Ipswich “blow,” with a view to again starting the fight between Brisbane and Ipswich. If this were so the object was attained.

Perhaps one of the most striking signs of progression about this time was the enlargement of the Courier, which alteration, necessitated by the increased demand on its advertising space, was initiated in its first issue of 1848. Another proof of growth was furnished by the fact that our products were greater than could be carried by the available shipping notwithstanding that the vessels’ decks fore and aft were literally piled with goods. This overcrowding was practised to an alarming extent, and on several occasions the cargo so carried had to be jettisoned to save the ships and the precious lives aboard. George Watson built spacious stores on Kangaroo Point, but these were not sufficient to accommodate the produce from the Downs. During the first week in January there were over 1000 bales of wool awaiting shipment to Sydney, and so pressing did
the necessity for a mode of conveyance become that the pastoralists advertised that "10s. per bale freight will readily be paid. This notice is purposely inserted to induce vessels to come to Moreton Bay to carry our wools. The depth of water on the river bar at high spring tides is 12ft., and the coals with which steamers are here supplied only require to be tried to be found adapted for Sydney consumption." Such an advertisement would seem strange reading in these days of competition. Various propositions were mooted, too, for opening up the resources of the district, chief among these being that of coal mining. But business in the Settlement was dull, and every thing was stale, flat, and unprofitable. Even the offer of the owner of the "Nelson" (which had sunk and had been raised) to obtain shells and convert them into lime did not meet with sufficient inducement, while the endeavours of several residents to promote a brewery were equally unsuccessful. And there was really no immediate hope of anything outside of pastoral pursuits "looking up," for no one seemed disposed to venture beyond the regular routine of his own particular trade. The Courier itself, though certainly well supported by advertisers, found it a somewhat difficult task to fill its local columns during weeks when "the town is unusually quiet, when there is neither business or shouting to disturb the peace, when there is no nothing." Its chief line during these times was to admonish landlords who had refused to fulfil their promises to repair houses for their tenants, and to offer a few remarks on the irregular habits of the populace, which were doubtless written with good intention, but which were not always received in the spirit in which they were given.

The following announcements constituted the "Latest Intelligence" of one issue:—"Ramsay, the 'chief's' sub, lately stationed in South Brisbane, has resigned; his successor is not yet named, but many rumours are afloat
The 'Erl' of Ossory has recently sported a brand-new tile which is the admiration of the corps he has the honour to command.—The balance of the trade between Ipswich and Brisbane during the last week has been in favour of the latter by a long chalk.—It has been proposed by a gentleman of scientific acquirements to build a bridge across the river from North to South Brisbane. The task would be quite as easy, he says, as to ride alone a distance of 1200 miles.—Pelicans and native companions have been very plentiful in Brisbane during the last week; several have been captured, plucked, and roasted.—An individual named Eves stuck up a notice on the wall under the archway of the prisoners' barracks yesterday, conveying the wonderful information to the lieges of Brisbane that the orders of a certain squatter residing on Darling Downs had been presented to a party in the Settlement, and had not been accepted. The object of the party in taking such an unusual course is apparent. We would, however, suggest to this snobby individual that if he wishes for greater publicity to his 'wrongs' he had better mould a sheet of paper in the form of a fool's cap, place it on his head, and when the auctioneer's bell is ringing parade the streets of the Settlement. He need have no apprehension respecting his personal safety during the exhibition, as rotten eggs are scarce in Brisbane.”

A little incident which occurred at Kangaroo Point served meanwhile to relieve the monotony. The promoter of this diversion was Sam Fletcher, a ticket-of-leave man, who set up in the bushranging business, but almost as soon retired. He commenced by firing at a boy and then at a man named Slavin, whom he assured he would murder if it took him fifty years to do it. It transpired, however, that he had mistaken Slavin for somebody else, and after an explanation and an apology he mounted his horse and galloped off.
He had not gone far before he espied a horse tethered to a stump, and considering the animal better than his own he proceeded to annex it. While on the point of doing this the rightful owner, Fred Smith, turned up, and, of course, raised certain objections. Fletcher, however, refused to note these objections, and on Smith taking hold of his bridle the bushranger quietly drew his pistol and deliberately cocking it at Smith assured him that he would blow his brains out. Smith was scarcely prepared for such an emergency, and setting a lesser value on his horse than his brains he made no further resistance and walked away. Fletcher followed him for some distance, and peremptorily ordered him to stop and hand over his money. Smith said he had none, and after he had been made to strip he was notified that he was free to go. As he was leaving Fletcher addressed him with, “Do you see that tree there? Well, I will leave your horse there some time in the night, and I will see if you are game to come for him.” Immediately Fletcher was out of sight Smith informed Constable Murphy of his adventure, and the two, armed with a carbine and a bayonet, set out in pursuit. After travelling some distance they saw three horsemen, one of whom was Fletcher. On hearing Smith’s voice Fletcher pointed his pistol and fired, the bullet passing close to Murphy’s head. Smith’s horse, which Fletcher was riding, had not, however, been accustomed to firearms, and becoming restive threw its rider, and after a desperate struggle the robber was secured. Fletcher’s two companions—John Paine and Joseph Wright—it appeared, had been stuck up by Fletcher, who intended robbing them, but they were saved by the timely arrival of Murphy and Smith. Fletcher was tried in Sydney, his “public career” was cut short by the award of ten years’ hard labour in irons.

On the 17th of January a meeting to consider the proposed introduction of Indian labour was held, the attendance at
which, owing to the floods, was "not numerous but highly respectable." This meeting terminated in the usual way—a petition to the Governor was drawn up, and between 300 and 400 labourers signed for. The prayer was duly presented, and the deputation was informed that the Governor had by the last ship received despatches from Earl Grey stating that her Majesty’s Government had determined to send out exiles and ticket-of-leave holders, who after five years of probation would be followed by their wives and children; and further that it was intended to send out one free person for every exile, the home Government bearing the whole expense. This, though taking the wind out of the deputation’s sails, was received with general satisfaction. Briefly the proposal was: 2000 free persons (all in families) should be taken to Port Phillip and 4000 to Sydney, making with the exiles 12,000 persons; the first vessel to leave London in October, and others at intervals of a month until all were despatched. With this prospect of easing the labour market and consequent relief of one of the greatest drawbacks let us again leave the subject for a time, in order to record the last misfortune of James Canning Pearce, which was brought about by the loss of the "Experiment." From the first the "Experiment" had been a source of trouble owing to her leaky condition, but with an almost constant attendance at the pumps she was kept afloat. With a view of remedying this Mr. Pearce brought men up from Sydney to effect repairs. Unfortunately these workmen preferred idling to labour, and were not very particular as to the quality of the work they turned out. Mr. Pearce tolerated this for some time, but he got tired before his men reformed. Consequently, he took them before the magistrate, who ordered them to be imprisoned. Mr. Petrie then undertook to do the necessary repairs, which he did to the evident satisfaction of all parties concerned, for when the "Experiment"
was launched she scarcely needed pumping to keep her afloat. By this time the boat had become a kind of institution, and the prospect of her again engaging in the carrying trade was hailed with delight—by the Ipswich people especially. But life is made up of disappointments. The supplies, &c., for the Downs had accumulated in the Settlement, so that when the steamer was loaded she had an unusually large quantity on board; so much so that it was piled high on her deck. Owing to squally weather Captain Dix erected a sort of hurricane-house of tarpaulins over the cargo, in which condition he left the boat the night before she was to leave for Ipswich. After pumping her a second time the hands retired, but had not long been asleep when the inrush of water reminded them that they had no time to lose if they valued their lives; and they had only just got out when down she went at her moorings. A gust of wind had caught the extemporised hurricane-house, which caused her to careen over and allow the water to rush in the cabin port-holes, which when she was upright were not more than 8in. clear of the water. The shippers were at once informed of the occurrence, and by 2 a.m all interested were engaged in picking up what they could. The event caused considerable excitement, and much sympathy was expressed for the now dispirited and unfortunate owner. Of course the two punts benefited by the mishap, and the owners of one of these (Reid and Boyland) purchased the "Experiment," which after several attempts, and much expense, was raised and again placed on the trade.

A topic more pleasing than the rehearsal of the sorrows and misfortunes of a deserving colonist was the regatta with which the people commemorated the foundation of the colony on the 26th January. Something like £40 was collected for prizes, and the few stores were closed to give the place a holiday appearance. Indeed the whole affair is
spoken of as being of a most agreeable character. A respected citizen, Dr. Kersey Cannan (who died only recently) acted as treasurer, while Captain Freeman filled the important position of umpire. The first race was for whaleboats pulling five oars, for which there were three entries. This was won by John and Walter Petrie's boat, the Lucy Long, the two brothers fully maintaining their well-earned reputation as oarsmen. Poor Walter Petrie did not, however, live long to enjoy this honour, for a few months later he was accidentally drowned in the creek which ran across Queen-street by Creek-street. The next race was for four-oared gigs pulled by amateurs, though why this stipulation was made is not very apparent. Two boats, the Flying Fish and the Pirate, entered. The Flying Fish, manned by squatters, came to the scratch, but although her opponent Pirate was also to the fore no crew could be found for her but blacks, who, after a little persuasion, were got to try the mettle of the squatters. The Flying Fishes rowed over their course with dignified composure and proved their superiority by permitting the natives to show them the way round. Though last, the Flying Fish was declared the winner, and her gallant crew reposed upon their laurels! The Dart and Spring-heeled Jack entered for the event for amateur scullers, but the former being invisible at the starting point the spring-heeled gentleman "walked" over the course. Owing to the fact that he had rounded the boundary boat on the wrong side, however, he had to try again, and doing it this time with better success won the prize—£2 10s. For the two-oared amateur event there were three starters—the Eclipse, Kipper, and Dart. This is described as having been a good race between the first two boats. The Kipper, however, lost some way by breaking a rowlock, but the deficiency was supplied by the steersman, and the Eclipse might herself have been eclipsed but that
one of the Kipper's pullers being unaccustomed to the short rapid stroke required became fagged and changed places with the steersman. The Kipper was thus disqualified, and the "pace" being too hot for the Dart the Eclipse was allowed to get in a good first. The seventh race was between Spring-heeled Jack and Moonbeam, but at the start the latter was invisible, and he of the spring-heels having no substantial antagonist was pulled by blackfellows against his own shadow and was pronounced victorious. The best race of the day was that for blacks, the prize-money being expended in clothing. The Pirate and Swiftsure were entered, the former being the boat given to the Amity Point natives for their exertions in rescuing the "Sovereign" survivors. The efforts of the sable oarsmen simply delighted the spectators, who became most enthusiastic when the Pirate came in. A second prize of £1 was subscribed by three of the spectators, the amount representing their bets won on the race. The proceedings terminated with a race for a dingy and a four-oared gig, the bowman of the latter to catch the man in the dingy in twelve minutes after the start. Any thought of amusement that might have been anticipated from such an event was quickly dispelled when the barque of the fugitive was brought out. This was a ship's jolly-boat, and consequently was far too unwieldy to show much sport. After a vain attempt to dodge the gig round the flagship the "dingy" was overtaken and the occupant obliged to leap overboard. The gig's bowman followed him, but was compelled to return to his boat, which soon overtook the victim, who was making for the shore. The bowman now pounced upon him, and thus finished the race in five minutes. There was much festivity on board the barque "Ebenezer," which did duty as flagship.

Late in the previous year the pioneers had come to the conclusion that they must have direct communication with
other countries and be enabled to share in the intermediate profits which as far as this country were concerned were exclusively enjoyed by New South Wales. They accordingly petitioned to the Queen asking that Moreton Bay should be made a free warehousing port. They had, however, the wind taken out of their sails by the reply of the Colonial Secretary, which was received early in 1848, and which stated that “Under the report of the Collector of Customs on the subject and considering that Brisbane was already a port of clearance and entry, it did not appear that it would derive any advantage at present, and it was therefore not considered desirable to grant the request.” But the Courier thought otherwise, and swooped down on the offending parties in the following fashion:—“How dare he (the Colonial Secretary) in this cool way suppress an appeal from his fellow-subjects to the Throne of England? Who was it that desired him to treat British colonists in this autocratic manner? He had his authority from the report of the Collector of Customs. But at whose instance soever he has presumed to offer this insult, we can tell him that he has mistaken the character and temper of those whom he has addressed. The spirit which urged our forefathers to shed their best blood in resistance of powerful oppression is not extinct even in the neglected district of Moreton Bay, and we can assure him it is very unlikely to cower beneath his petty domination.” It is not on record whether a copy containing this declaration was sent to the Colonial Secretary, but the fact remains that shortly afterwards that gentleman crawled into his shell and sent the petition to the Home Office, and in July of the following year (1849) those who were so “unlikely to cower beneath petty domination” got what they wanted.

Business was still slow, and thus set free and with plenty of time on their hands most of the days were spent by the
residents in agitating for concessions small and large. North and South Brisbane took it in turns. Among other things the latter had to complain of was the want of "courtesy" on the part of the supplier of butcher's meat—the only one, in fact, on that side of the river. As the people put it themselves, this particular knight of the cleaver did not evince much anxiety to accommodate those of his customers who were compelled to send for their meat, but the greatest rub of all was that in many instances they had to "tip up" with much greater promptitude than was either convenient or pleasant. However, no one seemed anxious to run in opposition to the offender, and he continued for a long time "to carry on the same old game." And this was characteristic of the people: they would make the bullets but relied upon somebody else to fire them. A good example of this is furnished by a meeting called to draw up a petition for presentation to the Government asking them to repair the road between Limestone and South Brisbane. All were certain that unless the spirit of agitation was kept up the smallest coin would not be placed at their disposal, yet when the meeting day came round those who attended could almost have been counted on the fingers of both hands. One could not attend because a raffle intervened; one failed to be there because he was quarrelling with his better half; and another could not attend because he had the "blues," induced by the unfortunate result of a public auction. This latter worthy returned to bed before the meeting commenced, as he said, "to sleep away dull thoughts."

Local intelligence was made up almost entirely of a recital of house robberies, street thefts, assaults, and kindred offences, the monotony being occasionally relieved by a set-to between members of the "fairer" sex. Another land sale was conducted on the 22nd March, which furnished
ground for comment. The old cry of "Cleveland must be the headquarters" was again raised, and the result was that Brisbane was almost entirely passed by speculators. Six 36-perch lots in North Brisbane were offered, but only two were sold, there being no offers for the others, each realising £22 10s., or 12s. 6d. a perch. Fifteen Ipswich lots were submitted, and all were sold, the price obtained ranging from 6s. to 23s. per perch. Fourteen lots in Yeerongpilly were put up at the same time and three disposed of, ranging from 5s. to 40s. per acre. Regarding this sale the Courier was led to remark "23s. a perch for allotments in a remote village like Ipswich cannot but excite wonder; but this is due to local jealousies and personal spitefulness, which ran up the land beyond its intrinsic value. The desire is to depress a real or supposed rival, Brisbane; and we protest against the result of the sale being looked upon as a true criterion of the value of land in Ipswich."
CHAPTER XV.

AN AWFUL CRIME—THE KANGAROO POINT MURDER—FIFE'S DYING WORDS—EVER GROWING—THE ANNUAL RACES—IMMIGRATION—IMMIGRANT 'ORPHAN GIRLS—A LONG FELT WANT—MATRIMONY MADE EASY—THE "FLYING PIEMAN"—A MYSTERY SOLVED.

On the 27th March, 1848, the whole community was thrown into a state of intense excitement by the report of a murder committed on Kangaroo Point the circumstances attending which were so barbarous as to be scarcely paralleled in the history of crime, and which in atrocity almost outdid the worst deeds recorded of the unenlightened savage. The unfortunate individual whose career had been so violently arrested by the hand of the murderer was Robert Cox, a sawyer, who had been working on the Tweed, and had only arrived in Brisbane five days previously. The first intimation of the terrible affair (which must have been enacted on Sunday night, the 26th) was the discovery made by George Cummins, a joiner, of the lower portion of a human body lying on the river bank at about the end of Main-street and considerably below high-water mark. Constable Murphy was summoned, and he with assistance removed the trunk, which was almost in two parts, being cut across the loins, to Sutton's Bush Commercial Hotel, at the corner of Holman and Main streets. There was a stab in the breast, there was a cut on the left side, and the ribs were broken. The head was missing, but the clothes were
recognised as those of Cox by the Constable, by William Fife, the cook at Sutton's, and by a man named Mosely, with whom Cox had been staying. Cox had been seen in Fife's company on Sunday night, the latter carrying the former, who was drunk, to his (Fife's) room. A search was made, and in the kitchen where Fife slept was found a towel with blood stains upon it, but which was not concealed. At this moment James Davis (Duramboi) discovered blood marks on the fence at the back of Sutton's house, and on going a little further into the back yard found a quantity of blood near the well. Some one then procured a ladder, and going down the well found three shirts (a circumstance to which much importance is even now attached by old residents), a knife, and towel. The liquid in the bucket, too, was found to be blood and water; while on the flooring boards of the kitchen being taken up a sheet with a small blood stain on it was found. A man named Lynch, with whom Cox had stayed on the Friday night was arrested as well as Mosely and Fife, and on being examined in the lockup a spot of blood was discovered on the breast of Fife's shirt. Sutton made the remark that it appeared that his servant Fife had committed the murder, and at a later period Sutton was arrested. On further examination of the locality being made, one spot near the well was found to be saturated with blood, the top of Sutton's fence was stained, and the grass on the other side had the appearance of something bloody having been dropped upon it; while a tomahawk and an adze were found covered with clay near Fife's bed. In the meantime a man named James Clouston was out on a fossicking excursion, when, observing a dog coming out of the unfinished building standing near the hotel and owned by Mr. Campbell, he entered it and was horrified to find a human head resting between two joists. He immediately secured the head, and held it up by the hair before
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Fife's gaze. That man at first failed to recognise it as that of Cox. On being asked to again scan the features he did so, and said boldly that they were those of Cox. Duramboi was asked for his opinion as to the site of the murder, and he fixed it as being between the well and the fence in Sutton's yard. Perhaps the most important evidence adduced at the inquiry, which lasted five days, was that of Charlotte Sutton and John Connell. The former said that on returning home at dusk on the Saturday she heard Cox and Fife quarrelling in the kitchen, Cox accusing Fife of waking him and robbing him. She asked her father if Cox had any money, and received the reply that he thought not. She then went to the kitchen again and told Cox to go to the men's sleeping room, which he refused to do, but proceeded to the bar and had some ale or rum, and returning to the kitchen lay down on Fife's bed. The next time she went to the kitchen was at about 10 p.m., when, seeing Fife in bed, and supposing Cox was there, too, she locked the door and retired. The knife found in the well she recognised as their property, as well as one of the towels, but not the sheet. When she went to the kitchen on Sunday morning after hearing of the murder Fife asked for a clean shirt, "as his own had not come from the washerwoman's, and as he was the last man with Cox he would like to appear clean." Connell in his evidence said that Cox had accused Fife of robbing him, and that the latter, shaking his fist, had remarked that "he would knock his head off and kick his ribs in before he left town." He at that time thought Cox was in danger, and fearing to sleep in the kitchen he had been locked in the bar all night by Sutton. On Sunday morning he had observed Fife was cleaning out the kitchen with a cloth. And now comes the most important point. The jury had been sitting on the case two or three days, but strangely enough it was not until the fourth that they decided
to inspect Sutton's hotel. When they did so they found below the floor of the room where Fife and Cox were supposed to have slept a candle and some papers, clots of blood, a blood-stained shoe, and also stains on the bed, while in Fife's box was one of his shirts bearing a stain. Remains of buttons, too, were found in the fireplace, and remnants of partially consumed clothing in the oven. It is somewhat remarkable that these were not discovered by the police when they had two days before searched, and the fact that they were not observed lent colour to the assertion of Fife at his trial that they had been placed there during the time that had elapsed between his arrest and the time they were discovered, for no one had been placed in charge to watch that such a thing was not done. Fife proved, too, that the clothing destroyed in the fireplace was not his, and that the adze found near his bed had not been used in connection with the murder, but the circumstantial evidence against him was regarded as too strong, and he was on the fifth day, the jury having been locked up all night, committed for trial, Sutton and the others being discharged. On the 12th of April he was removed to Sydney, and on the 5th of June he was brought up at the Central Criminal Court. The evidence adduced there was similar to that given at Moreton Bay, and was entirely of a circumstantial nature. The only points in Fife's favour were the medical evidence, which showed the possibility of Cox having died a natural death before his body was butchered, and the absence of motive, for it was well known that Cox and Fife were on the most intimate terms, having been together during the penal times. It was further known that the former had no money. A circumstance which was regarded as more than passing strange was the finding of the additional evidence—the blood stains, &c., in Fife's room and under his bed—two days after a most minute examination had been made.
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by the police; and this, coupled with the fact that scores had been allowed into his apartment at Sutton's during the time Fife was in custody, strengthened the conclusion arrived at by many, that whatever Fife might have known of the awful tragedy it was not his hand that had committed the deed. For years after, indeed up to the present day, there are those who couple with the crime the names of men who afterwards became more or less prominent citizens. Mr. Henry Stuart Russell states with regard to this terrible crime that a man "in the horrors of a deathbed upbraiding confessed that he was the guilty one, and had looked on at the execution of the innocent locum tenens!" It is best perhaps to let sleeping dogs lie. At the trial the Judge admitted that the evidence was very remarkable, and at the same time commented severely on the neglect of the police in not taking charge of the room at Sutton's, but the jury after half an hour's deliberation brought in a verdict of "guilty." On being asked if he had anything to say why judgment should not be passed, Fife, in a faltering voice, replied, "I am not guilty." His behaviour throughout was exceedingly self-possessed, and he heard the verdict of death in a cool and collected manner, although he several times interrupted the Judge by alleging that if a witness who was absent had been in attendance, and if another had spoken the truth, he would have been acquitted. The absent witness was a man who was known as "Long Bill," and who it is alleged knew more about the murder than it would have been safe for him to disclose. On being removed the officials found sewn up in Fife's coat a pair of steel spectacle frames, one end of which was broken off and ground to an edge as keen as that of a lancet. This was regarded by the authorities as an instrument for the purposes of suicide prepared by Fife to be used if found guilty. During the time Fife lay under a sentence he wrote a speech
for delivery on the scaffold. This was written on the first, second, and fourth pages of a sheet of foolscap paper, the one side being left blank until the Sunday preceding his execution, when he filled it in. In the meantime he had remained unmoved, almost sullen, always replying to any observation on the subject of the crime with a protestation of his innocence. Just previous to leaving his cell on the fatal morning he put his hand into his bosom to feel for his speech, but it was gone; it had been abstracted surreptitiously by a gaol official, and was refused him. On the way to the gallows he joined fervently in a hymn, singing in a clear and firm voice. On reaching the foot of the scaffold he caught sight of his coffin, upon which he gazed for a moment or two. After praying for five minutes he thanked some of the officials and then turned to the crowd, which numbered about 4000, without the usual military and police guard, and made a request that he might be allowed to read his speech; but the authorities refused to give him the document. He then wished to address the people, but in the midst of this the cap was pulled over his eyes, the bolt was drawn, and the drop falling, he was launched into the presence of his Creator. Who can picture what followed? The miserable man struggled for nine minutes, and then ensued a sight which sickened even those most habituated to such scenes. In falling his body had struck against the side of the floor, and large drops of blood trickled down the legs of his trousers on to the ground. On after examination it was found that his hand and thigh were grazed and his ribs broken. Fife, it may be remarked, had come to the colonies under a sentence of transportation of fourteen years, and at the completion of his term went into service on the Downs, from which place he entered Sutton’s employ as cook. It is not possible to give the dying man’s statement in full, but the following is the portion written on the Sunday preceding his death:—
“I am about to suffer death for the awful crime of murder. I was found guilty on circumstantial evidence; and however well that evidence might have been supported on my trial by a complication of villainy on the part of some of the witnesses, the Almighty God, at whose bar I shall soon appear, knows that I am innocent of the awful crime; and I trust for the safety of all human beings and the honour of my friends in a distant land that the Almighty God, whose eye sees the least wing that flits along the sky, will bring the perpetrator of that awful deed to light when my body is mouldering in the dust. I cast no reflection on the Judge who tried my case, as he cannot tell the inward thoughts of man. I think had my case been tried at Moreton Bay on the spot where the awful deed was committed the jury would have taken a different view of the case. I have been a guilty sinner before God, but I never was so far hardened in crime as to imbue my hands in the blood of my fellow-man. I forgive my cruel enemies. I shall leave them in the hands of God, who declareth, ‘Vengeance is mine! I will repay, saith the Lord.’ I cannot impress on your minds my innocence of the awful crime of murder. I am now before my God, and I shall suffer death for a barbarous murder. I shall appear at the bar of Almighty God as innocent as the child in its mother’s womb.’

The crime gave rise to some curious correspondence a year or so later. The report of the murder in course of time reached the London newspapers, one of which added that Cox “could boast of some independence up country known as Kangaroo Point.” This, of course, was ridiculous, but it had the effect of awakening some interest in the unfortunate man. One person whose curiosity was aroused wrote to the Government asking for information concerning “a small independence up country,” and wishing to be apprised as to whether the Cox murdered was a relative of the writer;
if so, into whose hands the "independence" had fallen, and "in what manner the applicant may become possessed of the small independence."

Owing to the action of the Government in closing the hospital much inconvenience was experienced; but the people were not long in moving. They first held a meeting, and as a result an application was made to the Colonial Secretary asking him to make over to a committee of gentlemen the hospital stores, instruments, &c. The reply received was astonishingly satisfactory: the Government would do what they were in the habit of doing for others: they would consent to make over the hospital for the benefit of the public and contribute £200 annually towards its support providing an equal amount was raised in the district by private subscription. After various meetings the Benevolent Society undertook to manage the institution, which it did, and was further assisted by the Government in so much that the police court fines imposed for drunkenness were handed over to the hospital. Out of this small beginning—a few relics are still to be found at the rear of the Lands Office in George street—has sprung the present fine institution which is a credit alike to the colony and to its management. South Brisbane had long been wanting better postal facilities, and though the residents there had to pay for the convenience the concession granted was better than nothing at all. Instead of having to pay 4d. to cross the river in order to post their letters a box was fixed on the South side, and on their affixing a penny stamp extra to their correspondence it was sent to its destination by the Government official in the usual manner. The "Experiment" was also made a mail boat, and thus postal communication with Ipswich was obtained. Church matters had, like those of business, been exceedingly quiet, the Anglicans (the pioneers of St. John's) meeting in a portion
of the "lumber yard"—now used as a volunteer fire station, by the way—at the back of the Longreach Hotel, while the Roman Catholics assembled in an old shed which then stood at a point about opposite the Theatre Royal in Elizabeth street. But the congregations of both grew, and with them the desire for better worshipping accommodation. The visit of the Right Rev. William Tyrell, Archbishop of Newcastle, in June of 1848 gave church affairs an impetus. He arrived here on the 3rd of June in the "Tamar," and during his stay, which was not a long one he was the guest of Captain Wickham at Government Cottage, better known now as Newstead, once the hospitable home of the late Mr. George Harris. His lordship could not have chosen worse weather, for it rained during the whole stay, but this was perhaps compensated for by the enthusiasm of his flock, who presented him with an address, and who drew from the distinguished visitor the statement that the district was one of the most important in his diocese, and also his cheque for £30 to assist in making up the sum necessary to obtain the subsidy of the Government. The site now occupied by St. John's was approved of, and two years later the building was commenced. The Catholics had not been idle, and at about the same time they were able to announce that a tender had been accepted for a new church, which is now to be seen adjoining the more imposing structure of St. Stephen's. The Wesleyans' first place of worship was in Queen-street, but this was sold, and they removed to a building in Charlotte-street, which of recent years has done duty as a boarding-house. The Congregationalists, Baptists, and Presbyterians joined efforts, and some time afterwards raised an edifice in William-street, and named it Dr. Lang's Church. The Government Printer now occupies this building as a residence. But this is anticipating somewhat.
The annual races were run on the 23rd, 24th, and 25th May, and even at New Farm there were manifest signs of go-aheadness. Long had there been the desire to possess a band, and although no one seemed to know that there were such things in the Settlement as instruments of brass, still on the 23rd May a band put in an appearance, and if its members did not exactly unite in that harmony of tone calculated to please the nice fastidious ear of the leader of a regimental band—and it certainly did not do this—many of those for whose amusement the musical “treat” was got up did not notice any defect. On the contrary, the “drumming” on board the “Experiment”—providing always a reasonable distance was preserved—had rather a fine effect, serving as it did to mark the vessels position on the river when the deepening shades of evening rendered her form indistinct to optical perception, and if it was not exactly what the poet meant by the expression “music on the waters” it was, as Sam Weller said on a rather different occasion, “a werry good imitation of it.” Of course the squatters mustered in strong force, and contrary to expectation a number of residents from “the remote village of Ipswich” sacrificed personal feeling and put in an appearance. Again there were several spills to persons whose evil genius had placed them probably for the first time in a saddle. The proceedings were occasionally enlivened by a pugilistic encounter, brought about sometimes by the “rickety and unintelligible racing regulations” and sometimes by supposed crooked running. It is related that the stewards had subsequently to show how it came to pass that the horse that had its tail nearest the starting post at the end of the race won, and how it was that the animal that first had its head at the ending post lost the race. That the stewards were able to do this satisfactorily certainly redounds to their credit, but the fact of their having to do so throws some light on the
causes which made a most promising meeting terminate unsatisfactorily. However, the experience gained materially assisted the squatters in making their first Drayton meeting (held on the 21st and 22nd June) a success.

The agitation for the establishment of a bank had assumed a more definite form, for on the 20th June a committee of gentlemen drafted a letter to the board of directors of the Union Bank of Australia asking for the establishment of a branch. This communication contained much useful information, some of which will serve as a comparison between the exports of 1844 and those of 1847. The figures are as follows:—Bales of wool (averaging 350 lb.), 3593½; casks tallow (averaging 4 cwt.), 968; hides, 3129; tierces beef, 142; sheepskins, 12,560; staves, 27,500; feet of cedar, 28,000; feet of pine, 54,900; tons of bones, 2; estimated value, £72,297 10s. By reference to the table of exports published in a previous chapter it will be seen how enormously our products had grown in the brief period of three years. Shortly after this letter had been despatched the Courier changed hands, Mr. James Swan, rising from the position of printer to proprietor. In its first issue after the change (1st July) Mr. Swan wrote: "The paper will be conducted on the same independent and consistent principles which have hitherto distinguished it, and by the same person to whom during the last three or four months its literary management has been chiefly intrusted."

Even on the chance of it being considered monotonous reference must be made to the subject of labour and its counterpart—immigration. Immigration was to be revived. It was revived, but of the 7000 persons who availed themselves of the system to reach New South Wales during 1848 not more than 130 found their way to Moreton Bay until the "Artemisia" arrived. The first of those who came via Sydney
were eight families, comprising twenty-seven persons, and these were placed in the prisoners' barracks. The cost of bringing them to Brisbane was partly defrayed by the Government and the other half by those hiring them. All quickly found engagements. In July (1848) forty-one immigrants who had arrived in Sydney by the "Equestrian" were accommodated at the old barracks. These consisted of fourteen married and twenty-seven unmarried persons and were soon engaged, the single men receiving £20 per annum with rations. The girls obtained situations in the Settlement at wages varying from £14 to £18 per annum. The military (the 99th) had left on the 22nd June. Thus the barracks were empty. Of course the Government was memorialised asking that another detachment should be located here. The Government was some months in replying, so long indeed that it was thought that the intention was to ignore the demand. The settlers then thought they would try to get the barracks set apart as an immigration depot, and in this they were successful. Judge of their surprise, though, when a detachment of thirty privates and five non-commissioned officers under Lieutenant Cameron arrived and took possession of the barracks. The surprise, however, was an agreeable one, for the immigrants could be accommodated elsewhere. At about the same time that the military made their appearance thirty-seven immigrant orphan girls came on to the scene, having been supervised by Mr. George Watson, who had been appointed immigration agent here. The girls were located in the hospital (which had been closed), and several ladies formed a committee of advice, but their services were scarcely needed as the girls were almost immediately engaged at wages averaging £14 per annum, and in a very brief period became independent of both supervisors and employers judging by the following paragraph which appeared in the
Courier:—“In connection with immigration it is rather an important circumstance that nearly the whole of the young women who arrived in the 'Mary Ann' about three months ago have, in the language of the newspapers, 'contracted matrimonial alliances' already. It will be gratifying to those who are yet to come to learn that there is a fair chance of their catching the fish in an equally short period. Many honest and industrious men who until lately never dreamt of the silken chains have come to the conclusion, now that temptation has been thrown in their way, that matrimony is not such a terrible humbug after all. In all seriousness we are rejoiced at the gallantry displayed in the district equally for the sake of the poor girls themselves, who will be placed in situations whence their own frugality may raise them to comparative independence, and because of the vacancies for other servants which are created by these marriages.” Who after this can say the Courier did not consider the interest of all classes of the community!

In this connection an incident which the late Mr. R. S. Warry once recounted to the writer is not uninteresting. The chief actors in the little affair are still living, but since their names are not given they will not feel angry should they happen to read what follows. In talking about old times Mr. Warry spoke of the reverses of himself and other colonists; of the exodus to the California goldfields, and of other interesting topics, including the difficulties young men experienced in obtaining wives. The writer suggested that at the present time the difficulty was somewhat reversed, to which Mr. Warry replied, “Well, perhaps it is; I don’t know. But in ’48, when I was a young fellow, there weren’t twenty girls of a marriageable age in the whole place.” The writer had of course to agree that under such circumstances getting married would be one of the difficulties of the age. “Yes, it was,” said Mr. Warry, “though I happen to know
a young man—at least he’s getting pretty old now—who did it easily enough. I shall never forget how astonished I was when B— walked into my store and said, before I had time to ask him how he was, ‘Dick, I’m going to Sydney? ’ Now, I knew he was one of the few who was making money in the country and had a bright prospect in view, and I couldn’t understand why he should wish to leave it. He saw I was a bit fogged, I think, but he did not seem inclined to enlighten me until I asked, ‘What on earth are you going there for?’ ‘For a—for a wife,’ said he, with the stammering air of a man glad to get a trouble over. Well, I was perfectly staggered, and muttered something about wishing him success. An idea struck me. Instead of calling him a fool I would invite him up to tea. I was living on the North Quay then, and on reaching home I arranged that a certain young lady of my acquaintance should be one of the number at the meal. Without saying anything to my friend I invited her. In due time she arrived and we sat down to tea, and before very long I could see that things were going on swimmingly. About an hour after the evening meal had been disposed of I missed both my friend and the young lady. Happening to go to the door I saw them making in the direction of what is now Milton. They weren’t long away, however. A few minutes after their return the young fellow whispered to me, ‘Dick, old man, I’m not going to Sydney.’ ‘Not going to Sydney?’ I asked in feigned astonishment. ‘No,’ said he, ‘I’m going to get married on Thursday.’ And married they were, and a happier couple never breathed.’

The elections came round on the 2nd August, but the fact was absolutely unknown to the electors here until two or three days before the event took place, and neither of the candidates—Benjamin Boyd and Colonel Snodgrass—considered it necessary to approach in any shape or form.
those in this portion of the electorate. As a result few voted. All the residents of Ipswich, with one exception, refrained from exercising the franchise "because the booth for that town was located at Brisbane." After the election, which resulted in a majority for Colonel Snodgrass, Ipswich lodged a protest with the deputy returning-officer, but nothing ever came of it.

Something more interesting, at any rate it was more exciting, was indicated in the following problem, which through the medium of the Courier the public were asked to solve:—

PEDESTRIANISM.

QUESTIONS TO THE PUBLIC.

How many miles shall I have to walk, being engaged whilst walking, to wind a piece of common tape around a pitchfork handle of 2½ inches in diameter, the tape being 100 yards in length? This task was undertaken many years ago by the celebrated Captain Barclay, who failed in the attempt, and lost a considerable sum of money.

I am resolved should my life by the blessing of God be spared a few years longer, to undertake every task of pedestrianism the gallant Captain Barclay undertook, by which I mean to give him a triumphant licking. Being determined to make good use of the excellent pair of legs I have, I purpose to undertake the above extraordinary pedestrian feat at South or North Brisbane, provided the inhabitants consent to subscribe for a new pair of boots, my present pair being nearly worn out. Therefore, I announce that I will hold a public meeting on Thursday evening next, at half-past seven.

FLYING PIEMAN.

The public meeting did not come off not from any want of interest on the part of the public whose attendance was so summoned, but from the fact that the Flying Pieman did not himself put in an appearance. The inference of course was that the celebrated personage had meanwhile secured
the boots he was so badly in need of and had shaken the
dust of Moreton Bay from off his feet. A day or two later,
however, he again turned up, his presence being chronicled
through the medium of an advertisement in the *Courier*. In
this notice he undertook on the 5th November, to run
wheeling a barrow half a mile, to run backwards half a mile,
to run forwards one and a half miles, to pick up separately
fifty stones placed one yard apart and place them in a basket
or box; to walk one mile, to draw a lady weighing from ten
to fourteen stone a mile in a gig or spring chaise, and to
make fifty flying leaps two and a half feet high having ten
yards to run between each leap. He promised to give three
performances—one at North Brisbane, one at Kangaroo
Point, and one on the South side. The greatest part of
the proceeds were to go in a charity cause, and the whole
feat was to be done in ninety-five minutes. Who was to
allocate the proceeds to the said “charity cause” was not
mentioned, but since he failed to keep his appointment the
consequences were not serious. He was of course set down
as a fraud, but whatever he lacked on the score of punctuality
he was certainly not what he was written down. Just when
the Brisbane folk had done talking about him he made his
appearance having started from Ipswich the same time as
the coach. He, however, arrived in Brisbane an hour ahead
of the coach, having carried a carriage pole weighing 100 lbs.
all the way!

That he was not altogether a fraud is somewhat con-
clusively proved by the following authenticated records of
his performances elsewhere:—

Maitland, 1847.—Picked up 100 cobs of corn one yard apart in 53
minutes.

Maitland, 1847.—Commenced to walk 192 miles in 48 hours, the
conditions being not to stop a minute; at the end of the first
24 hours he had accomplished 102 miles, but could not go further.
Dungog, 8th January, 1848.—Wheeled a barrow one mile, took 50 flying leaps, picked up 50 stones one yard apart, ran backwards half-a-mile; after this he carried a live goat weighing 80 lbs. half-a-mile in 12 minutes.

Dungog, 28th February, 1848.—Five hundred half-miles in 500 half-hours accompanied by his dog Faithful, which was knocked up.

Singleton, 28th April, 1848.—The Flying Pieman at this place did the feat he announced he would accomplish in Brisbane, in 90 minutes, resting only 1¼ minutes.

Singleton, 4th May, 1848.—He undertook to walk 60 miles in 12 hours. He completed 50 miles in 11 hours 40 minutes. He walked several yards over the measured mile.

The Flying Pieman's proper name was William Francis King. Strange to say, he was educated for the church, but his love for boisterous recreations and sport caused his father to pause before he finally placed him. He at last bought for him a share with a firm of London stockbrokers. But even this did not suit young King, and he soon sold out and accepted a clerkship in the Treasury office in the Tower of London, only to again shortly remove—this time to New South Wales, where he landed in 1839. His family connections enabled him to bring excellent letters through which he hoped to obtain a Government appointment. He was not, however, successful, and his fate like that of many more well-connected Englishmen who have come to the colonies led him into strange places. He became in turn schoolmaster, clerk, private tutor, and barman, winding up with a roving life under the strange sobriquet and performing the most extraordinary and difficult feats. Eventually he became the dupe of sporting men who backed him, and pocketed the winnings, and eventually (in 1874) he died in the Liverpool (N.S.W.) Asylum.

A mystery which took some eighteen months to solve was that of the missing schooner "Selina," the launching of which had been made the occasion of much display. It
will be remembered that this boat was built in Petrie's Bight, and on being launched on the 15th May, 1847, was christened by Miss Petrie. On the 1st June she left Brisbane for the Pine, to take in a cargo of cedar. Having been loaded she set out for Sydney, but nothing was heard of her until the 20th October, 1848, when the little craft "Will-o'-the-Wisp" found her lying on the sands of Kepple Bay. When discovered she was in an upright position, and her cargo was safe, even a log which had been lashed to the deck remaining in place. Her mainmast and sails were missing, but her foremost was standing. Two holes had been made in the deck, one forward and one aft, and the presence of these led to the conjecture that the vessel had become water-logged and the holes had been made to facilitate pumping or bailing. No trace, however, could be found of the crew, Cameron and two men, and it was believed that they had perished at sea for want of sustenance, for on leaving Brisbane the "Selina" was only provisioned for seven or eight days. Thus terminated the career of the first local shipbuilding effort.

An event which was regarded as of significance was the receipt of the news that the Government proposed to devote the following sums towards the payment of the salaries of teachers of schools in the district for the next year (1849):—Church of England, £40; Roman Catholic School, £45; Ipswich Church of England, £40; Ipswich Catholic School, £35. This may be taken as the first step towards the education of the young colonists at Moreton Bay, and, as may be expected, was thoroughly appreciated by the adult population.
CHAPTER XVI.

Hope for the Squatters—Chinese a Failure—Dr. Lang Comes to the Rescue—His Immigration Crusade—Arrival of the "Artemisia"—The "Fortitude"—The Closing Year of the Forties—How it came to Brisbane—Exodus to California.

WITH the closing months of 1848 came renewed hope to the squatters, whose efforts to secure a reasonable supply of labour had from the very start been one of their chief troubles. As an experiment fifty-six Chinese immigrants arrived in the "Nimrod," and these were quickly snapped up as shepherds. The conditions under which they were hired were: The employers paid the passage money (some £15) and a wage of £6 per annum with two suits of clothing; the Chinese on their part hired for five years. They, however, proved more unreliable than the runaway Europeans, and if the truth must be stated the squatters were rather glad to rid themselves of them. As they were discharged (some of them ran away, but were not followed) they came to the Settlement, where they were subject to much annoyance at the hands of the tribes of blacks who took up their abode in York's hollow and other spots adjacent to Brisbane. Sensational scenes were of frequent occurrence, and the Chinese soon disappeared—where is not known. They may have gone South—some of them undoubtedly did; but it is asserted that others were
converted into epicurean dishes for the blackfellows' table! One old resident relates a somewhat amusing incident which occurred in Queen-street one Sunday morning a few days after his arrival. Several Chinese were passing down the thoroughfare when they encountered six or eight blacks, who saluted the Celestials with observations in a mixed gibberish formed by the *patois* of the natives and the elegant language of their earlier instructors. Of course these were not understood by the subjects of the Moon's brother, but as the actions of the blacks were tolerably significant without being equally flattering, the offended parties tucked up their sleeves and prepared for a bout at fisticuffs *à l'Anglaise*. This was opposed to the tactics of the aborigines, who hastened to possess themselves of waddies, to the infinite disgust of their antagonists. The latter strove in vain by voice and gesture to convince the grimy savages of the unfairness of such a contest, but the others failed to "catch on," and a battle-royal commenced. A crowd, however, soon collected, the better-disposed portion of which separated the warriors and stopped the fun. But this is drifting somewhat from the labour question.

The Chinese were a failure. Rumours concerning Dr. Lang's immigration crusade at home were wafted across the continent, and the doctor's efforts, coupled with the report that the Government did not intend to be defeated by a clerical agitator in the introduction of immigrants, gave the pastoralists fresh hope. Various systems of immigration had been experimented with, that of granting a bounty to each adult imported obtaining for some time. This, as might have been expected, was subject to very great abuses, the immigrants naturally being the chief sufferers; and the scandal thus caused resulted in a change being effected. The proceeds of lands sales were applied sometimes directly and sometimes in anticipation by way of mortgage raised
on the security of the land fund for the payment of passages. This was supplemented by the Imperial authorities occasionally defraying the cost of charter and providing the necessary equipment of vessels. In addition, intending purchasers of land acquired, by a deposit of their money with the home authorities, a right to nominate emigrants for free passages in the Government vessels at the rate of one adult or two children for every £20 so deposited. It was an indispensable condition, however, that all arrangements should be left with a body styled the Land and Emigration Commissioners sitting in London. The views of the commissioners regarding colonial requirements were extremely hazy, and it is therefore in no way surprising that the class of emigrant sent out was often altogether the reverse of what was needed. This system was in vogue in 1848, the year which saw Dr. Lang "up to his eyes" in his emigration crusade. The rev. gentleman had visited Moreton Bay in 1845, and had set out on his mission in the following year, reaching England in December, 1846. He had, while in Northern Australia, made several efforts to test the suitableness of the soil for the growth of cotton, and Manchester merchants had reported favourably on the specimens sent home and had stated that large profits might be made by its cultivation. Dr. Lang sought to secure the co-operation of the Manchester and Glasgow merchants in populating the Northern Territory and establishing remunerative competition with the growers of the Southern United States—as Mr. Coote concisely puts it: to create a new industry, to form a new colony, to deal to slavery no slight blow, and to relieve his fellow-countrymen from poverty and suffering were, singly, objects worthy of all the energy that could be thrown into the support of their combination, and assuredly in the doctor's case that energy was in no wise spared. His communications to the British
Banner on these two subjects—immigration and the cotton industry—caused a good deal of discussion and did much to popularise this part of Australia. His writings reached the West Indies, where the Slave Emancipation Act had brought ruination to the growers, and where there was a manifest desire on the part of the British-born youths to migrate to a country more congenial. He actually received overtures from several of these, regarding which he wrote:

"The extension of slavery in the West Indies up to the period of emancipation was not the crime of the British-born youths of those islands but their misfortune. It appears to me they are in a peculiar manner deserving of the sympathies of the British nation for the ruin that has overtaken them in consequence of the total revolution of West Indian society which that great measure implied. Indeed the native-born West Indians of British descent can no longer maintain the position they have hitherto been accustomed to hold in their native islands, and are naturally unwilling to be depressed below the level of the African free labourer. They are desirous of being enabled to emigrate to Australia and to settle in those parts of that extensive country where the soil and climate will enable them to turn their knowledge and experience in intertropical agriculture to profitable account."

One would almost suppose from the tone of the letter in question that the doctor was not in sympathy with the framers of the Emancipation Act, but this is entirely dispelled by a letter which he sent to a ruined planter in Jamaica, in which he stated:—"I approve of the Act from the bottom of my soul. At the same time I sympathise cordially with those unfortunate colonists of European origin whom that Act has hopelessly depressed from their original position in society, and who now feel themselves sinking gradually to the level of the commonest negro labourer."

The proposed emancipation of West India planters to
Australia was highly appreciated in Moreton Bay, and not the slightest doubt was entertained, but that the scheme would be brought to a successful issue. Still nothing ever came of it.

To turn, however, to the question of European immigration: the desire of the Government to get in their first shipload before that of Dr. Lang was gratified by the arrival of the "Artemisia" on the 13th December, 1848. She was of 558 tons burthen, was owned by Mr. A. P. Ridley, and commanded by J. P. Ridley. The arrangements made for the comfort of her immigrants, who numbered 240 souls, were complete, and the voyage was accomplished in 120 days. Her immigrants were brought to Brisbane from the Bay in the "Raven" on the 16th and 17th December, and were quartered some in the old barracks, others in the hospital. The Courier heralded the event thus:—"The arrival of the first immigrant vessel direct from England is an important event in the annals of Moreton Bay—an epoch to be often reverted to by future historians of the Northern colony. For that reason we give that ship the place of honour in this day's issue, instead of confining our notice of her to the less conspicuous space usually occupied by our shipping intelligence." Many of our prominent residents to-day will well remember this "historical event," and to read of it here will doubtless recall many pleasant memories. Previous to the vessel leaving Deptford she was inspected by Lord Ashley, the benevolent promoter of the Ragged Schools at Westminster. This generous nobleman placed on board seven boys and two girls who had received shelter and instruction through his instrumentality. The following particulars of the "Artemisia's" immigrants will doubtless be read with interest:—Adults—married couples, 49; single—47 males, 19 females; children, between 1 and 14—males 38, females
27; children under 1 year—males 7, females 4. Three persons died during the voyage, one only being an adult; while there were four births. The trades of the male adults were:—Agricultural labourers, 38; carpenters, 4; weavers, 5; labourers, 6; smiths, 7; cartwrights, 2; sawyers, 2; miners, 2; slater, 1; shepherds, 7; ironfounders, 2; cow- herd, 1; wheelwrights, 2; and mason, gardener, and coachman, 1 each.

It will be seen that after all the amount of available labour was very small indeed as compared with the wants. But the supply was seasonable. The "Artemisia" brought news that the first of Dr. Lang's ships, the "Fortitude," was to leave London direct for Moreton Bay on the 6th September. It was felt that the squatters' hopes were soon to be realised. This feeling was indeed becoming chronic. Had they known, however, that the coming labour was to prove the "bee in their bonnet" that it did, the pastoral lessees of the Crown would possibly have contented themselves with things as they were. As if to prepare them for the hiring-out ceremony the Courier delivered itself of an article on the duties of immigrants generally, and of those who had arrived by the "Artemisia" particularly. In some respects the remarks made may be said to have been the reverse of complimentary, and it can scarcely be wondered that they had a depressing effect on many of the new arrivals. One of the things referred to was the rate of wages. The Courier man had glanced over the list of wages some of the immigrants had stated they were receiving prior to embarkation, and had been terribly surprised. This is how he summed the matter up:—"The rates for agricultural labourers, according to the list, vary from 9s. a week, and in one case is 15s. Knowing as we do the general depression of affairs in England, Ireland and Scotland, we cannot suppose that any such wages have been
given except in some very extraordinary instances. The rate of wages would be nearer the usual average if put down at from 5s. to 8s. We take this notice of the circumstance because we think it extremely probable that the immigrants may have been led into erroneous statements from the hope of obtaining in this colony something very much higher than the stated wage at home, and without being aware that employers here know as well the state of the labour market in the United Kingdom as those who now reside there. We would caution immigrants against any attempt of this description." A neater way of putting the matter would be difficult to devise. But whether the immigrants had been "led into erroneous statements" or not the fact remains that in a week all the single ones were engaged at from £20 to £25 per annum and rations, and married couples and their families at from £30 to £50; while applications were made for 200 more toilers. Some of these applications came from the Wide Bay district, which had been systematically tabooed by the "Artemisia" folk. This "boycott" was carried out to such a degree that the paper had again to step in. The extract is given for the benefit of those who are interested in the district named:—"Amongst other mistaken notions that have found entrance into the heads of the 'Artemisia' people is the idea that Wide Bay is so dangerous a locality that they are bound to avoid it. A strong repugnance exists to hiring for that district. We can only account for this ridiculous objection by the supposition that they are influenced by some indistinct recollections of certain passages in Dr. Lang's 'Cooksland,' of which some copies were on the "Artemisia." The doctor speaks of Darling Downs and other parts of the interior as places which had long been known and inhabited—while Wide Bay has a mysterious veil of obscurity thrown over it; and it is not at all improved in character by
the republication of certain affrays with the blacks which occurred there about six or seven years ago. The district has widely changed since then. A Government commissioner has been appointed to superintend it; at least three storekeepers have established themselves on the river Mary; and stock and stations are to be found in all directions. Vessels are trading between the port and Sydney; and so little is thought of the trip from this river that a small coaster of 16 tons burthen runs constantly between the Brisbane and the Mary, performing her trip with great regularity and proving of very considerable service to the residents of both places. Next month a post office is to be established there, and in all probability a Government township will before long be laid out in the neighbourhood."

The commissioner referred to was Sir Maurice O'Connell.

With the approach of new year all seemed bright, and spoke of greater prosperity. The Boxing Day sports were entered into with enthusiasm, and both at South Brisbane and Kangaroo Point some of the new arrivals distinguished themselves in the good old English games of climbing a slippery pole and hunting a pig with a greasy tail. On the way to the Settlement in the evening several accidents happened, but these it was confidently asserted were in no way connected with the sports!

When the iron tongue of the "Experiment's" bell announced to the unwise the arrival of midnight of the last day in 1849 strange and diabolical sounds issued from the neighbourhood of South Brisbane. A combination of roaring, yelling, singing, and huzzaing—mingled with the spirited barking of youthful dogs and the melancholy howling of the more aged and lazy—created a discord which struck upon the tympanum with an effect more novel than musical; while the ill-regulated explosions of firearms—embracing the whole gamut—assisted in producing an.
effect compared with which the eternal "nix my dolly" of an amateur pianist would be merciful. A slumbering and somewhat testy gentleman was roused from his peaceful dreams and rushed from his dormitory, bearing in one hand an ignited taper and in the other flourishing a formidable club. As he stood, elevated by a verandahed stage, above the opposing crowd, the faint gleam of an expiring bonfire cast a sickly light upon his indignant features, which for a moment awed the ungodly revellers. In stern accents he demanded the cause of this frightful uproar, and was informed that the old year was going out and the new one coming in: at which he retired, taking with him his candle, and also his bludgeon.

North Brisbane was aroused by the beating of a drum. In the pauses of the strokes might be heard a screaming flute. There was laughter—and a fiddle—and a clatter, and a hum; and nobody heard another speak though nobody was mute. With tramping feet through every street the wild musician went; through windows wide on every side astonished eyes were bent. Yet there were some on whom the drum had no effect at all; and others, grunting, yawned and turned their faces to the wall. It might have been fondness for gin that kept half the town in a doze; or horror of shelling out tin—or indolent love for repose; but certainly a chilly welcome met the sleepless coveters of heavy wet; and all unanswered was the hearty shout that brought the new year in and kicked the old one out. Now a domestic reminder tolled something very like 1 o'clock. Valiantly thundered the drum, drowning the flute and the violin. Fading away in distance lost were the sounds on the morning air. Nothing was heard but a snore drawn through the nasal tubes heavily.

Thus was the closing year of the forties heralded. Profiting by past experience the residents declared they
would commence the year well—by agitating. This they did with a twofold object—for a Custom House and for the cutting up of another portion of the reserve, which, as has been previously stated, was located on the riverside. Things had so far progressed with the firstnamed that the Customs officer was requested to select an eligible site, which he did. But he maintained such rigid silence as to his choice that a rumour was born to the effect that it was in the vicinity of the tide surveyor’s residence, Kangaroo Point (the late Hon. W. Thornton’s property), and close to an allotment of land which had recently been purchased by the sub-collector. Of course this was condemned; the people rose in a great state of indignation. South Brisbane wanted the Custom House on their side, though they expressed a willingness that it should be erected on the north-eastern corner of Queen-street, while another faction submitted that Petrie’s Bight was the central position, and this, as is known, was eventually selected. ’Twere ever thus. While in the throes of this agitation, Mr. Warner, the district surveyor, received a communication from the Surveyor-General (Sir Thomas Mitchell), stating that he did not perceive the necessity at present for throwing open the riverside reserve for sale. For this he was roundly censured, and a memorial was framed which agreed that Sir Thomas had a high scientific reputation, but that at the same time he was despotic. The petition further gave him to understand that his peremptory fiat might be all right if exercised in his own household, but could not safely be extended to the people. Unfortunately for Sir Thomas he had previously instructed the authorities here to survey and sell some waterside frontages in South Brisbane, and this action was construed as giving that side a privilege to the detriment of the other. notwithstanding the fact that in one place the land had been reserved and in the other it had not. The differences which
are inseparable from North and South Brisbane civic management are thus, it will be observed, of ancient origin. However, the Surveyor-General had at last to accede to the desires of a few merchants—it would have been well had he not done so.

The news of the breaking out of the Californian gold-fields reached Brisbane on the 6th January, 1849, and the glowing accounts from the new Eldorado thoroughly disorganised business here. Some prepared to go away at once, others preferred to wait for further particulars. When these came there was a general exodus. Indeed it promised that Brisbane Town would be depopulated, and it had the effect of stagnating almost everything. Even a meeting to consider the question of holding a regatta could not be got together, while the subscriptions were equally difficult to get, and must have thoroughly disgusted the organisers, the chief of whom was the late Dr. Kearsey Cannan. Little attention was paid to the continuous depredations of the blacks on the Pine River; people's attention was taken up by the Californian discovery. Had not Dr. Lang's first immigrants arrived just as this fever was at its height it is doubtful indeed whether the few shopkeepers would not have put up their shutters and sought fresh fields and pastures new.
CHAPTER XVII.

Dr. Lang and His Scheme—A blow to Convictism—Wanted: A Protestant Population—The Doctor and the Imperial Authorities—His Reticence and the Result—The "Fortitude"—Treatment of the Immigrants—The "Chasely"—The Results of the Scheme—Signs of the Times.

The immigration scheme of Dr. Lang and the trouble which the reverend gentleman brought upon his own head in furthering that scheme would, if dealt with fully, form a bulky volume in itself. It is not, however, intended to delve into the details of the project or inquire into all the petty disagreements which arose, but simply to trace the history of the one great scheme which may fairly be claimed to have set Queensland on a firm footing, and which unfortunately at the same time greatly helped to ruin its philanthropic projector. Indeed the only person who lost anything at all was Dr. Lang himself, though like many others he had accusers who declared that he had become rich by the enterprise. Dr. Lang's efforts to colonise the South and his determination to prevent convictism and its propagators gaining the firm footing which it was in a certain quarter desired it should have, form a very important part of the early history of Australia. He was known as a veteran warhorse in opposing convictism, and had secured the illfavour of "the classes" in both Port Jackson and Port Phillip. Still this encouraged rather than deterred him,
and his energy was attended by success. Having won the fight in the South he had no misgivings about the North. But he suddenly found another danger arising quite outside of convictism. From the 1st January, 1841, to the 30th June, 1842, there had been imported into New South Wales (which, of course, included both Victoria and Queensland) 25,330 statute adult immigrants at the public expense, their expenses out having been paid from the land revenue of the colony. Of these immigrants 16,892, or two-thirds of the number, were from Ireland—chiefly from the south and west—and almost all Roman Catholics; while only 8,438 were from England and Scotland together. These figures were pondered over by the doctor, and as a result he decided to make a provision for the colonists of Scottish extraction and Presbyterian creed, and to again arrange for a repetition of his experiment of introducing a steady stream of healthful and industrious families. In a continuance of the system of immigration then in progress he thought he saw Australia converted into a second edition of Ireland—or, to use the doctor's own words, "a mere province of the Popedom." To prevent any such consummation, he determined, on the resumption of immigration—after a few years of depression which the colony had experienced in the interval, and during which immigration had been discontinued—to proceed to England, and when there to give, as he puts it, "an impulse to Protestant immigration." Dr. Lang never missed a chance to introduce the word "Protestant," and his persistency in this respect got him into endless controversies, and secured for him much ill-favour which he would otherwise have escaped. In a letter which the rev. gentleman addressed to the inhabitants of Moreton Bay when his "Fortitude" people arrived, and which was carried by that vessel, he could not refrain from referring to them as the "first of a series of thorough Protestant immigrants,"

upon which he was taken to task and reminded that Moreton Bay did not require "thorough Protestant" or "thorough Catholic" immigration but "thoroughly honest" and

"thoroughly useful" citizens; and that if the immigrants possessed these qualifications it was a matter of perfect
indifference to Moreton Bay residents whether they believed in John Knox or the Pope. But at this time Dr. Lang was in England, and it is doubtful whether the rebuke ever reached him. One thing is certain, he was ever the same Conservative Protestant. As will have been noticed he was also a warm advocate of cotton growing and tropical agriculture, and according to his own account this latter originated in a great measure, if not exclusively, in his desire to get out to the colonies a "thoroughly Protestant" population.

The doctor's scheme for the Settlement of Indian planters here has already been referred to; the object now sought is to trace the chief aim of his mission—immigration. On arrival in England he lectured and wrote to the newspapers, and attempted to float the Cooksland Colonisation Company. While engaged in the latter work he made application to the Imperial authorities for free passages for 100 immigrants who he said he would himself select at Glasgow, and who, he announced, would be employed in cotton culture in Moreton Bay. He took this course because many of the people he desired to bring out looked upon immigration under the auspices of a Government as a species of pauperism. The Government would not hear of the proposal, however, and a deal of correspondence followed, in which the doctor submitted other proposals and attacked the parsimonious actions of the Home Office. His efforts to float the Company were, owing to the many obstacles thrown in his way, abortive; but relying principally on the statement of the Under Secretary for the Colonies (Mr. Hawes), in a personal interview in 1846, that the local Government would allow to all immigrants sent out by him an area of land equal in proportion to that granted in the case of those sent out by purchasers under the Land and Emigration Act, he persevered and despatched his immigrants, the first of whom were the "Fortitude" folk. He chartered two other vessels,
the "Chasely" and the "Lima," and gave the people who came out in the three ships land orders at the rate of £16 for every £20 received from them, but trouble arose inasmuch as these orders were useless here, Mr. Hawes on his part denying that he ever gave the assurance to Dr. Lang that they would be recognised. Like most men Dr. Lang had his failings and one of these was his belief in the capabilities of—himself. As far as possible, he would carry out his ideas without requisitioning the assistance of others, and possibly this accounted as much as anything for the many failures which followed him. This desire to do all was never better exemplified than in the case of the "Fortitude." There had, it is true, been a rumour that Dr. Lang would send out immigrants to Moreton Bay, but not one word did he communicate to the residents here of his intention; and indeed they were in total ignorance of the "new chums" having been shipped until the "Artemisia" brought the news that the "Fortitude" was about to leave when she left. Consequently when on the 20th January, 1849, the "Fortitude" did arrive in Moreton Bay, after a tedious voyage of 128 days, she was not altogether expected. The immigrants were, it was discovered by the letter from the doctor which came by the vessel, consigned to the care of Mr. Richardson, who naturally refused to undertake the responsibility since he had never been communicated with in regard to the matter. The residents, however, took in the situation immediately. It was feared that such an exhibition of unaccountable neglect of any business-like precautions might bring discredit upon the colony and deprive the promoter of the confidence of his protégés. Two cases of typhus having occurred on the passage, Captain Wickham, acting on the advice of Dr. Ballow, ordered the immigrants into quarantine, where they remained over a fortnight. This gave the residents breathing time. During this period
the old barracks and a portion of the hospital were got ready for their reception, and Captain Wickham had opportunity to formulate a scheme by which to temporarily settle them. A statement of Dr. Lang's claims upon the Government arrived with the immigrants, and this was sent to Sydney by Captain Wickham. Pending a reply to this Captain Wickham stated that he would allow the immigrants to form a temporary village "on some of the slopes running parallel to the chain of hills in the neighbourhood of York’s hollow"—in the vicinity of what is now Gregory Terrace. Here they might erect dwellings for themselves sufficient for present purposes, but it was decreed that they should not cultivate the land as this would not be fair to purchasers of ground around the Settlement! If it should be decided by the Government that the demands of Dr. Lang were to be acceded to they would be looked upon in the light of purchasers of Crown lands to the extent of the passage money paid. Those who could not maintain themselves would be kept on Government rations. The aggregate amount paid by the immigrants was over £2000, and as that sum only amounted to two-thirds of the expense of forwarding the people it was considered that the Government had been saved a large sum on the transaction and would consequently grant the people the land. Viewed in this light, and with the assurance of the doctor that the next immigrants, who were to come in the "Chasely," would be despatched under the auspices of the Land and Emigration Commissioners, a hopeful view was taken of the affair. The doctor had also asked the residents to establish a fund to defray the salaries of the surgeon-superintendent and surveyor whom he sent out with the immigrants, and concluded by stating that the money he considered himself entitled to for introducing the immigrants free of cost to the Government should be expended in the purchase of land to be selected
by the surveyor. It will therefore be seen that whatever blame was attachable to Dr. Lang in respect of the difficulty which had arisen, he had been actuated by the best of motives. As showing the care with which he carried out his project it must be stated that the voyagers were accompanied by the Rev. Charles Stewart and Mr. Clift, a preacher who he said must settle at Ipswich, and Mr. S. P. Welsley, who would "open a school at Brisbane for English and mercantile education." The immigrants themselves, he said, would form agricultural settlements along the banks of the Brisbane River, "where they will cultivate the cotton plant and whatever else may be found suitable to the soil and climate." But Dr. Lang's instruction was one thing and the Governmental decree another, as will presently be seen.

The "Fortitude" was released from quarantine on the 7th February, and the immigrants were brought up to Brisbane by the "Susan." The following extract from the published letter of one of the passengers on behalf of the others will be interesting if only to refute the assertions of Dr. Lang's detractors with respect to the unfortunate affair:—"The doctor both privately, and by letter, and public notices in the newspapers distinctly stated that no delay but that which was absolutely required by law would take place. He gave us to understand that a few weeks at most would be the extent of the delay; and he both publicly and privately stated that information would be sent to the inhabitants by the 'Artemisia' respecting the shipping of our body, and on these two points we do feel somewhat disappointed. We believe, however, these announcements were made by the doctor in the full assurance that before the departure of the first body a charter constituting the Cooksland Company would have been granted. He blamed the Government, and on board the 'Fortitude' at Gravesend regretted that he had not been able to complete the affair.
with Earl Grey, but assured us that our interests were deep in his heart, and that he should not fail to persevere until he had fully obtained for us the possession of all the rights to which as purchasers of land and shareholders in the company we were entitled. . . . . The prospects seem equal to any representations the doctor made.” On reaching the Settlement the immigrants gave evidence of the careful and judicious selection which the doctor had made. Some started in business as tailors, painters, dress-makers, others formed themselves into a committee to inspect the country pending the decision of the Government regarding their claims, while others hired out. Indeed within a fortnight all the available labour was engaged, and applications for 200 more were lodged with Captain Wickham.

The Government was apathetic, and was roundly denounced for its delay in answering Captain Wickham’s communication covering Dr. Lang’s claims. When that answer did come, however, it startled the whole community. Not only did the Government refuse to recognise the claims but Captain Wickham was instructed that the immigrants should not be allowed to even temporarily occupy Crown lands, nor yet be supplied with Government rations. The whole populace was indignant at the unjust manner in which the new arrivals were made to feel the bitter spirit which Dr. Lang had evidently excited in the minds of Earl Grey and Sir Charles Fitzroy. The Courier maintained the immigrants were entitled to the land; but all protests were unavailing. Mr. Coote furnishes some particulars to show how discreditable was the correspondence which emanated from the Colonial Office with regard to this matter. For instance, in his statement to Earl Grey of the circumstances attendant upon the arrival of the “Fortitude,” Sir Charles brought out the fact that the vessel had been
placed in quarantine; but did not say that within one week or so from the time this was done the passengers were declared fit to be removed to Brisbane. Earl Grey caught with alacrity at the insinuated mischief, and answering Sir Charles’s letters observed “that they (the immigrants) arrived with fever prevailing in their ships, and that there had been several deaths on board. I cannot but fear,” he sympathetically added, “that this has arisen from the imperfect arrangements which had been made for the health and comfort of the passengers, as such an occurrence is so exceedingly rare in Australian emigration when properly conducted under the superintendence of the commissioners.” The total number of deaths which occurred on board the “Fortitude” in a voyage of 123 days were eight out of 253—three adults and five children, and only a single death occurred from fever—that in Moreton Bay. It proved an odd commentary on the Earl’s eulogium on the commissioners that in the Courier of 10th August, 1850, in which his despatch was published, the arrival of the first immigrant vessel afterwards sent under their auspices to the district was announced, with this addendum:—“We believe that there were seventeen deaths on the passage from typhus fever; that fifteen of the immigrants were reported sick; and that a death occurred yesterday.” Fourteen days afterwards, the vessel having been placed in quarantine, the surgeon’s report was: “Sick, fifty-six; convalescent, sixty-three;” and ultimately the number of deaths numbered forty. No trace of official sympathy for the sufferers on this occasion can be traced; and not a word of rebuke to the commissioners or their agents. Earl Grey’s animus towards the doctor was somewhat unworthily exhibited in what was practically a recommendation to Sir Charles to encourage any disappointed immigrant to commence a criminal prosecution against him.
From what has already been said it will be seen that the initiation of Dr. Lang's scheme proved anything but satisfactory. This fact did not, however, damp the ardour of the immigrants; they were too plucky. They looked about them, and soon became settled. But scarcely had the excitement consequent upon the landing of the "Fortitude" people abated than the second ship—the "Chasely"—deposited her load of 225 passengers on our shores. What was most astonishing was that no further preparation had been made for their reception than had characterised the arrival of the "Fortitude," while they were none the less unfortunate in respect of their land grants. In a letter which Dr. Lang sent by the "Chasely," and which was addressed to the residents of Moreton Bay, he expressed doubts as to whether the "Fortitude" folk would receive their lands, but as to those of the "Chasely," he said, "I have succeeded, however, in making such arrangement with the authorities here as will leave no uncertainty in regard to the acquisition of land for the immigrants per the "Chasely" as was unavoidable in the case of the "Fortitude." We have already deposited a certain amount in the Bank of England to the credit of the Commissioners of Land and Emigration for the purchase of land in the colony for those emigrants; and we expect to deposit so much more as will be necessary when the decision of the Commissioners upon the emigrants by that vessel generally will be given." It seems that the amount paid on their account was £500, but the deposit was never completed—hence the fact that the people were unable to get their land, notwithstanding the doctor's assurances to the contrary. The steamer "Tamar" had arrived on the 28th April, and reported that the "Chasely" was beating into the Bay. Accordingly Dr. Ballow, the health officer, and Mr. Thornton, tide surveyor, set out in the Customs boat, and as nothing was heard of them for two days it was
feared some accident had happened. It transpired, however, that the supply of water had run out, and the "Chasely" had stopped at Cowan Cowan to obtain more. She arrived on the 1st May. She brought 214 passengers (exclusive of those in the cabin, who included Dr. Hobbs as medical superintendent, Mr. and Mrs. David M'Connel, and the Rev. Thomas Kingsford). On the voyage three infants had died, and there had been seven births. On the 4th May about fifty passengers were brought up in the "Raven," and the next day the remainder, each person paying his fare, since the Government refused to recognise them, and the agent (Mr. Richardson), to whom the vessel was consigned, declined to accept any responsibility. Some were housed at the old barracks, some in tents, and others again took up their residence with the inhabitants, all of whom showed the new comers much kindness. It was a fortunate circumstance that the Imperial Government had withdrawn the old barracks from sale, for there was not a vacant house in the Settlement. In his letter before referred to Dr. Lang informed the Moreton Bay people that the Rev. Mr. Kingsford had been sent to attend to the spiritual requirements of the residents, while a Mr. Thomas Bowden, who had for fourteen years been a planter in Jamaica, and who with others had lost all in the West Indies, had been despatched to instruct the settlers in sugar and coffee culture. The doctor hoped soon to be able to send an experienced cotton planter from the States. The doctor had given an I.O.U. for the payment of the passages of the Bowden family (£120), and he suggested that a joint stock company should be formed, with a capital of £10,000 in £10 shares, and that this £120 should be made the first charge on the new company. He also volunteered the information that the "Chasely" had been chartered on account of the "Port Phillip and Clarence River Colonisation Company."
Naturally the residents were much puzzled as to the why and wherefore of the change in the title of the company. In fact, many felt that the dignity of the Settlement had suffered, and were only satisfied when—by chance, of course—they learned that the doctor had quarrelled with his successor to the secretariaship of the Cooksland Committee, and had seceded. At the same time they gathered that Dr. Lang "hoped" to get a royal charter for the committee, but, as has already been recorded, he was unsuccessful, and his fond hopes fell to the ground.

The results of the doctor's efforts, however, bore good fruit, for the immigrants not only supplied in part the labour that was badly required but they also gave a tone to the place, the result of which was immediately apparent. Thus was unmistakable evidence given of Dr. Lang's capabilities as an immigration agent. True, as regarded the "Chasely," the amount of labour available was not so great as might have been expected; but nevertheless they were the best kind of immigrants, since there were few of them but who had a little of the "needful." Those who were willing to hire out did so immediately, ten of the number engaging at Mr. R. J. Smith's boiling-down establishment, Kangaroo Point, at a salary of £30 a year and rations. Had Mr. Smith known of the trouble he was bringing on himself he would have been less generous, for he was roundly abused for fixing the rate of wages at so high a figure as £30, and the best excuse he could frame for having committed so grave an error was that the men would be engaged in wool-washing, and would have to stand in water all day. By the arrival of these people the membership of the Strangers' Home Lodge, M.U.I.O.O.F., which had a week or so previously been established, received an impetus, which warranted that body in engaging the services of Dr. Mallon; while a temperance society was formed, the first meeting
being held on the 18th May. One of the promoters of this latter was Mr. J. P. Smith, who had arrived by the "Fortitude," and who in later years achieved a well-earned popularity. When embarking in the undertaking several sympathisers with the movement promised to speak at the initial meeting, but at the last moment they went back on their bargain, thus throwing the burden on the shoulders of Mr. Smith, who scored a victory, and created a favourable impression. Mr. Bowden, the planter, lost no time in setting to work on the formation of a sugar company—quite independently of Dr. Lang's scheme—but though there was a good deal of talk about the ease with which the required capital of £3,000 in 600 shares of £5 could be obtained there was a lack of cash, which it is perhaps unnecessary to state prevented the proposal reaching a practical stage. The Sydney folk were no more enthusiastic in Mr. Bowden's idea than the Moreton Bayites, at which that gentleman was naturally angered. The month of May saw a further attempt to introduce Chinese labour and its failure; while the endeavour to float a cotton company met a similar fate. The same month witnessed the Rev. Mr. Kingsford accept a call from the Presbyterians at Ipswich, where he conducted his inaugural sermon on the 13th instant.

The Government, about this time, decided to build the Custom-house at Petrie's Bight, which should have given the deathblow to the Cleveland Point agitation, but did not; and as if to keep pace with the times and growing importance of the place the Courier forsook its garret at the corner of Albert and Queen-streets for the ground floor of the next premises, and began the issue of an extra sheet on the arrival of the mail steamer. There was a talk of floating a company to run river steamers, but like most other enterprises where cash was the mainspring it fell through. Shortly afterwards, however, Captain Winship, now deceased,
began the construction of the "Hawk" for Messrs. Reid and Boyland. Sensations were provided by the seizure of the first illicit still at New Farm, the depredations of two bushrangers at William Richardson's station Glenelg on the M'Intyre, innumerable murders by blacks in the interior, and one or two atrocities by whites nearer the centre of civilisation. The police protection was grossly inadequate to cope with the evil, but eventually, through the strong representations made, and the grave scandal caused by the practically unrestricted growth of crime, a detachment of the 11th Regiment was sent to Moreton Bay. Business was entirely suspended on the 5th, 6th, and 7th June, the anniversary of the races at New Farm. The "Experiment" had this time a rival in the "Raven," and again the proceedings were enlivened by a "band." The word "enlivened" is used advisedly, since the mountain instrument of Scotland towered above the more plebeian drum and fiddle; and there was more drunkenness than usual, with a horse-whipping case or two. Of course the Scottish executant may not have been entirely responsible for this state of affairs, but he was certainly exasperating, and more than once caused a rush for the bar. The events were extended over the three days as follows:—First: Metropolitan Plate, £30; Maiden Plate, £25; Tally-ho Stakes, £25; Hack Stakes, £10. Second: Hurry Scurry, £5; the remainder of the day to be filled in with private matches. Third: Publicans' Purse, £25; Welter Stakes, £20; and Beaten Stakes, £15. The programme was not a long one to extend over three days, but nevertheless there was a very large attendance on each occasion. Strange to relate the Upper Brisbane friends refused to enter a horse, and though nothing occurred to furnish a reason for this it was believed that the decision of the Government to build the Custom-house at Petrie's Bight was the immediate cause! Following
the races came the establishment of the School of Arts, and subscriptions were invited towards the erection of a Presbyterian Church. Indeed on all hands real progression was apparent.
CHAPTER XVIII.


This brings us to a period of great uprising; when it was proposed—and the proposition was given effect to—to resume transportation. In the South a wordy and demonstrative battle had been waged from 1842, but it was not until 1849 that the matter may be said to have reached a head.

It is not necessary to enter in detail into the reasons which prompted the Imperial Government to adopt this course, but this much may be ventured: Earl Grey was influenced in his recommendations to the Ministry by a class of people whose profits had been considerably curtailed by the proclaiming of New South Wales a free country. In October of 1846 a "monster petition" was prepared by the anti-transportationists, and this was presented to the House in Sydney, but the motion for printing it was negatived, thus showing that whatever may have been the strength of the factions outside the upholders of convictism were in power. The authors of the petition were naturally incensed, and took the document to the Governor direct. Although Governor Fitzroy was favourable to the petitioners, "he
could use no influence in the matter, for he had none," but he promised to forward the prayer to the Imperial authorities. So things went on until 1849, when a despatch was received stating that the Imperial Government had definitely decided to resume transportation, but as a solace it was added that "it was not intended to send any convicts but such as were considered would become useful labourers in the colony." Numerous processions followed this announcement, and tremendous meetings were held both in Sydney and Port Phillip. Some advocated the total cessation of business when the convicts should arrive, and the organisation of mobs to prevent their landing; others, of a milder turn, urged that the prisoners should be placed upon Cockatoo Island and employed on Government works; while others would memorialise the Governor to break the commands of his Sovereign, and thus render himself liable to arrest and trial, if nothing worse. All these were opposed by a small but powerful body who at every turn manifested pleasure in a recurrence to the old system of assigned slavery with all its concomitant horrors—the fetters, the lash, the gallows! And, as has been shown, they were successful, the first ship, the "Hashemy," arriving in Sydney in May, 1849.

It was a remarkable thing that protests against the revival had been sent from every town and village except Moreton Bay, and if the Government had acted upon the reasonable inference to be drawn from such a circumstance, and forwarded to Moreton Bay every convict that arrived in Sydney, the Executive would not have been half so blamable as the inhabitants of this Sleepy Hollow. This apathy is difficult of explanation unless it was that the demand for labour was so urgent that the employers cared not whence it was drawn. Political freedom was evidently after all but a secondary consideration—and political freedom would have been impossible had Moreton Bay been made a penal
centre, for the reputation of such a colony would be sufficient to deter desirable persons from emigrating, and effectually check the commercial prosperity of the place. Socially, too, it would prove detrimental, for the free labourer would be placed in competition with the prisoner under circumstances in every way disadvantageous to the former, because this competition would create feelings of deadly animosity—as it already had done in the South—between the two classes; while the necessity for convict discipline would tend to harden the hearts and deaden the sensibilities of the whole population. As a result of this apathy, however, forty-five of the prisoners by the “Hashemy” and others of the “Rudolph” were handed over to Moreton Bay, where they landed on the 20th June, this place presumably being considered as exclusively entitled to the first fruits of the importation. It was reported that sixty more were to be sent immediately, and that a petition had been prepared by a gentleman of influence here for the purpose of inducing the Governor to despatch a shipload of convicts to this port—which by-and-by was actually done. Before these latter arrived the “Fortitude” and “Chasely” people established a vigorous line of opposition. They showed the evil the residents had done by doing nothing, and though they did not succeed in immediately turning the Executive from its apparently fixed determination, they eventually succeeded in preventing the propagation of a truly pernicious system.

Within a week after the arrival of the “Hashemy” and “Rudolph” convicts there were incipient signs of rowdyism on the streets, and in a few weeks the ticket-of leave holders in many cases had absconded from their hiring. Altogether things promised to be very lively, for additions had been made to strengthen the police force. A petition was immediately drawn up and sent to Sydney, which was acknowledged
by the arrival of the “Mount Stuart Elphinstone” on the 2nd November with 225 prisoners! Between the arrival of the two batches information reached Brisbane which showed the narrow escape Moreton Bay had by reason of its apathy. Attention was directed to Governmental intentions by *Bell’s Messenger*, which published a statement that Moreton Bay was to become a penal centre, and that 400 males were to be despatched thither, “a great number being Pentonville exiles who through good conduct have had their sentences commuted.” The *Sydney Morning Herald* also contained a statement as follows:—“Moreton Bay will probably be the centre of the new penal colony. . . . Earl Grey stated in the House that in order to put an end to all objections that might be made to the reception of convicts by the older colonies Moreton Bay would be declared a place to which transported offenders might be sent, and would be separated from New South Wales for that purpose.” This was a most important announcement, and one which was received here with mingled feelings of delight and disgust. The contractor at Brisbane, too, had been instructed to prepare for the victualling of 400 people, while there was a rumour that unmarried free women over the age of 15 would be sent out direct in proportion to the number of convicts. Even the *Courier* went back on its anti-transportationist policy, giving as its reason that “it is our duty to chronicle the sentiments of the people,” many of whom declared that if Moreton Bay was to be the capital of a colony it would be immaterial to consider the elements from which the colony might be formed; while others claimed that “some of the finest colonies have risen from the seeds of criminal transportation.”

But Dr. Lang’s immigrants had now to be reckoned with. They at least determined to resist the innovation, claiming that if Brisbane was to be a capital it should be a free one.
It will be noticed that the separation movement was thus contemporaneous with the resumption of transportation and was initiated ten years before its object was attained. Immediately after the arrival of the "Mount Stuart Elphinstone"—which event, strangely enough, occurred the day before the arrival of Dr. Lang's third ship, the "Lima"—a meeting was called "to consider the best means of receiving exiles," and "to petition the Government to send out a fair proportion of free immigrants." This meeting was held on the 13th November, and, thanks to the "Fortitude" and "Chasely" people, developed into a vigorous protest being made against transportation in any form whatever. A larger gathering took place four days later, when this decision was confirmed and a memorial was forwarded to the Imperial authorities. Some time later Earl Grey sent a despatch to Sydney stating that in future a number of free immigrants equal to that of the male convicts shipped would be sent out, but that the wives and families of these convicts would be counted as free immigrants! The transportation party, as a counter movement, "demonstrated" at Ipswich, their headquarters, but strangely enough resolutions submitted in favour of the scheme were rejected there also—a fact again due in a large measure to the energy and strategy of Dr. Lang's people. This meeting was held in George Thorn's hotel, and was called for the purpose of "considering the resolutions passed at the Brisbane meeting." The said Brisbane people, possibly with a view to personally meeting any charges that might be made against them, but probably with the main object of upsetting their opponents' apple-cart, rolled up in such numbers as to fill the parlour to overflowing. At the outset a loophole had been given in the framing of the first resolution, the discovery of which loophole led to an acrimonious discussion, and an ultimate decision that the question to be discussed should be the
practicableness of transportation. The meeting divided, the squatters holding to the parlour, the others invading the billiard-room. As a fact, therefore, two meetings were held, both of which, it may be stated, ended in favour of the anti-transportationists. A few of the leading squatter lights roundly attacked Dr. Lang and his followers and memorialised for exiles. It is not necessary to follow up this movement, or to relate the sensational scenes which took place at the many meetings which were afterwards held, neither is there any need to detail the tricks resorted to by both sides, but they were of a most exciting nature. Some of the veterans now alive have, in interviews, referred to them, and have related with infinite pleasure the anecdotes pertaining to the day when transportation and separation were regarded as above even business considerations. The anti-transportationists, let it be said, were eventually successful in both, the last convict ship, the "Bangalore," arriving in Moreton Bay on 30th April, 1850, and separation was attained nine years later.

Before returning to local topics, reference, necessarily brief, must be made to the last expedition of Edmund B. Kennedy, the explorer. Kennedy, a surveyor by profession, had previously done good service as second in command under Sir Thomas Mitchell in the expedition of '45-'46, when he explored the Balonne and discovered the Fitzroy Downs, the Maranoa, the Belyando, the Warrego, and the Victoria (Barcoo). In March, 1847, Kennedy, with a party of eight men, with eight months' provisions, set out to determine whether Mitchell's Victoria and Sturt's Cooper's Creek were the same. Having travelled up the Warrego he, on 13th August, reached Mitchell's furthest point on the Barcoo. He discovered the Thomson, which he so named after Sir E. Deas-Thomson, and having run the Victoria to a dry channel in the desert instead of a
highway to a shipping port on the north coast as was expected, he turned back and reached Sydney early in the following year. Kennedy was not long idle, for in April the same year (1848) he was placed in charge of a party of twelve, with instructions to penetrate from Rockingham Bay to Albany Island, off Cape York, where he was to be met by a schooner with supplies. Then he was to return via the western side of the Peninsula to Sydney. The undertaking was certainly a great one, and when one reflects on the possibilities of achievement with such a party as that of Kennedy, one wonders which were the more foolish—the explorer or those who sent him out. He had twelve men—one “Jacky-Jacky,” the memory of whom will ever live, one something approaching an idiot, and another a thieving rogue. The country from the start was dense, heavy, and dangerous. After travelling some 500 miles the party arrived in the vicinity of Weymouth Bay, having been forced to leave portion of their stores, as well as the carts, some distance behind. Suffering from hunger, thirst, and sickness, and sorely troubled by the blacks, they had often to cut their way through the dense jungle. When they did reach Weymouth Bay they were thoroughly exhausted, but Kennedy determined if possible to finish the journey, and pushed on with three of the men and “Jacky-Jacky,” leaving the others (under the charge of William Carron) to rest until he should return with the schooner. Three of them died, however, in a week, and three others shortly afterwards. Their sufferings were extreme, and to add to the misfortunes of the journey, when three weeks out one of the three men with Kennedy accidentally shot himself. In order not to lose time he deputed the other two to remain with the injured man while he with “Jacky-Jacky” travelled the remaining seventy or eighty miles to meet the schooner with supplies, after which he said he would return for
them. "Jacky-Jacky" was ever faithful, and never, if he could avoid it, left his master's side. On the evening of the seventh day after leaving the three men they came in sight of Albany Bay, but Kennedy, exhausted by hunger and fatigue, decided to rest. They were surprised, however, by a party of blacks, who had for days dogged their footsteps. In the middle of the night a large number came upon the scene, and Kennedy deemed it wise to push on. The horses were accordingly got, but they had not gone far when the blacks again made their appearance and followed them. Presently a shower of spears were thrown, and one of them hit Kennedy in the back. "Jacky" fired, felling a blackfellow and driving the others away, only, however, to return in greater numbers. Shower after shower of spears followed, and one of the weapons entered Kennedy's leg and another pierced "Jacky" just above the eye. Shortly afterwards another spear struck Kennedy in the right side. The horses were killed. "Jacky" cut out the spears and carried his master into the scrub, where, with pencil and paper in his hand, intending to write a message to the captain of the schooner, he expired in the arms of his faithful attendant. "Jacky" was greatly attached to Kennedy, and wept bitterly. With a tomahawk he dug a rude grave, and wrapping the body in his shirt and trousers he covered it with logs and earth. For thirteen days did "Jacky" stray about, often forced to conceal himself in the creeks he waded along, and subsisting on nothing but salt water and roots. Eventually he reached Port Albany, where he was taken on board the schooner "Ariel." The vessel at once left for Shelburne Bay, where the three men had been left by Kennedy. On landing it was found impossible to penetrate the scrub, and the party returned to the vessel. In a brush with the natives, however, the cloaks which Kennedy had left with the men were seen in the possession of the
blacks, and were identified by "Jacky." From this circumstance it was concluded that the three men had perished, and the vessel was got under weigh for Weymouth Bay, where Carron and the others had been. The "Ariel" arrived here on the 30th December, 1848, and shortly afterwards, thanks to "Jacky," Carron (the botanist) and Goddard, the only survivors, and they apparently dying, were found and after some trouble with the natives taken on board. It is perhaps unnecessary to relate the interesting incidents attendant upon the efforts set forth to discover Kennedy's papers. The "Freak" and "Harbinger" sailed in company to search for relics. Many were found, as well as the skeletons of three of the men who had died at Weymouth Bay. The spot where Kennedy was killed, the broken spears, the compass, and several other articles were also discovered, but efforts to trace the grave of the explorer were futile, though it is agreed that the search party must have been very close to it.

Turning to local topics may be chronicled the proclamation of Moreton Bay a warehousing port, the invitation for and acceptance of tenders for the Custom-house at the Bight, the revival of the agitation for the establishment of a bank, the conviction of John Molloy for the murder of John Leonard at Canoe Creek (now Oxley Creek) and his execution at Sydney, the inauguration of a branch of the Sydney District Grand United Order of Oddfellows at Ipswich on the 20th August, the arrival of the "Lima" (Dr. Lang's third and last ship) and thirty young women of the class known as orphan girls. These latter arrived in the "Eagle" on 1st August. The arrangements with regard to their disposal differed somewhat from those made in the case of the last importation of the same kind. They were surrounded by precautions which it would be hard to condemn in toto, perhaps, but equally difficult to avoid
In the early days, they were to be carefully excluded from communication with any persons (excepting clergymen and doctors) who could not produce authority under the hand of a magistrate. Another regulation was that none of the girls were to be placed in the service of a person who could not produce a testimonial from the clergymen of the denomination to which he or she belonged. They were sent to Brisbane by the Orphans' Board of Guardians, who prescribed that engagements should be made by indenture in all cases where the girls were under 18 years of age, such indentures continuing in force until the servants arrived at the age of 19 years. The wages were fixed by this board on a sliding scale according to the age of the girl; indeed the employer had no say in the matter at all. It is scarcely to be wondered at, then, that these orphan girls did not go off very fast—they were a perfect drug on the labour market, though they occupied a somewhat better position on the matrimonial market.

Various agitations for bridges were now initiated, and resulted in the construction of a number of models by Mr. Petrie and others. Subscription lists were opened, one to defray the cost of a structure over Breakfast Creek and another for a bridge across a creek running over what is now Stanley-street, but then known only as "the principal thoroughfare in South Brisbane." The last named was started first as an experiment, and in a week the work was hung up for want of funds although the estimated cost was under £60. As if to set an example to the Government the Hunter River Shipping Company decided to mark the channel through the river bar by means of beacons. Mr. Warner's plan of the new road from the Bremer to North Brisbane, too, was sent to Sydney for approval and while improvements were being made outside the Settlement speculators were running up houses in North and South
Brisbane and Kangaroo Point, possibly in anticipation of the influx of population. With the arrival of the ticket-of-leave men came instructions for the vacation of all Government buildings; and in order to make the "Lima" people as comfortable as possible on their arrival a number of bark huts were erected by subscription.

The old windmill had a narrow escape from falling a victim to the money-grabbing propensities of the Government; indeed, its present existence would seem to be due more to sheer good luck than to anything else. The old landmark was first offered for sale on the 6th December, 1849, for what useful purpose goodness only knows. It was bought in by a Government official, who wished to save it from public hands and possible demolition. It was knocked down to him for something like £30. A difficulty arose as to his holding it, and as a result it was disposed of by tender at an advance of £10. As if fearing interference with the purchase the investors commenced pulling it down, but fortunately a flaw was discovered in the sale note or some such document, and by dint of perseverance and hard work it went back to the Crown, who a few years later converted it into a signal tower. During the time the right of the last purchasers was being questioned the top of the tower had been pulled down, but this was some years later rebuilt, and with this exception the old relic is in much the same condition as when used as a mill.

At this time there was much competition for the ferries, and at the annual sale in December that at Russell-street realised £330, and the one connecting Petrie's Bight with Kangaroo Point £135, the upset prices being £40 and £15 respectively. The purchasers were Pat Byrne and John Bishop, who were, and not unreasonably, voted to be verging on insanity. Of course this competition for ferry rights was appreciated by the residents, who had been given the pro-
ceeds of all such sales for road-making purposes two years previously. December was indeed an eventful month. It marked the launch of the "Hawk" (built by the late Captain Winship); Brisbane Gaol was proclaimed, and Mr. Freney (whose wife perished in the "Fiery Star" burnt at sea some years later) appointed gaoler; and the foundation stone of the long-talked-of Custom-house was laid.
CHAPTER XIX.


QUALLY full of events of interest were the opening months of 1850. February 12th saw the establishment of a Circuit Court at Moreton Bay; the Custom House was completed on 26th April; a tender was accepted for building a bridge over Breakfast Creek at a cost of £180 on 9th May; the next day marked the opening of the new Catholic Church in Elizabeth Street, which still exists in a dilapidated condition next to St. Stephen's Cathedral; the first Circuit Judge (Mr. Justice Therry) arrived in Brisbane on the 12th May; and by the return trip of the steamer which carried him was sent for approval the surveyed plan of the township of Cleveland. The first Circuit Court was opened on the 13th May, and since the event is of some historic interest the names of the first jury impanelled may be given. They were:—F. Ede, Michael Burns, H. R. Elkins, John Bruce, B. Cribb, R. J. Coley, John Fielding, S. W. Bailey, Thomas Costin, P. Campbell, Martin Byrne, and A. E. Campbell. The opening of the Court, combined with the importance of the several cases to be heard, occasioned very great interest. The proceedings were marked
by a lengthy yet lucid and important address from Mr. Justice Therry. The Court was held in the chapel of the old Convict Barracks, and the cases ranged from petty larceny to housebreaking and murder. The latter was a case in which Jacob Wagner and Patrick Fitzgerald, shepherds, were found guilty, though both most loudly protested their innocence, of a most brutal crime committed at Wide Bay the victim being James Marsden, otherwise Charles Martin, a hut-keeper. Fitzgerald even expressed a hope that the gates of heaven might be closed against him if he had committed either that or any other murder in his life, but from his statement made just prior to his execution it would seem that he was not so innocent as he would have folk believe, and had been an approver of the murder of a paymaster in Ireland prior to his being sent out. Wagner, too, roundly abused the prosecutor, Joseph Benson, on whose station the deed was committed, but was stopped by the Judge, who sentenced both to death. The murder was committed on the 9th March, the prisoners being brought before the local justice, Mr. Bidwell, who forwarded them to Sydney. Rightly or wrongly Mr. Bidwell was described as a most negligent officer and deserving the censure heaped on him. Even the original depositions were missing when the men came to be tried, they having, it subsequently transpired, been destroyed by this officer because "they were too faulty." Immediately on the arrival of the prisoners at Sydney they were placed on board the "Eagle" (in which vessel the Judge travelled) and despatched to Moreton Bay. Having been sentenced to death further delay was occasioned by the fact that the Moreton Bay Settlement possessed no gallows. The grim structure was, however, imported from Newcastle, and did not arrive until the end of June. At length the fatal morning dawned, but the familiarity with the gallows which had been forced on the
inhabitants, first by the removal of that machine through the public streets from the steam packet, and secondly by its erection in open daylight on a public highway—for the executions took place somewhere very near to the present post office—did not bring many spectators before it at 8 o'clock on the morning of the 8th July, 1850. Of the persons who assembled a large number turned away from the sight presented to them when the death moment of the convicts had arrived. The few who remained saw two human beings, full of life and vigour, in a moment fall dead before them, strangled above their own coffins in fulfilment of the law which had adjudged them guilty of murder. All with two exceptions quickly quitted the scene, the two exceptions being the hangman Green and the Rev. Charles Stewart. The two lowered the bodies into the coffins, the rev. gentleman following Wagner's remains to the burial ground in fulfilment of a promise made to the condemned man.

Before leaving this first sitting of the Circuit Court reference may be made to a case brought before it—a case in some respects, remarkable. Between 10 and 11 o’clock on the night of the 28th November, 1849, a man named Humby called on Mr. John Petrie, and shaking from head to foot, announced that a blackboy employed by Mr. Petrie, had reported to him that the blacks of York's Hollow had hamstrung a bullock, preparatory to roasting it, and had designs on several others. Humby had previously been informed by the blackboy that the natives were watching his hut, and being unable to shake off the fear which had seized him Humby worked himself up into a state, which evidently caused him to forget the truth and furnish a story made up of imagination and downright untruths. John Petrie with his brother Andrew and one or two others at once set out for the camp, while Humby was sent on to inform the
Chief-constable Fitzpatrick was in bed at the time, and deemed his rest of more moment than Humby's message. He instructed a constable to inform the nearest magistrate (Dr. Ballow), but the doctor confessed he did not know how to act, and asked Lieutenant Cameron, who was in charge of the military, to take such action as he might think necessary. The Lieutenant, dividing his forces, placed the left division in charge of a sergeant, while he controlled the right himself. Regarding the value of the black's existence as nil some of the men in the left division opened fire on the sable warriors, who fled. Fortunately Mr. Petrie came up before another round could be fired and prevented what might have developed into a very serious fracas. As it was several of the niggers were wounded. An inquiry followed, and as a result Chief-constable Fitzpatrick was handed his "walking ticket" — being succeeded by Sergeant Sneyd—and three of the soldiers were ordered to appear before Mr. Justice Therry. Only one, however, was found guilty, and he was let off with six months' imprisonment.

By this time the juvenile population had increased largely, and it was felt that some system of education should be adopted. Meetings were accordingly held in North Brisbane (on the 20th May), and on the following evening in South Brisbane, when it was decided to adopt the National method, and the Government voted a small sum with which to start the institution. The Government also showed its mindfulness of the claims of Moreton Bay by forwarding by the "Tamar" two married couples — its proportion of the immigrants who had arrived in Sydney by the "Thetis!" This, of course, was highly consolatory and encouraging; the spirited introduction of four individuals had, of course, a powerful influence on the prosperity of the district! But a greater surprise was in store: Earl Grey
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gave evidence of his sincerity by despatching a shipment of "new chums" direct. These, or, to be correct, some of these—arrived in the "Emigrant," which dropped anchor in Moreton Bay on the 8th August, 1850. On the 12th May typhus fever made its appearance in the Irish quarters and carried off forty of the number before it was eradicated in quarantine at Dunwich. Among the victims was the medical superintendent (Dr. Mitchell). Dr. Mallon went from Moreton Bay to replace Dr. Mitchell, but was struck down and had to be relieved by Dr. Ballow, who, in turn, fell a victim to the terrible disease, and succumbed on the 29th September. Not knowing where it might end, and Dr. Mallon being still ill, the services of the local medicos were requisitioned, but all refused to go out. Captain and Mrs. Kemp were unceasing in their attentions to the sick and dying, and when at last the deadly disease was shaken off the Anglican portion of the survivors presented the pair with an address, the concluding portion of which ran:—"Sacred to the memory of the Christian charity with which Captain and Mrs. Kemp, of the ship 'Emigrant,' ministered with unwearied kindness to the last hours of those whose graves may be seen around." A memento of this sad business can to this day, be seen at Dunwich.

The 19th July had witnessed the birth of an adversary to the Courier—the Free Press. The Courier, from the time it had passed from the control of Mr. Lyon to that of Mr. Swan, had consistently opposed the reinstitution of the penal system in the Settlement, and had become so warm in its denunciation of convictism that it was deemed necessary by the squatters to administer a check. It was decided that the most effective way of doing this would be to run an opposition organ, and much to Mr. Swan's chagrin—for there was a disagreement other than political between them—Mr. Lyon was made its new editor. Colonel Snodgrass
had been asked and had stated his willingness to accede to the request to vacate his seat as the representative in Parliament for Moreton Bay. It was hoped by the promoters that some power might be swayed in the interest of the transportationist cause by means of the Free Press, and if their efforts in this direction were unsuccessful it was not because of any lack of ability or enterprise on the part of their editor. The first "leader" in the new paper stated that the journal would be published twice a week (of course the Courier had to follow suit), and avowed that the interests of the stock-holders, agriculturists, and townspeople were identical. It was promised that financial separation from Sydney would be sought, the best plan for the introduction of eligible labourers would be pointed out, and the question of education would be kept in view. The Courier greeted its rival with a very fair and on the whole complimentary notice, even declaring that the establishment of a second newspaper was a proof of the increasing prosperity of Moreton Bay. This feeling of camaraderie was not reciprocated, and ere a month had elapsed a war, sometimes fierce and bitter, was being waged between the twain. The Free Press had evidently laid itself out to annoy its neighbour, and did it with a vengeance—even to taking its articles without acknowledgment, and seducing its subscribers and advertisers by offering lower rates. The Courier stood it awhile, but in newspaper work, as in other things, there is a limit to endurance, and articles indicative of how the Courier felt form interesting reading at the present time. Here is a sample of the beginning and ending of one choice par:—

"The learned and distinguished penny-a-liner who props up the ephemeral constitution of our local contemporary, and writes the heavy annihilations for that influential thunderer, has published another string of incoherences by way of rejoinder to our remarks upon his previous fibs.
... When all the reforming world is busy turning swords into ploughshares we do not see why a pen—especially a blunt one—should not be turned into a bullock whip!"

True to his promise Colonel Snodgrass resigned, and two gentlemen came forward in the interests of the electors of the combined counties of Gloucester, Macquarie, and Stanley. These were Richard Jones and Robert Campbell, the former securing every vote recorded (58) at Brisbane. Poor Ipswich, always conservative, always cherishing the belief that it was destined to become the centre of population in Northern Australia—by the way, this feeling seems to have grown with the place!—absolutely refused to take part in the election for no other reason than that which actuates its people at the present day when they cannot get just what they want. Only four votes were recorded there—three being cast for Jones and one for Campbell—but a mock election was conducted, when a labourer, known by the euphonious name of "Slummer," was returned. Twenty-seven Ipswich voters signed a protest against the return of Mr. Jones, but nothing ever came of it, and the gentleman honoured with the representation of Stanley took his seat. This election took place on the 25th October, 1850, and a few months later a new Electoral Bill was passed and a general election was rendered necessary. But of this anon. The agitation for separation and the discontinuance of transportation—Mr. Jones was pledged to support both—went on apace, meetings and counter meetings being held in Brisbane and Ipswich. Petitions to the Queen for and against were prepared and signed, and presently the squatters came down from their high pedestal and agreed to advocate separation, but would not forego their transportation hobby. But the town residents would have no compromise, and in fact looked upon the concession as an attempt to bribe-
A monster meeting of the squatters was called for the 8th January, 1851, in Brisbane, and as a counter move the other side convened a meeting for the same day. The former meeting was to be held in "Mr. Power's new house, Queen-street," but a rumour having reached them that there was some danger of their being routed by the enemy they adjourned to one of the rooms in the old barracks. The gathering consisted of those who had strong vested interests, and was thoroughly unanimous, which is perhaps not to be wondered at since care was taken that no one who might differ with the promoters of the movement gained admission, while the chairman gave it out that no one would be allowed to speak in opposition! Among the speakers were such names as Kent, Wienholt, Murray-Prior, Rankin, Archer, Leslie, Mort, Bigge, Dr. Cameron, Hockings, and other well known early colonists.

On the other hand large placards appeared in various parts of the town calling on tradesmen and working men to attend "a public meeting to be held in Dowse's auction rooms for the purpose of protesting against the introduction of exiles and petitioning for separation." There were no half measures about this gathering. Exactly at the hour at which the other meeting commenced the speakers commenced their addresses from the entrance of the auction room to the people in Queen Street, and much warmth was introduced into the utterances. The member (R. Jones) occupied the chair, and among the others who spoke were the old war-horses, Dr. Hobbs, R. Cribb, Tom Dowse, W. Pettigrew, and D. C. M'Connel (who moved the adoption of the address to the Queen, and next day went over to the enemy!). As illustrative of the convict system a pair of fetters were exhibited. The squatters, finding their compromise rejected and the tradesmen and working men above all the seductive influence of Darling Downs, resorted to
threats, which took the form of a revival of the Cleveland Point scare. This they affirmed was a most important place, which was shown by "the fact that a most capacious store will be ready in September, 1851." "We," continued the squatters in their organ, "may expect to see a succession of wool teams winding their way to this port. That such an event will take place is certain—either by the enlightened speculation of some Brisbane or Sydney capitalists or by the combination of some influential squatters, who must see they can no longer let slip the most precious opportunity of proving that Cleveland Point is capable of becoming a satisfactory shipping place for wool and a perfectly secure anchorage for the largest vessels." This formed a very good text for the oppositionists, who took every advantage and showed no quarter. The latter designated the beauty spot of the squatters "a morass called Cleveland Point," which elicited the retort, "the Home Ministry will pay more attention to the opinions of representatives of so preponderating an amount of property as the squatters—'the best blood of the colony' as the Bishop of Oxford calls them—possess over their opponents." To deal with the history of the movement fully would require much more space than is available, but probably enough has been said to indicate the character of a fight which was waged for eight years, and which only ended when the cause of the Separationists had been won. It need only be added that the first month of the next year (1851) brought news that the Home Government would willingly grant separation at once, the sine quâ non being that transportation in a modified form should be carried out in the unsettled or more distant parts of Moreton Bay.

Among minor events may be noted a violent hailstorm on the 27th November, which did considerable damage, as may be inferred when it is stated that some of the "stones"
weighed 3½ lb. The town of Cleveland was proclaimed on 13th December, 1850; and the immigrant ship, "Duchess of Northumberland," arrived on the 31st January, 1851. Maryborough was gazetted a township in February; the 13th April saw the opening of the United Evangelical Church in William Street; while on the 7th May the musically inclined initiated an amateur musical society. Excitement was furnished by the robbery of the overland mail at

Bundamba on the 12th January. The mailman had started from Ipswich at 9 o'clock, and shortly afterwards returned stating that two armed men had stuck him up and taken all the valuables and money—a considerable sum—from the bags. Unfortunately for the mailman (Thomas Southern) a man who happened to be out looking for horses saw him meet two accomplices in the bush. Chief-constable Sneyd was soon on the track and not only landed some half-dozen
people in the lock-up, but found a portion of the spoil planted at the One-mile Swamp—the site of the present Woolloongabba railway station yards.

May saw the outbreak of gold fever, started by Hargreaves' discoveries at Bathurst, the news being brought to Brisbane by the "Eagle" on the 28th. The Bathurst find, said the Courier, seemed to have made the Sydney people half mad, "which only shows how excitable they are." Man is but mortal after all, and if the residents of Moreton Bay did fall victims to infatuation caused by the endless reports of finds of large nuggets, it was only natural. The Bathurst discovery had, taken altogether, a curious effect on Moreton Bay since it diverted attention from these shores and acted as a powerful agency in terminating transportation to this place. It came very near depopulating Brisbane, though. Sailors left their ships for the diggings, and the mercantile interest was endangered; sixty-six people left Brisbane by steamer on one day for Bathurst. Working men here claimed a higher rate of wages and got it; and the movement even extended to domestic servants, but these were not so successful. The consolation offered was that those who left were bound to return if they lived; therefore, if successful, they would be useful in business; if otherwise, their experience would prove advantageous to others! At Ipswich, too, the pinch was felt. "Business is at a standstill (said a correspondent). The auctioneer's bell is often heard; but it is perfect labour in vain, not a single buyer can be found, for all are sellers." In view of the forlorn appearance of the place it is not surprising to find the irresistible tide which hurried on its course the inhabitants of Sydney, Bathurst, and the adjacent district to the Ophir diggings, drifting the few who remained in search of a goldfield on their own account. Quite a dozen expeditions were organised, and soon news of finds were received only to be as soon
IN THE EARLY DAYS:

contradicted. The residents were "firmly impressed with the opinion that the goldfield of New South Wales extends to the districts of Stanley and Darling Downs," and subscriptions amounting to over £900 to form the basis of a reward fund were raised in a little over a month in Brisbane alone. The "gold committee" had an exceedingly busy time of it inquiring into the claims of prospectors. Certainly a few specimens were obtained, but the yellow stone was only present in small quantities. One of these prospectors was a local watchmaker, who, after a mysterious visit returned with a good specimen of quartz. Naturally he refused to state the locality where it had been found, but lodged his application for the reward, and in the meantime disappeared altogether, much to the chagrin of his many creditors. Then news of finds came from Warwick, One-tree Hill, and even South Brisbane. With regard to the latter, the "find" was reported by Dr. Swift, who conducted a few friends to the vicinity of what is now River Terrace. Here he pointed to a hole where he said he had found the specimen, and an hour afterwards the place was swarming with fossickers. Some cracked the stones; others delved holes; while reinforcements with shovels, hammers, crowbars, and such implements could be seen travelling through South Brisbane. One party had a prospecting pan; another a colander. One had a legitimate cradle in which was stowed away the necessary bedding for camping out; and the same provident party also carried a bucket of water for washing the sand! Of course the "field" turned out a duffer, but no one would believe this until Dr. Swift's application for reward came up for consideration before the committee and there was an unexplained absence of both doctor and exhibit. The extraordinary richness of the newly opened fields in Victoria added to the excitement and caused a further exodus, so much so that in several instances
station-holders had to commence shearing operations with the aid of some half-dozen and sometimes fewer men. It was advocated that Mr. Hargreaves, who had been elected a Crown Lands Commissioner, should be sent to Brisbane, and on this desire becoming known in Sydney that gentleman advised the Moreton Bay people to bide their time as he was assured that their country was rich in auriferous deposits, and that he would visit the place soon with a view to a discovery. This satisfied the residents to a certain extent, but the fact of one man obtaining 1 cwt. of gold from Bathurst was almost more than they could stand. However, things did settle down somewhat, and Moreton Bay survived; but the odds were terribly heavy.

Made bold by their long immunity from contact with the military, and encouraged by their successes both in murder and plunder, the blacks daily became more aggressive. Never a day passed now but a report was received that cattle and sheep had been driven away, or that a hutkeeper or shepherd had been murdered. In fact, the whole country was in a most disturbed state, especially that portion included in Wide Bay. An agitation was started, and the Government memorialised to send a detachment of native police—one had just previously been stationed on the M'Intyre River with marked relief—and eventually it was decided that a force should visit the stronghold of the blacks on Frazer's Island, and then, perhaps, scour Bribie Island, where Dundalli and other sable murderers had recently been seen. Dundalli indeed—emboldened by his having so long evaded capture for the murder of Mr. Gregor and Mrs. Shannon at the Pine—hearing that Mr. Frederick Strange, the naturalist, was anxious to seize him, actually sent that gentleman a challenge to fight! Needless to say the offer was rejected. Some solace was found in the reported capture of a notorious black with a number of
aliases, the best known of which were Paddy, Jemmy Parsons, and Michaloi (or Make-i-Light). This fellow, it was believed, had been a party to the murder of Mr. Gregor and Mrs. Shannon, and was at last arrested in the Wide Bay District and forwarded to Sydney, thence to Moreton Bay. He was brought before a local bench on the 15th August. Considerable difficulty was experienced in identifying the black owing to the extreme youth of Mrs. Shannon's children (who it will be remembered saw their mother murdered) at the time of the commission of the crime, and their incapacity to remember the features of the perpetrators. The blackboy (Ralph William Barrow) employed by Gregor, who furnished the information identifying Michaloi with the murder, contradicted himself, too, and as a reward was sent to gaol for seven days. Michaloi protested his innocence, and said that if Duramboi (Davis) was asked he could clear him, as he had known him when out among the blacks. Accordingly Duramboi was sent for, but he point blank refused to give evidence until his expenses were guaranteed. Of course the learned bench could not countenance such conduct, and forthwith sent him "below" for contempt of court. Next day Duramboi, convinced that there was nothing to be gained by holding out for expenses, offered to state what he knew. This, in effect, was that the prisoner was not known by the name of either Paddy, Jemmy Parsons, or Michaloi, but as "Make-i-Light." The bench, however, committed Paddy to the Circuit Court. During the time he was awaiting trial there were certain unpleasant developments which made the blackfellow's chance of life even more precarious. It will be remembered that in a previous chapter it was related how two sawyers named Boller and Waller had been killed, and a third, James Smith, badly injured by the blacks at the North Pine in September of 1847. One of the developments
above referred to forms the sequel to the trial of Paddy for the murder of Mr. Gregor and Mrs. Shannon. Among the spectators on the last day of the magisterial inquiry was James Smith, the sawyer, who recognised in Paddy one of the blacks who had attacked him and his two mates at the Pine, and known to Smith under the name of Moggy Moggy. Recognition being difficult in Mr. Gregor’s case Paddy, or Moggy Moggy, or whatever his correct name might have been, was brought up before the bench again charged with the murder of Boller and Waller, and was committed for trial, Smith being bound over to prosecute. He was arraigned at the second Circuit Court, and with a Chinaman (who was found guilty of murder committed in the Wide Bay district) was sentenced to death. The people naturally congratulated themselves on having brought at least one black to the fate he deserved. It was, therefore, with much indignation that they received the news that Paddy had at the last moment been reprieved, and after being kept in gaol for two months would be taken to Wide Bay and liberated. The only reason assigned for this was that the crime had been committed so long ago as to make identification difficult; therefore there was doubt, and the prisoner, as usual, was given the benefit of it. But what was the result? We shall see presently.

It is necessary at this point to revert to politics—always a dry subject, but one which cannot well be ignored when dealing with history. Casual mention has been made of the passage through the Legislative Council of a new Electoral Bill. This measure provided that the Council should consist of fifty-two members (sixteen being nominees of the Crown). In the distribution of seats Moreton Bay was certainly treated most liberally. Moreton Bay was divided into four electorates—namely, County of Stanley, the united districts of Clarence and Darling Downs, the
united districts of Moreton Bay, Wide Bay, Burnett and Maranoa, and Stanley Boroughs, which comprised North and South Brisbane, Kangaroo Point, and Ipswich. It is somewhat remarkable now to read how Dr. Lang opposed the establishment of Stanley Boroughs as an electorate, basing his objections on the ground that it would give the squatters an extra seat! As a matter of fact the elections proved that the district had been equitably divided—the transportationists gaining two seats and the other side a like number. Of course, as far as Moreton Bay was concerned, this and separation were the only matters on which the candidates were asked to pledge themselves. Messrs. Francis Bigge and G. F. Leslie were returned unopposed for Moreton Bay, Burnett, Maranoa, and Wide Bay, and Clarence and Darling Downs districts respectively; but in the other two the fighting was sharp, and was warmly prosecuted by both sides. For the Stanley boroughs Mr. R. Jones, the retiring member, was chosen to represent the separatists against Mr. Henry Hughes, of Gowrie; while Mr. J. Richardson was run against Mr. W. H. Wilson, of Peak Mountain. At the election, which took place on the 12th September, Messrs. Jones and Richardson were returned, the former beating his opponent by only twelve votes. On the assembling of Parliament strong resolutions against "the continuance of transportation in any form whatever to any of Her Majesty's Australasian possessions" were passed, and it is worthy of note that in the division Moreton Bay was represented in the voting only by Messrs. Jones and Richardson, the squatters' men being comfortably settled on their stations at the time. This was regarded as a manifest sign of weakness on the part of transportationists, and formed a subject of much jubilation in the Settlement.

It was shortly after this that Dr. Lang again visited Moreton Bay. He was warmly received, and delivered
powerful lectures in the old church and at Ipswich on the question of separation. A petition was drawn up, Mr. Macalister making almost his maiden appearance in public life in connection therewith. The doctor was appointed delegate. Something like £100 was subscribed towards the doctor's expenses in England, and he again left the district convinced that cotton-growing would still make a great capital of the place which was fighting for independence. Reassuring advices were received from Manchester and London regarding specimens of cotton grown here (which was valued at home at from 9d. to 1s. per lb.), and one firm wrote to Mr. G. F. Poole here placing an order for £1000 worth. The question of establishing a cotton-growing company was again mooted, but nothing came of it; and though temporary impetus was given by the purchase of half-a-ton by Mr. Poole from Mr. Robert Douglas (who died a few years ago) and its shipment to England, the fond hopes of Dr. Lang again fell below par. The same may be said of the arrowroot industry initiated by Mr. Childs at Breakfast Creek the previous year—the inexperience of the promoters and the lack of capital being too much for both.

Before turning to another year for purposes of reference chiefly and for information of readers generally a few dates which marked important events in 1857 may be given. In the beginning of the year £100 had been voted for a survey of the obstructions at the mouth of the river, and in June this had been completed by Mr. Debenham, who reported that the formation of a channel across the bar was practicable, and that dredging was the best method to adopt to effect this purpose. The estimated cost of the work he put down at £30,000. Some correspondence ensued on the subject, many suggestions being thrown out, but the improvement was beyond the reach of Moreton Bay just then; and so the
matter was shelved. The first ship sailing direct from Moreton Bay to London (the schooner "Rebecca") left on the 16th February, carrying a cargo of cotton and wool. The committee of the School of Arts had been busy, too, and on the 7th October, 1857, they had the gratification of seeing a building, if not altogether beautiful to look upon one that was certainly sufficient for the necessities of the place, as the reward of their labours. The country between Cabbage-tree Creek and Brisbane was explored by a party of gentlemen on 23rd July, and from this may be said to date the formation of Sandgate. Pearls were found off Caloundra (then spelt "Calowndra") on 18th October, and on the 8th November the hearts of the squatters were gladdened by the arrival of 227 Chinese labourers in the "Duke of Roxburgh." An event which had almost escaped notice was the arrival of the "Duchess of Northumberland" with 227 immigrants on the 8th February.
CHAPTER XX.

DARING OUTRAGES—MAKE-I-LIGHT—NATIVE FEUDS—WRECK OF
THE "THOMAS KING"—THE FATE OF THE CREW—EARLY
SANDGATE—AN EARLY ELECTION INCIDENT—IPSWICH AND
ITS MEMBER—IMMIGRANT SHIPS—WHAT THEY WERE LIKE
—NORFOLK ISLAND PIRATES—NOTORIOUS CRIMINALS—NEW
CHUMS "BUSHED."

N opening the records of the year 1852 attention
is arrested by a recapitulation of horrible and
daring crimes perpetrated by the blacks. Our
sable acquaintance, Make-i-Light, had become a
kind of hero, and with Dundalli and Billy Bar-
low shared equal honors. They had established
themselves at the head of the Mingy-Mingy and Bribie
blacks, who at this time were at deadly feud with the
Meganchin or Brisbane tribe, in consequence of a belief
that the latter were aiding in the capture of the heads of the
former. As an example of the light in which Dundalli’s
tribe regarded the others, it need only be said that whenever
a Meganchin black was captured he was killed; in fact they
raided the Brisbane tribe in York’s Hollow one night, and
one of the number had his head cut clean off, his body
being afterwards cut to pieces. It will be readily under-
stood, then, that there was some cause for the apprehension
felt in the town regarding the natives. Deep feelings of
smothered rage and indignation had been engendered
throughout the district, and it is no wonder the people cried
out for assistance from the Government.
When Make-i-Light was released the blacks declared that “Cowander—another alias—will kill more white men.” Let us follow him. In June a mob of aboriginals murdered a shepherd named Halloran, in the employ of Darby M'Grath, at the Gap, Pine River, and attempted to set fire to the hut and kill the keeper (Edward Power). One of the spears found in the body of Halloran was identified as belonging to Billy Barlow, and it was declared that Make-i-Light was also implicated—to use the words of the blacks, “Cowander long time Nangry gaol.” Mr. Warner’s survey camp was also raided, everything of value being taken, and the instruments and notes strewn about ad lib. A similar attack was made on the hut of a selector named Cash, on the Pine, the lady of the house having to fly for her life. From this place they took certain jewellery, which was afterwards useful in proving the identity of Make-i-Light in the affair. Suddenly Make-i-Light disappeared, and believing that he had made for Frazer’s Island information
was sent to the police in the Wide Bay district, and they were not long in effecting his arrest. When taken he was wearing a ring which Mrs. Cash afterwards identified as hers. He was taken to Sydney from Wide Bay, and transferred thence to Moreton Bay, where he was committed for trial on a charge of stealing. Ever ready with excuses, he declared that the trousers he was wearing had been given to him, and on his handing them to a gin to wash she had found the ring in one of the pockets. At his trial, however, an important witness was missing, and in order that his presence might be secured the dusky warrior was remanded until the next Circuit Court. This witness was not, however, forthcoming at the following court.

On the 7th September Chief-constable Sneyd and Constable Tredeneck, with several others, raided a blacks' camp at Breakfast Creek, and arrested one of the aboriginals implicated in the Cash outrage named Tinkabed. Shortly afterwards Tredeneck was wounded by a black desperado named Bumbarrowa, who was brought up at the Circuit Court at which Make-i-Light was remanded and sentenced to five years' imprisonment. Six years were meted out to Tinkabed. These two twice attempted to escape, but each time were foiled. Before quitting this subject it may be as well to say what remains to be said of these blacks. The outrages which had been repeated with such audacity by the natives at last led to a few police being stationed at the Pine, and the first thing these did was to effect the arrest of "Mickey," who had been concerned in the murder of Mr. Gregor and Mrs. Shannon. He was brought before the Circuit Court held on the 20th May, 1853, and charged with stealing certain of Gregor's goods, for which he received a sentence of six months. Next day, however, he was arraigned for the murder of Mrs. Shannon, and the Judge ordered a sentence of death to be recorded, but left
the question of whether it should be carried into effect to the Executive. This body subsequently commuted the sentence to seven years' hard labour on the roads.

The wreck of the "Thomas King" on Cato's Bank, Torres Straits, on the 17th April, was in a measure identified with the career of the notorious Make-i-Light. The "Thomas King," barque, left Sydney on the 7th April, bound for Manilla, the only passenger being Dr. Hyslop. On the vessel coming to grief all hands were washed on to the reef, as well as one of the ship's boats. A consultation was held, when it was decided that Captain Walker, the second mate, Dr. Hyslop, and three seamen should take the boat and make for Moreton Bay, the remainder of the crew—comprising the first and third mates, boatswain, carpenter, steward, cook, two seamen, and a boy—remaining on the reef in the hope that some stray vessel might take them off. This fortunately occurred, though when the whaler "Lady Blackwood" picked them up they were much exhausted for the want of food or drink, having been isolated for seventeen days. The captain and the party in the ship's boat made the coast south of Wide Bay, and for some strange reason commenced the journey overland, burying the chronometer in the sand. On the very first day they were beset by blacks, but on this occasion were allowed to proceed after they had parted with the greater portion of their clothing as ransom. Next morning, however, they were overtaken by the blacks, who attacked them without ceremony. The captain and a seaman named Sherry, though wounded, managed to effect their escape, but in the effort they parted company. After resting awhile, and waiting until the blacks had departed, the captain came out of his hiding-place and found Dr. Hyslop mortally wounded and the second mate dreadfully injured and in a state of delirium. Dr. Hyslop remarked that it was no good
staying with him as he would soon die, and the captain thereupon left the scene of the onslaught. Nothing could be seen of the seamen. Ten days, however, after wandering about the captain fell in with Sherry. The two, keeping the coast, more dead than alive, walked on, arriving at Brisbane on the 17th May. A search party was immediately organised, and on arriving at Bribie Island established a depot there. Acting upon information supplied by the blacks the party crossed over to Caloundra, and after a long search found the dead bodies of the second mate (Dallas) and the two seamen, but where not successful in discovering the remains of Dr. Hyslop. During the interviews with the blacks it transpired that the murder of Dr. Hyslop and the others had been perpetrated at the instigation of Burra, brother of Make-i-Light, who believed that his relative had been hanged for the murder of Boller and Waller at the Pine, and wished to avenge it. According to the statement of Captain Walker he and the other survivor of the party had been in the neighbourhood of Cabbage-tree Creek several days, and it was thought that had there been any settlement there the lives of the two seamen might possibly have been saved. An agitation was thereupon started for the establishment of a village on the coast in the vicinity of the creek, and this bore such good fruit that on the 9th September Surveyor Burnett had completed a survey of a proposed hamlet, and a day or two later had sent it to Sydney for approval. This village has since developed into the fashionable watering place Sandgate. The first land sale was conducted on the 9th November, when lots fetched an extraordinary price—for the time. In passing it may be mentioned that at this sale town, suburban, and country land was sold, the total proceeds amounting to £15,000 for the two days, one Brisbane allotment fetching at the rate of £1000 an acre.
Brisbane was thrown into mourning by the death of Mr. Richard Jones, member for Stanley Boroughs, which occurred on the 6th November at his residence, New Farm. Considerable discussion and heartburning resulted as to his successor, some believing that it would be to the interest of the district to select a gentleman residing in England, so that the immigration agitation might be prosecuted with greater vigour. The main question, however, was as to the person on whom this honour should fall, for while some advocated the nomination of Dr. Lang others opposed it on the ground that the doctor had made himself unpopular by his immigration exploits, and as a substitute suggested Sir John Polkington, Secretary of State for the Colonies. A third party considered Robert Lowe (afterwards Lord Sherbrooke) would make a very suitable member, but, alas! he was a strong anti-separationist, and a believer in transportation, and Stanley Boroughs could not allow its political reputation to suffer by returning such a man! Strange it was then that they should allow Mr. Henry Stuart Russell to be returned unopposed, for although Dr. Lang was nominated the nomination was withdrawn and Mr. Russell declared elected on the 5th July, 1853. As a matter of fact the people were politically dead. Mr. Bigge, too, soon tiring of politics, resigned his position as representative for the United Pastoral Districts of Moreton Bay, Burnett, Wide Bay, and Maranoa, and a difficulty arose as to who should succeed him. On the day of nomination only three electors turned up at the booth in Ipswich, and two of these set out in quest of a candidate. Almost the first man they met was Richard Joseph Smith, of boiling-down fame, and having enforced his consent he was trotted off in his shirt sleeves to the booth, his name proposed and seconded, and he was declared elected without further ado. This utter disregard for the privileges attached to the
franchise contrasts strangely with the noise made at the general election about the representation of the Moreton Bay Districts.

The spasmodic energy which characterised the residents here was, however, never better demonstrated than in the matter of the proposed Moreton Bay Steam Navigation Company. Here was a concern which may be said to have been floated, since nearly all the capital had been subscribed and a line of action decided upon, but which after being so worked up was allowed to drop—in fact the company was dissolved. It was not want of money that was responsible for this, but some petty dispute which caused many of the large shareholders residing in Ipswich to withdraw and inactivity on the part of the trustees. It was indeed a lamentable example of large promise and small performance.

Immigrants arrived in quick succession, but the circumstances which attended their landing formed a deep contrast with those which had characterised those sent out by Dr. Lang. Indeed the Immigration Board were kept almost continuously sitting, for never a ship arrived but some serious complaints were lodged against those connected therewith. Disease, too, was imported, and, what is worse, was allowed to be introduced into the Settlement and Ipswich, with almost disastrous results in one or two instances. The first to arrive after the "Duchess of Northumberland" was the "Maria Soames" with 281 immigrants on 4th July, 1852. She was followed by the "Argyll" (the doctor and two immigrants of which were drowned in the Bay on the 30th July owing to the capsize of the ship's boat in a squall when proceeding to the quarantine station); the "Meridian" (234 immigrants) on 11th August; and the "Rajahgopaul" (351 immigrants, 15 of whom died of typhus and influenza, while others carried the disease to Ipswich) on the 10th September. These completed the
list for 1852. 1853 opened up well in the matter of immigration, two vessels, the "Parsee" and "America" adding 818 souls to the population in one day—10th January. It must be confessed, however, that the fact of only 38 unmarried adults being among this large number said very little for the selection of the people, if that selection was carried out with a view to meeting the requirements of the district. Very serious charges were made against the owners of the "America," which hailed from Liverpool, and at the inquiry which followed it was conclusively proved that not only was the vessel unseaworthy but the immigrants had been half starved. As a result the owners were heavily fined. The same state of affairs existed in the forecastle. Indeed things were so bad that two of the sailors a few days before the vessel's arrival in Moreton Bay constructed a raft of a ladder, two casks, and some poles, and cast themselves adrift at midnight during a heavy squall. When men face the elements on a rudely-constructed raft rather than remain in comparative security under the rule of a captain it may be taken for granted that things were really bad. The two men succeeded in making Fisherman's Island, and were then brought on to town. Their names were Robert Williams and Edward Edwards. The 26th of February saw the arrival of the "Agricola" with 246 souls, which entailed a further inquiry on the part of the local Immigration Board. In fact there was no body of men in Brisbane kept so busy at the time, and the secrecy which they maintained regarding their investigations secured for them the not unmerited title "that unholy inquisition."

Information which startled the populace of Brisbane, and which in effect was that nine convict pirates were meandering in Moreton Bay, reached the Settlement on the 1st April. These convicts, it subsequently transpired, had escaped in an open boat from Norfolk Island under these
It was at this time the custom at Norfolk Island to employ a large boat manned by convicts with a guard consisting of military and police in unloading the vessels that might go there with stores, &c. On the 11th March, 1853, such a boat had been employed in unloading stores from the "Lord Auckland," which lay at anchor off the island, and on the evening of that day the boat had brought a load to the island, and was about to return to the ship at 8 p.m., so that the men might sleep aboard and be ready for work again early next morning. The crew consisted of the coxswain, a freeman named Forsyth, and nine convicts whose names or sobriquets were Joseph Davis, Patrick Cooper, Jeremiah Sullivan, John Mitchell, James Clegg, Thomas Clayton, Denis Griffith, "Ginger" Murray, and Robert Mitchell. The guard consisted of three constables named Henry Bordmore, Charles Cooper, and another, and three soldiers of the 99th Regiment, who were armed with pistols and bayonets. The constables had no arms. As the boat was about to leave the island the anchor fouled in some way, and it was necessary for the coxswain to call all the men aft. They came, and immediately fell upon the soldiers and disarmed them. They then pulled the boat away for about four miles until they came to a place about a quarter of a mile from the shore at another point of the island. Here they ordered the soldiers, coxswain, and police to get out and proceed through the surf to the shore. The soldiers, the coxswain, and two of the constables did so, when just at that moment one of the men called out that there was a boat near, upon which the convicts put off at once. The coxswain, finding himself sinking, clung to one of the oars, and was taken in again. Constable Bordmore had kept his seat when the order was given to leave the boat, and was not displeased to find he was to have the coxswain's company. The convicts then pulled away
from the island to the south-west, and kept to the oars all night. About an hour after daylight they lost sight of the island. They had on board some biscuits, some potatoes, and a little water, but as the supply was limited all were placed on allowance. They now set sail, and were at sea fourteen days, during six of which they were becalmed. On the 25th March they sighted Moreton Bay, and got in through the South Passage at about 7 o'clock at night. Here they caught some fish, and it is said none of them knew where they were. They then proceeded to Stradbroke Island, where they met with two blacks, who undertook to show them where they could find a white man. The convicts drawing their pistols presented them at the constable and coxswain, and ordered them to remain where they were while they themselves proceeded with the blacks. As a further precaution one of the convicts was placed on guard. The blacks then conducted the eight convicts to the camp of a Manilla man named Fernando, who had been fishing in the bay. To him they said they belonged to a schooner that had been wrecked hard by, and that they wanted his boat to assist in saving some articles from the wreck. He, however, refused to lend the boat to them, whereupon they requested him to go to their “captain,” indicating the spot where the constable and coxswain had been left. He did so, and was soon informed of the truth and returned to his camp, where he found that the convicts had carried off all his rations, ammunition, &c., and had put off in his boat. On nearing their own boat the pirates sent on shore two of their number to bring off the other runaway who had been left in charge of the constable and his mate. These two on landing were seized and secured with ropes by Fernando and the blacks. The others in the boat fired some shots, but they had no effect, and deeming it useless to carry the matter further, they pulled away, leaving their comrades in
captivity. Those on the island were compelled to remain until the 28th March, when Timothy Duffy, one of the bay fishermen, arrived on the scene with his boat and crew of blacks. When informed of the circumstance, Duffy, as may be expected, was more than astonished. During the enforced imprisonment on the island one of the convicts who had been secured had managed to free himself one night and escaped. When Duffy heard of this he sent some of his natives to track him, which they did and brought the desperado into camp again that night. The three were then taken to Brisbane in Duffy's boat and lodged in gaol. Next morning early the Customs boat with an armed crew was despatched in pursuit of the men who were still at large. Chief-constable Sneyd rode to German Station and gave warning to the residents there, and afterwards scoured the country in the vicinity of Cleveland. In the meantime the runaways were intent upon following up their business with promptitude. When "The Brothers" (steamer) was going out a strange sail had been observed during the day, and at night the mate of the vessel reported to the captain that a boat full of men was lying on oars astern. Captain Allen thereupon hailed the boat, which immediately pulled off without answering. The men on watch aboard the "Agricola" also noticed a boat with muffled oars prowling round the ship the same night. On the 30th March they boarded the "Acacia" (bound for Sydney) at the river bar, and represented themselves as seamen who had escaped from the wreck of a vessel near Wide Bay. They remained on board to breakfast, and inquired of some of the Harbour-master's men, who were aboard for the purpose of helping the vessel out of the river, which was the entrance to the Brisbane. This was pointed out to them, and they left at dark, pulling for the river and disappearing inside Luggage Point. It may seem strange that their true character was
not suspected on the "Acacia," especially since their clothing was plentifully decorated with broad arrows, but this omission is to some extent accounted for by the fact that the prisoners had turned the few garments they wore. They must have lain in wait for the Harbour master's men near the mouth of the river, for directly the latter entered the supposed wrecked mariners pulled over, and, coming alongside, seized the painter and secured it to their own. While some were doing this others pulled out their pistols, and covering the officials, ordered them to strip and pass into their, or rather Fernando's, boat. This they did. The pirates then got into the Government boat and stripped also, handing to the victims their own clothing and dressing themselves in the others. They stated who they were, and mentioned their intention of attempting to seize the "Acacia" after they had first visited the pilot station. They asked several times for volunteers to show them the way, and as none offered were about to select one when they changed their minds and pulled away, passing round Fishermen's Island. The harbour men's paddles were taken, leaving them with only a few pieces of timber to work their way to Brisbane. When they did reach the Settlement next day they presented rather an extraordinary figure, and lost no time in ridding themselves of their unmerited brands. The convicts carried out part of their threat, and visited the pilot station. Arriving here they related how some strange men had boarded their vessel, which lay in the bay, and robbed them of £200, "and they did not intend returning until they had captured the robbers." Believing their story, Mr. Watson, who had charge of the station, invited them to partake of some refreshment before they proceeded further, and on their way to the house he remarked that he had seen a strange boat the day before, and having some suspicion about it
had pursued it for some distance without result. The pilot was leading the way into the room when one of the pirates rushed him forward on to the sofa, and the remainder had him covered with their weapons before he knew where he was. He was kept in this position while the robbers rifled the premises, taking away all the wearing apparel, provisions, and a sum of money; in fact they took everything useful they could lay their hands on. They broached several bottles of rum, and indulged in a slight carouse before they left. During these proceedings some of Mr. Watson's children, accompanied by one of the men, came towards the place, and not standing when called upon were fired at, fortunately without effect. The convicts then staved in the pilot boat and departed. A temporary patch was afterwards put on the boat by Watson and his men, which enabled him to come up to town and add his tale of trouble to those of Fernando and the Harbour master's men.

On the arrival of the harbour master's men the Customs boat under Mr. R. B. Sheridan had been despatched. She was followed by the steamer "Swallow," which had been loaded for Ipswich, but which was immediately chartered by Captain Wickham. Some delay was caused by the engineer of the "Swallow" refusing to risk his life, but eventually this difficulty was got over, and the vessel left. Neither Sheridan nor Wickham, however, could find any trace of the pirates, and returned. No sooner had they done so than it was reported that the men had been seen on the 3rd April, at the south end of Stradbroke Island with their boat drawn up among the mangroves, apparently waiting for the high sea, which was running, to calm, and escape by the boat passage. The Customs boat under Mr. Duncan and Mr. Sheridan was again sent out, and mounted men were despatched to the Tweed, for the pirates had told the pilot that if they failed to secure the "Acacia" they
would go on to the Tweed or even Newcastle rather than be disappointed. But this expedition was no more successful than the last, and folk began to think that the pursued were much smarter than the pursuers. On the 9th May, too, it was reported that the convicts had been seen making for the northward, whereupon an armed crew of volunteers from the steamship “New Orleans” (a vessel which had arrived from Europe via America and was lying at anchor) and the Customs men again set out; but they might as well have remained at home. Three days later, however, a fisherman named Eugene Lucette arrived in the Settlement with the boat taken by the runaways from the Harbour master’s men. He stated that he and his boat’s crew of blacks had seen the convicts land and haul up their boat among the mangroves near the mouth of the river on the south side, and afterwards go into the interior. He thereupon seized the boat. Another party of eleven was organised with Messrs. Duncan, Sheridan, and Chief Constable Sneyd at the head, and these set out for the spot indicated by Lucette. Here the services of blacks were secured and the pirates’ tracks were followed until night. Next day they resumed the search and came upon the runaways about eight miles from Brisbane. Contrary to expectations the men surrendered quietly and were brought on to the Settlement in triumph. They stated that they had been without food for several days, and had run to the northward after robbing the pilot station, intending to land at Wide Bay, where one of their number had been before, but they were deterred by the hostile demonstration of the blacks. They then made their way back to go into the interior. They were all brought up at the Circuit Court on the 19th May, and each sentenced to fifteen years transportation beyond sea. It transpired that the men were desperate characters, the records of some of them being as follows:—Cooper, under sentence of ten
years; John Mitchell, two sentences of ten years each; Clayton, three times transported for life; Davis, one sentence of fifteen years and one sentence for life for piracy; Sullivan, one sentence of ten years and another of sixteen years. The three first men apprehended by Fernando had in the meantime been forwarded to Sydney to be dealt with. They were ordered to Van Dieman’s Land, but while on the way

Clegg slipped his irons, jumped overboard and, succeeded in reaching the shore although the sea was swarming with sharks. Next morning it was ascertained that he had landed, and representing himself to be a shipwrecked sailor had been supplied by the whalers with provisions and clothes, and had bidden them an affecting farewell. He was not at liberty long, however.
A valued friend of the writer relates an experience which will at least serve to show the difficulties one might experience in finding the town when once it had been lost sight of. He is an old colonial now, but thirty-nine years ago he was a raw new chum, having arrived in the colony by the "Agricola" in March, 1853. One mild Sunday afternoon in July of that year he took his six-year-old son for a walk in the "bush." The pair started from George-street near the present Lands Office, and passing down Adelaide-street left old Dick Wynn's dairy-yard and cow-paddock on the right. At Albert-street they plunged into the forest, and crossing Windmill (now Observatory) Hill descended into the gully beyond, now known as Spring Hollow. They saw so much that was interesting and new that daylight developed into darkness before they thought of returning. When they did the new chum could not for the life of him tell which was the most direct way to George-street. After wandering about for some time he saw a fire, distant from him 100 yards or so. He was at this time on the flat between Wickham-terrace and Herbert-street, and the fire was just about where the latter street joins Wharf-street. The forest was dense, and, with hands on knees, he was gently swinging his body to and fro, peering through the trees in the direction of the illumination. Blanketed figures were flitting about. "Blacks, by Jingo!" he said as his son hung on to his coat tails. The next moment he received a shove that sent him sprawling to grass, with the youngster screaming underneath. "What you look out?" said an aboriginal voice. The new chum quickly scrambled up, determined to die game in defence of himself and his son. After an embarrassing silence, caused principally by his tongue clinging to the roof of his mouth, he said, "I want it Settlement." "What name you?" asked the black. "William," replied the white man; and, gaining a little-
courage, "what name you?" "Berong," said the darkey (by old residents Berong will be remembered as a rather notorious character in those days). "Where Settlement sit down? You show 'im?" queried the new chum. "What you give it?" "Sixpence." "Tikpence!" hissed Berong. "Ugh!" and he spat upon the ground to show his supreme contempt for so insignificant a coin. "You give it harp-a-crown, me show 'im." "Baal! I give you shilling." "Suppose you no give it harp-a-crown, you find Settlement yourself," said the native, turning as if to leave. The new chum saw that the darkey was master of the situation, so he handed him the larger coin. The rogue escorted the young colonist to the top of the hill, and, standing where Dr. Thomson's residence now is on Wickham-terrace, through the trees pointed out the Settlement. In a few minutes the new chum had reached Queen-street, and devoutly thanked heaven that he and his son had escaped "assisting" at a cannibal feast.

To say that the Moreton Bay people were astonished when on the 12th April, 1853, it was stated that a steamship of 761 tons, the "New Orleans," had arrived from England via America and Torres Straits is somewhat understating the case. And how they did boast of their importance! But their "blow" after all only amounted to an incipient squall, for the great things which the vessel was expected to do did not come off, and the effort to do them resulted only in injury to the dignity of the place. It was intended to bring the vessel up the river, and thus in a practical manner proclaim to the world that there was more than 8ft. of water on the bar, and that if the Brisbane River was "a chain of sandhills for four miles up" there was a sufficient channel to admit a vessel of 761 tons. How the Cleveland Point advocates did clap their hands, and how their opponents prayed when the "New Orleans" went aground before she
had got many yards, causing her captain to declare that the
task of taking any decent vessel to Brisbane was impossible!
But the Brisbane people blamed the captain rather than the
unnavigable state of their river, and declared that while his
vessel only drew 8ft. there was over 9ft. of water at the place
where she struck! How they managed to reconcile the
statement that there was a foot of water to spare with the
fact that the "New Orleans" ploughed into the soft mud
and remained there is difficult to conceive. However, the
fact of the ship not being able to get up did not prevent
some of her passengers visiting the Settlement or residents
visiting her. One of the results was that while the passen-
gers greatly disturbed the peace of the place and a few free
fights were thrown in to give a "tone" to the occasion,
some one boarded the "New Orleans" and carried away
over £200 in gold!
CHAPTER XXI.

RESTORATION OF CONFIDENCE—MISFORTUNES OF CLEVELAND—
ITS SHIPPING PROSPECTS BLIGHTED—POLICE AND THEIR PRISONERS—A SENSATIONAL ESCAPE—THOMAS DOWSE—
HIS ATTEMPT TO CIVILISE SANDGATE—VISIT OF GOVERNOR FITZROY—DUNDALLI—HIS DEATH—CHURCH TROUBLES—
ANOTHER RUNAWAY CONVICT—"GILBURY."

THE gold fever having to some extent subsided, business resumed a normal condition, and if one may take the amount of building going on at the time as indicating anything, it may be said that confidence had been restored. Quite a large number of houses were being erected, and here and there a shop might be seen going up. While Pettigrew started his saw-mill on 30th June, George Harris was building a store on the river bank, and horse punts at both ferries furnished easier communication between the two sides of the river. The local sawyers, with an eye to the main chance, struck for a higher rate of wage in consequence of the great demand for timber, and got it to the extent of 3s. per 100ft. Even the police determined in a body that their services were worth more than was being paid them, and announced their intention of resigning in a body unless the bench of magistrates secured for them an increase—and they, too, were successful. With the spurt in business came, as a matter of course, increased difficulty in financing; but this did not long obtain, for on the 7th June the Union Bank of Australia opened a branch in Brisbane under the management of Mr. J. S. Turner, and on 20th September the Bank
of New South Wales commenced operations in Ipswich, Mr. E. B. Cullen (in after years the respected Under Secretary to the Treasury) filling the managerial chair. With a love for the beautiful as well as the needful, a few local horticulturists formed themselves into a society and held their first exhibition in the old School of Arts on the 12th July; and on the 5th of the same month the Brisbane Exchange was started. Immigrants came in a steady stream, the "Florentina" landing 245 on 25th April, and the "John Fielden" 306 on 11th June.

A sale of Crown lands, extending over two days—the 9th and 10th November, 1853—excited some interest, and placed no less a sum than £15,000 in the coffers of New South Wales. At this time there was a great demand for land, and the Government were roundly abused for not putting up more, it being asserted that £200,000 worth could readily be sold if offered. Land in the new town of Sandgate brought an astonishingly high sum, and Cleveland Point was largely in evidence, lots there fetching big prices, presumably because a couple of stores had been built in furtherance of the threat of the squatters that in future all their wool and products would be shipped from Cleveland instead of Brisbane. But

The best laid schemes o' mice and men
Gang aft agley.

At this time Messrs. Robert Graham & Co. had finished their store and had received a large quantity of wool and tallow ready for shipment. The pioneer vessel was the "Countess of Derby," a barque of 329 tons, but her captain, guided more by bravado than discretion, attempted to enter by the South Passage, and wrecked his ship on a spur within a mile of where the "Sovereign" had broken up some eight years before. The occurrence was most unlucky for the prospects of Cleveland, and while it might
not affect the question as to whether or no that was an eligible shipping place, the fact that so many ships had passed through the northern entrance and loaded and discharged at the Brisbane River anchorage without the slightest accident did not escape contrast with the first attempt to ship at Cleveland Point. Of course the squatters ridiculed the idea of the loss of one ship affecting their prospects, but they looked very glum when, on the 16th January, 1854, a second ship, the "Courier," a barque of 336 tons, took fire two days before sailing for London, and was burnt to the water's edge. Out of about 400 bales of wool only twenty or thirty were saved, and it was due to the presence of mind of R. B. Sheridan, who cut the vessel's moorings and towed her to shallow water while she was burning, that some fifteen tons of cocoanut oil was rescued. Even when Governor Fitzroy visited Moreton Bay a few months later it rained "cats and dogs" on the day appointed for his trip to Cleveland, and not only was a good dinner spoiled, but also the tempers of the promoters, whose ardour, like their clothes, was damped beyond drying. This combination of strange lucklessness was too much for Robert Graham & Co., who, after the loss of their second vessel, decided to give Cleveland Point best, and removed their building to Brisbane. Generally this may be said to have given Cleveland its quietus for some time.

Either the police arrangements were very defective, or prisoners were even more clever in days gone by than they are now, for it is a notorious fact that no criminal could be reckoned as caught in the strict sense of the word until he had been tried and placed in the gangs. Constantly did prisoners escape from the lockup—so often indeed did this occur that a grave scandal was occasioned—but after all the rickety old structure which did duty as a gaol had more perhaps to do with this than any shortcomings on the part
of the authorities. A somewhat sensational escape was that of Sippey, an aboriginal, who had been committed for trial from Callandoon for the murder of a German woman on Easton and Robertson's station, and who had succeeded in eluding capture for a considerable time. On the night of 10th November, 1853, a violent storm occurred, and it was during the noise of thunder and heavy rain that Sippey managed to get away. In consequence of his wild habits he was isolated, being locked up in a passage attached to the cells, and which was generally used as a chapel. This passage had a grated window looking upon the inner yard where a turnkey kept guard. The blackfellow with the greatest ease removed a bolt from one of the cell doors, and, climbing up by the door, used this implement to enlarge the airhole until wide enough to admit his body, when he passed through, dropping to the ground. Climbing up the partition wall by means of a shed most conveniently built, as it were, he crawled along the wall across the women's yard and, having dropped himself over the outer wall, made off in the darkness. He was observed, however, by some of the females, who gave the alarm. Black trackers and police immediately set out, but Sippey had a good start, and besides was at expert at dodging. He was tracked to John M'Grath's station, at Moggill, where he had had breakfast, after which it transpired he fell in with a young fellow on horseback. At the blackfellow's request the rider allowed him to get up behind. The two had not ridden far when the scoundrel threw the young fellow off the horse and, dismounting, beat him in a most savage manner over the head and knees with a waddy. Not content with this he tried to break the lad's legs across his own, and finally took off his spurs and putting them on his own heels rode off, leaving his victim insensible. On recovering the unfortunate youth crawled to a station close by and related his story.
In the meantime Sippey had made for Ipswich and crossed the Bremer. Arriving at Davidson's station he changed his tired horse for a blood mare which was standing in the stockyard, and was not heard of again until he passed through Drayton. All attempts to capture him here, however, proved futile, and the notorious fellow succeeded in joining his tribe. Once there it was a difficult matter to take him, but in December this feat was accomplished by a Mr. Goodfellow, and in the May following Sippey was sentenced to three years for assault, the charge of murder falling through owing to the absence of a material witness.

While on the subject of crime—and unfortunately there was plenty of it at this time—an incident which affected a well-known old colonist, and which concerns even some who are now living in Brisbane, is worth recording. Among the first purchasers of land at Sandgate was "Old Tom" Dowse, and at the end of November he betook himself there with his sons to reside on his property. On the 3rd December a party of about thirty blacks made their appearance and made an effort to get into Mr. Dowse's tent for the purpose of obtaining tobacco and other supplies. Mr. Dowse and his two sons drove them off, but fearing they would return, and being perfectly cognisant of the treacherous character of the natives, they immediately packed up, and, placing their goods in their boats, prepared to leave at about 2 o'clock in the morning. Before they could get away the aboriginals turned up in large numbers. Mr. Dowse was unfortunately overtaken in the water by one of the blacks, who struck him down with a waddy, inflicting a wound on the back of the head. One of the sons fired, and the blacks apparently cleared, but at this moment the other called that he was wounded, a spear having passed through his leg. The son then fired at a black, who was in close quarters, and who was about to strike his brother. The
black was seen to fall, but whether he was killed was never ascertained. In the scuffle they had only secured one oar, and with this they managed to reach the mouth of the river, from which place they walked to Eagle Farm and gave the alarm. A boat’s crew were at once sent out to secure the other boat, which they did, as well as some of the stores which had been left. Nothing could, however, be seen of the blacks, who had evidently made for the infested region of the Pine River.

Crimes, like other troubles, never come singly. Even the first month of the new year (1854) witnessed a murder at Douglas’s soap factory, Kangaroo Point. The victim was Stephen Swords, who was knocked on the head by a mate named John Hanley. Swords, with two others, had been drinking at Hanley’s hut, and it was suspected that Hanley, though sober at the time, was suffering from some mental trouble. This opinion was given rise to by the fact that a written document was found on the murderer which was dated 21st January—the day before the crime. It consisted of a rambling declaration that a conspiracy had been formed to take his life. It also referred to his wife, who it stated had left him and was living with another man. The judge evidently took this view of the matter, for though he sentenced him to death he afterwards recommended commutation to five years on the roads.

The arrival of H.M.S. “Calliope” in Moreton Bay on the 20th March, 1854, was an event of no small interest to residents, since the noble vessel brought to the Settlement of Moreton Bay no less a personage than Governor Fitzroy. The Governor took up his abode at Newstead, but did not make his official entry into Brisbane until the 23rd March. The Valley was liberally decorated with flags and improvised decorations, and in the evening some of the houses were illuminated with lanterns worked into the letters “V.R.”
and in the form of a crown in a manner that would shock some of our Republican enthusiasts of the present day. The Towns Police Act, too, was utterly ignored, and guns and other firearms were let off *ad lib.* During his stay Sir Charles Fitzroy visited Ipswich, the Downs, and actually German Station, but as previously recorded fate decreed

that he should not see Cleveland, for heavy rain set in on the day appointed, and the Clevelandites were not only disappointed but had a banquet thrown on their hands.

The 25th May saw the capture by the native police, aided by some of the well-disposed blacks, of one of the
greatest scoundrels of his time—Dundalli. Dundalli seldom ventured near the Settlement. Generally he remained about the Pine or on Bribie Island, but one day, deeming it safe to visit Brisbane, he came over and camped in the Valley. Blacks who were afraid of him quickly gave the police the hint, and after a desperate resistance he was captured. His had been a merry life of depredation extending over eight years, his name being connected with nearly every native murder or outrage perpetrated. He belonged to the Bunya district, but for years had been associated with the blacks on the coast, over whom he possessed great influence. On being arrested he denied that his name was Dundalli, saying he was known as Wilson, but he was too well-known to be able to deceive the authorities. On the 2nd June he was brought up and committed for trial for robbery with violence at the Rev. J. G. Haussmann's station in 1845; for the murder of Mr. Gregor and Mrs. Shannon in 1846; for the murder of Boller and Waller in 1847; for the murder of Charles Gray near Bribie Island; and for the murder of Mr. Mc'Grath's shepherd. Although heavily ironed he was most violent while awaiting trial, so much so indeed that steps were taken—but without success—to obtain a special commission to try him at once. There was a great gathering of the Ningy-Ningy tribe from the northern coast of the bay, with Billy Barlow at their head, who swore revenge on whites generally and on those blacks who had assisted in Dundalli's capture in particular. On the 21st November Dundalli was found guilty at the Circuit Court, and was sentenced to death. Up to the last he would not admit that he was likely to suffer death, asserting that when "the whiteman" (hangman) arrived he would take him to Sydney, but would not "hang him up." On the fatal morning (5th January, 1855) Dundalli did not express any fear until the executioner went into his cell to pinion him.
Then he cried and wailed piteously to all around to save him. To avoid the possibility of escape the gallows was surrounded by police, while a rope was passed through the cord that pinioned the prisoner’s arms. He went up the rude ladder, however, without force, but continued to call on all who knew him, and then, as if recognising that his entreaties were unavailing, he shouted in his native tongue to the crowd of blacks who lined Windmill Hill. This, it was afterwards ascertained, was an appeal to his wife and other members of his tribe to avenge his death. In the midst of this tumult the bolt was drawn, but owing to some unpardonable bungling on the part of Green, the executioner, the feet of Dundalli firmly fell on the top of his coffin beneath the gallows. A constable quickly drew away the coffin, but the feet of the hanging man then touched the ground, and the spectators, many of whom were women and children—for the executions were public and took place about where the present Post Office is—were shocked by the sight of old Green lifting up the legs of the malefactor and drawing them backwards towards his pinioned arms by the rope that passed through the pinioning cords! Before quitting the subject the execution of “Davy” for the murder of Mr. Trevethan at Wide Bay may be recorded. Davy had killed Mr. Trevethan while the latter was actually making presents to the blacks, but at his trial a legal point was raised, and the sentence of death was held in abeyance. Early in August, however, the point was decided against Davy, and he was executed on the 22nd of that month in Queen Street.

An important event in the history of church matters occurred on 29th October, 1854, when St. John’s was consecrated by the Bishop of Newcastle. Unfortunately for the peace of mind of some of the worshippers, the Rev. Mr. Irwin, the clergyman, introduced the offertory at
morning service, and this gave much offence. A vigorous protest was made, but not only did Mr. Irwin refuse to attend the meetings of the malcontents to discuss the matter, but the Bishop concurred with the innovation, and championed the incumbent. Several meetings were held, all characterised by more or less wrangling, and very strong language was used in opposing what was described as "an unseemly and offensive interruption of the worship of God."

After some six months, finding the members of the church drifting away and the incumbent and Bishop firm, the discontented members decided that they would return to the church, and when the offertory was taken would walk out, which they did for some little time. Eventually this practice was modified by a resolution which affirmed that they would no longer leave when the offertory was being
taken up, but would refuse to give. This ended the trouble, and with time the system introduced by Mr. Irwin has grown into general practice. As a result of this wrangling the Church of England Association was formed.

On several occasions during the few previous years reports had been circulated that a white man had been seen with the blacks. First he was in the Wide Bay district, then at the Pine, and again he would be in the Bunya scrub. Many attempts were made to capture him, but all were unsuccessful until 20th December, when Lieutenant Bligh while patrolling the Bunya scrub came upon him, and after some trouble apprehended him. This trouble was not due to any attempt to escape on the part of the man, whose name was found to be John Fahey, for he made no demonstration, but displayed an anxiety to be taken. The blacks, however, formed a ring round him, and at one time it was questionable whether Lieutenant Bligh's party would not be beaten off. Fahey had arrived in Sydney in 1838 under a sentence of transportation for life, and absconded from the New England road party on the 11th November, 1841. He was, however, retaken, but managed to get away again on the 24th April, 1842, from which date up to the time of this arrest he had been at large—over eleven years. When found he could scarcely speak the mother tongue, though he soon regained this. He was known among the blacks as "Gilbury." On being sent to Sydney for trial he was sentenced to work in irons on the roads for twelve months. There was little sentiment about the authorities in the early fifties!
CHAPTER XXII.


On the 15th December startling news of the fall of Sebastopol and the sensational intelligence of the Ballarat Stockade was brought by the steamer "Boomerang" (the engineer of which was Mr. John Sinclair, a well-known Brisbane resident). As, however, the first named event has no direct bearing on the history of Moreton Bay, it will not be dealt with further, except to say that a very large sum was collected to aid the widows and orphans of England's heroic soldiers. The figure-head of the "Boomerang" caused some consternation among the natives, who for some time could not be induced to approach the ship. The ornament was painted black, and it afterwards transpired that the natives had thought that Dundalli had come to life—a belief which could not be shaken until all had felt the figure-head.

The outbreak at Eureka caused quite a sensation in Moreton Bay as indeed it did in every part of Australia. On this score alone—for the riots had little local bearing, brief reference to the trouble is justified. The outbreak of
miners took place on December 3rd, 1854. The Government had decided to impose a heavy license fee on the diggers, who resisted the same. Many licenses had, however, been taken out, and to show their displeasure these documents were gathered at a meeting on Bakery Hill on November 29th, and publicly burned. An attempt by the
authorities to search for unlicensed miners precipitated hostilities. The parties exchanged shots, a prisoner was rescued and the police and troopers had to beat a retreat. This was the signal for the gathering of both sides. The attacking force were the police and military, numbering 276. The attack was made at dawn on Sunday morning, the miners having taken up their position within a stockade. Only a few of the diggers were armed, but these made a vigorous resistance. Peter Lalor, who had been chosen leader the Friday before, shortly after the engagement commenced was struck by a ball near the shoulder of the left arm which ultimately had to be amputated. Some of his men carried him to a place of safety, and though a reward of £200 was offered for his capture, and £500 and £200 for the arrest of Frederick Vern and Alfred Black (other leaders) their whereabouts were not revealed. The engagement lasted but 25 minutes in which period 22 miners were killed, 12 were wounded, and 125 taken prisoners. One soldier was killed, Captain Wise who commanded the 40th Regiment, died three days afterwards, and eleven were injured. When next year representation was given to the goldfields under the old constitution, Mr. Lalor was elected without opposition to the Council as one of the members for Ballarat, and in later years he filled many important official positions.

As was natural in a place where the products and population increased the wants became more numerous and urgent. The difficulty of communication between the two sides of the Brisbane river early in 1855 suggested a bridge, and a company was spoken of to build a pontoon structure sufficiently high to allow the river craft to creep under. The modest sum of £10,000 was all that was required, and since £1000 a year tollage might be counted upon surely the Government would not object to assist! Yet this is.
exactly what the Government, or rather the Governor did, he in turn suggesting a steam ferry. In less than a fortnight the possibilities of either scheme had, however, sunk below par, and both went the way of all things which necessitated a dip in the public pocket. Excitement was furnished on 8th July by the burning of Pettigrew's mills, Brisbane—a serious conflagration, which elicited practical sympathy for the owner. A movement was made for the incorporation of Brisbane, but it can scarcely be said to have gone further than discussion. Ipswich made another decided kick for ascendancy over Brisbane, and, recognising the power of the Press in respect of its adversary Brisbane, the *North Australian* made its appearance there on the 2nd October.

The name of Gregory plays a prominent part in the history of Australian land exploration. The Hon. A. C. Gregory has always been the head. The name was first brought prominently under public notice in August, 1846, when the three, Augustus C., with C. F. and Frank T. Gregory—with a modest equipment and seven weeks' provisions—explored 1000 miles of West Australian back country in forty-seven days. Two years later (in September) A. C. Gregory, with half-a-dozen men, started from a point 80 miles west of Perth, intending to travel northwards to explore the Gascoyne. He penetrated the country 350 miles, and one of the many results of his trip was the discovery of a galena lode on the Murchison. In December Governor Fitzgerald visited the mineral deposit, and while doing so was speared by the blacks and narrowly escaped with his life. But it was in 1855 that Mr. Gregory identified himself with what is now Queensland. In this year he headed an expedition organised under the auspices of the Royal Geographical Society of London. Its object was to search for the long-lost Leichhardt, and to further investigate the Victoria of Stokes
on the north-west coast of Australia. His instructions were as follow:—After disembarking, to penetrate inland in a southerly direction by such a course as might seem advisable in order to obtain as extensive a knowledge of the north-west interior as was possible, taking note of the geographical features, the habits of the natives, and generally of such
natural characteristics of the country and its inhabitants as might be turned to future advantage. If a navigable river debouching on the north-western coast were found, its outlet was to be examined and the facilities presented by it for navigation ascertained. In the next place a connection was, if practicable, to be established with the former route of Sir Thomas Mitchell on the Victoria (Barcoo) River; or, if that were found impossible, Mr. Gregory was to attempt the discovery of a more direct line than that of Leichhardt to the eastward, so as to connect the settlements on the east coast with the Gulf of Carpentaria, meeting one of the vessels at any point of rendezvous he might fix upon. The party, which numbered eleven, included A. Gregory, Baron von Mueller (botanist), and W. Wilson (geologist). They landed on the Plains of Promise (Stokes) in September. Mr. Gregory, with Baron Mueller and seven men, set out to explore the upper part of the Victoria, while Wilson formed a camp. In six days Gregory made Macadam Range, and eight days later the Fitzmaurice. Early in the next year the party, after passing through many vicissitudes, reached the head of the Victoria, and a further journey of 300 miles brought them to Sturt's Creek, the waters of which became salt, ending in Termination Lake. Gregory then pushed back to his depot on the Victoria, and thence made his way to the north, crossing Arnheim's Land—country which is now intersected, as it were, by the overland telegraph line—to the Roper River, discovered by Leichhardt, and which flows into the Gulf of Carpentaria. From this point he followed Leichhardt's line of travel, but failed to discover anything of the lost explorer. In 1858 Gregory was again despatched to search for traces of Leichhardt. This time he had with him his brother (C. F. Gregory) and seven experienced bushmen. The party had 40 horses, each carrying 150 lb. of provisions. A start was made from
Sydney on the 12th June. In April, 1859, the party reached the Barcoo and found "the fine stream" of Mitchell a dry watercourse and the country a desert. In lat. 24° 25', long. 145° South, Gregory found a tree marked L and stumps of others which had been felled with an axe. By some this tree has been regarded as a trace of Leichhardt. In May he reached the Thomson, and followed it up until it ran out into plains of baked clay—further evidence of the severe drought which the country was passing through. It may be mentioned that a year later Landsborough saw this river and described it as one of the most charming in Australia. Gregory then pushed down Cooper's and Strzelecki Creeks, and reached Adelaide on 31st July.

William Landsborough, too, did much to furnish the world with information as to the country in the interior to the north and west. He first selected a run in the Wide Bay District, but in 1856 he went further north and settled down in the neighbourhood. He loved exploration, and undertook many trips of his own free will and without any outside assistance. He it was who discovered Mount Nebo and Fort Cooper. He explored, in 1859, the Peak Downs and Nogoa. In the following year (1860) he found the head of the Thomson, and it was then that he described it as one of the most charming in Australia. In 1861 he traced the Gregory and Herbert Rivers to their sources, naming both of them. His doings naturally attracted attention, and one of the results was a request (which he acceded to) to head one of the expeditions which were sent out to search for Burke and Wills. He set out on this trip on 10th February, 1862, starting from the Albert River (Burketown), from which he travelled right across the continent to Melbourne. For his services he was awarded a service of plate valued at £500 by Sir H. Barkly, while the President of the Royal Geographical Society presented him with a gold watch.
Shortly after this he married a daughter of Captain Rennie, and visited England and the Continent. On his return two years later he was elected to the Legislative Assembly. But politics did not suit him, and he became Government Resident in the Burke District. In conjunction with Mr. George Phillips, now a member of the Legislative Assembly, he discovered the Western River, on which the town of Winton is, and traced the Diamantina to its source. He continued for some years to actively explore the Gulf, and eventually he accepted another position under the Government of Queensland. Landsborough died at Caloundra on 16th March, 1886.

The first move towards the introduction of railways in the northern districts was made on the 18th September, when Mr. Hood, of Talgai Station, moved in the Assembly that an address be presented to the Governor-in-Council, praying that his Excellency would be pleased to place on the Estimates for the year 1856 the sum of £3000 for the purpose of obtaining a survey and estimate for the construction of a tram road from the head of navigation at Ipswich to the Darling Downs, and thence by way of Warwick and Tenterfield and New England. It was pointed out to Mr. Hood, however, that he had previously spoken against such a proposition, and had actually promoted petitions praying that such a scheme should not be sanctioned. Recognising the position in which he was thus placed, Mr. Hood wisely withdrew his motion, and nothing further was heard of this extraordinary scheme to divert trade from Brisbane for some time. A similar proposition, the object of which was to ruin Brisbane, was, however, successfully initiated in February, 1864, on the 24th of which month the first sod of a railway from Ipswich Toowoombawards was turned. The line was opened on 31st July, 1865, but a trial run over the first section (eight miles) was made on 22nd April, 1865.
Extensive reductions made in the strength of the native police brought upon the heads of the powers that be the condemnation of the people of these districts, and subsequent events proved that the colonists knew their requirements in this respect better than those who governed. Murders and outrages were reported almost daily. For instance, at Rannes, the station of the Messrs. Hay, in the Leichhardt District, a slaughter took place which alone was sufficient to rouse the indignation of the Northerners. One day in September the blacks gathered in great numbers and intimidated the shepherds. Another mob attacked five native troopers who were encamped about 200 yards from the head station. Two were killed on the spot, two died the following morning, and the other a day or two later. This completely put a stop to shearing, for the shearers were compelled to patrol the run for the purpose of affording protection to the shepherds. Two months later, too, six persons were killed by the blacks at Gladstone—in fact, from every direction came reports which went to prove the statement that it would be impossible to hold a station to the northwards, much less to occupy new runs. The fact that the Government stood by and did nothing was exasperating, but this attitude only made stronger the determination to secure Separation. Indeed at this time there was a bit of blue sky showing which betokened that Separation was within measurable distance.

The wreck of the "Venus" with a cargo of 250 tons of sugar in Freeman's Channel on the 21st November furnished excitement of a mild nature, and stimulated the agitation for the proper marking of the bay and the erection of a lighthouse at Cape Moreton. This bore such good fruit that on 1st March tenders were called for the latter. Of course there was the customary delay on the part of the Government, who seemed to require some startling occurrence
to rouse them in matters affecting the welfare of Moreton Bay. They dallied and dallied with the lighthouse until the 5th May, when the "Phœbe Dunbar," a ship of 700 tons, with 270 immigrants, went ashore, and was only saved at a ruinous expense to her owners. Owing to the absence of a light the captain mistook Point Lookout for Cape Moreton, and went ashore eastward of Amity Point. After this the tender of Mr. Faviell, of Sydney, was accepted, and the work was commenced, though it was generally believed that if justice had been meted out Mr. Andrew Petrie would have had the contract.

From the 6th May, 1856, dates the first trade with New Caledonia, the brig "Maria" taking on that date the first shipment of sheep and cattle which ever left these shores for the French Settlement. On the 21st June the population was added to to the extent of 250 souls, who arrived in the "Persia." With the 1st November came a visit from the Bishop of Newcastle, and as indicating progress in religious matters the opening of the Wesleyan Church in Albert-street (then occupying the site of the present Deposit Bank buildings) on the 7th December may be recorded.

Perhaps one of the most important events in this year (1855) was the passage of the new Constitution Bill, which gave to New South Wales constitutional government, and with it the nominee system as touching the Upper House, as well as the two-thirds majority clause behind which the members of the Queensland Legislative Council sheltered themselves when throwing out Sir S. W. Griffith's Provinces Bill of a year or two ago.

The first elections under the new Constitution Act excited considerable interest, and were the means of bringing out men, as far as Moreton Bay was concerned, who became powerful politicians. Leaving Separation out of the question there were three topics over which a good deal of bitterness
was excited. All these were born with the Constitution Act. They were the proposal to establish a nominee Upper House, the now notorious two-thirds majority clause over which there was recently so much trouble in Queensland, and the 53rd clause which voted £50,000 for religious endowments. As indicating the progress of the Separatists it may be mentioned that provision was made whereby the division of the colony could be accomplished if deemed necessary. The late Mr. H. Buckley was brought forward for the Stanley Boroughs, but having sat in the revision court he withdrew and contested County Stanley in opposition to Mr. W. M. Dorsey whom he defeated by a very large majority. Two members were required for the Boroughs, while four gentlemen offered their services. These were Messrs. Richardson (the late member), A. Macalister, Thomas Holt, and F. A. Forbes. At the poll, which took place on 7th April, 1856, Messrs. Holt and Richardson were elected, the former securing four votes more than his opponent; and the result showed that while Brisbane electors had voted almost to a man for them, those in Ipswich had done ditto for Messrs. Macalister and Forbes. Mr. Gordon Sandeman had a walk over for Wide Bay, Burnett, and Maranoa, and Mr. Clarke Irving wrested from Mr. Colin Mackenzie the seat for the Clarence and New England districts. It is not necessary to follow the new Parliament through its eventful career, and it was certainly eventful, but it must be recorded that shortly after it met Mr. Holt was appointed Colonial Treasurer, and was re-elected by the electors notwithstanding the warning voice of Dr. Lang. After this agitation for Separation went on apace, but there was great dissension among advocates as to whether the Richmond and Clarence River districts should be included in the new colony. Thus the attainment of the great object was deferred. Fresh petitions to the Queen
were drawn up, but the reply these met with in June, 1856, was that Her Majesty's Government had resolved for the present to “abstain from any measure for the purpose of Separation.” In the midst of all the wrangling which ensued, however, a despatch was received announcing that Separation had been decided upon. Never was there such rejoicing here, but in New South Wales the news caused sullen captiousness. The good news arrived on the 10th July, 1859, letters patent appointing Sir George Ferguson Bowen first Governor of Queensland having been approved
by an Order-in-Council of 13th May. On the 6th June a second order was made, empowering the Governor to make laws and provide for the administration of justice within the territory.

Sir George Bowen landed in the Botanic Gardens on the 9th December from a small man-of-war, called the "Clio," under a "guard of honour" of her (six) marines. He was welcomed, and a procession formed under a salute of dipping flags as he passed along. It was 90deg. in the shade, and a dusty journey along George-street and Queen-street to Dr. Hobbs's house, which had just been secured by the New South Wales Government for three years at £350 a year till the present Government House could be built. From the upper veranda of the building Sir George Bowen addressed the citizens (for Brisbane had been incorporated early that year), and the Queen's Order-in-Council, cutting the knot between the new colony and the old one, was read, after which Judge Lutwyche swore the New Governor in. This was the true "act and deed" of the birth of Queensland. But Sir George Bowen and his lady, unrecovered from seasickness, were too much fatigued to "receive" that day, and it was resolved that on the next day (10th December), and in a grand marquee prepared for the purpose, Sir George Bowen should receive the addresses of the friendly societies, corporation, and others, and he then decreed that that day, and not the preceding one, should, from the greater amount of ceremonial observed on it, be reckoned as the real "Separation" day. Thus then was

THE BIRTH OF QUEENSLAND.
TABLE OF EVENTS

CHRONOLOGICALLY ARRANGED.
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<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Event</th>
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<tbody>
<tr>
<td>1606</td>
<td>Aug. 30</td>
<td>Discovery of Torres Straits by Luis Valo de Torres.</td>
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<td>1770</td>
<td>May</td>
<td>Captain Cook left Botany Bay in continuation of his voyage of discovery to the north of Australia.</td>
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<td></td>
<td>May 17</td>
<td>Captain Cook in the vicinity of Moreton Bay and named the Glasshouse Mountains.</td>
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<td>May 27</td>
<td>Keppel Bay discovered and named by Captain Cook.</td>
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<td>1799</td>
<td>July 8</td>
<td>Flinders left Sydney for Moreton Bay.</td>
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<td></td>
<td>July 16</td>
<td>Moreton Bay visited by Flinders in the &quot;Norfolk.&quot; Point Skirmish named by Flinders; also &quot;Pumice Stone River&quot; and Redcliffe.</td>
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<td>Aug. 25</td>
<td>John Dunmore Lang born at Greenock.</td>
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<td>1802</td>
<td>July 26</td>
<td>Flinders visited Moreton Bay a second time in the &quot;Investigator.&quot;</td>
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<td>1823</td>
<td>March</td>
<td>Pamphlet, Finnigan, and party left Sydney.</td>
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<td></td>
<td>May 8</td>
<td>Dr. Lang, first Presbyterian minister, landed in New South Wales.</td>
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<td></td>
<td>June 8</td>
<td>Dr. Lang preached introductory sermon.</td>
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<td>Oct. 16</td>
<td>Lieut. Oxley received instructions from Governor Brisbane to search for new penal establishment.</td>
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<td>Oct. 23</td>
<td>Oxley left Sydney in search of a depot.</td>
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<td>Nov. 8</td>
<td>Oxley anchored at Port Curtis.</td>
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<td>Nov. 29</td>
<td>Oxley anchored in Moreton Bay.</td>
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<td>Dec. 2</td>
<td>Oxley found the river Brisbane.</td>
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<td>1824</td>
<td>Sept. 24</td>
<td>Settlement founded by Oxley at Redcliffe.</td>
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<td>Nov. 4</td>
<td>Penal Settlement removed from Redcliffe to Edenglassie—the first name given to Brisbane.</td>
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<td>Nov. 19</td>
<td>Governor Brisbane left Sydney on visit to Moreton Bay.</td>
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<td>Nov. 25</td>
<td>Governor Brisbane arrived in Moreton Bay.</td>
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<td>1825</td>
<td>Sept. 1</td>
<td>Major Lockyer left Sydney in the &quot;Mermaid&quot; for Moreton Bay.</td>
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<td>Sept. 6</td>
<td>Lockyer arrived in the Bay.</td>
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<td>Sept. 10</td>
<td>Lockyer, with Captain Bishop and Lieut. Miller, left on excursion up river.</td>
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<td>Sept. 26</td>
<td>Lockyer named Redbank from the colour of the soil.</td>
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<td>Nov.</td>
<td>Governor Brisbane appointed Commandant Moreton Bay.</td>
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<td>1826</td>
<td>Sept.</td>
<td>Discovery of Logan River by Logan.</td>
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<td></td>
<td>Dec. 19</td>
<td>Death of Governor Brisbane.</td>
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<td></td>
<td></td>
<td>Limestone named by Logan.</td>
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<td>1827</td>
<td>May 14</td>
<td>300 prisoners located Moreton Bay.</td>
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<td></td>
<td>June 5</td>
<td>Darling Downs discovered by Allan Cunningham.</td>
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<td></td>
<td>June 8</td>
<td>Logan found coal at Limestone—the first of Ipswich.</td>
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<td></td>
<td>June</td>
<td>Governor Darling visited Brisbane, and was unfavourably impressed with the site, believing that Stradbroke Island would be better.</td>
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356 IN THE EARLY DAYS:

1827.

July 16—Stradbroke, Dunwich, and Logan Rivers proclaimed.
—Convict Hospital (at rear of present Lands Office) built.

1828.
—Prisoners’ barracks, military barracks built; date of completion undiscoverable.

Sept. 18—Rev. J. Vincent appointed chaplain.

1829.
Windmill (present Observatory) built; date of completion not available.

June 24—Governor Darling reported that he would shift Settlement nearer Bay, as the water was bad and sickness common at Moreton Bay.

1830.

April 17—Pop. Moreton Bay: 1000 convicts, 100 soldiers.
—Female factory built.
Oct. 9—Captain Logan left Settlement on an exploring trip on Upper Brisbane.
Oct. 17—Captain Logan last seen alive by his men.
Oct. 28—His body found near Logan Creek, between Ipswich and Esk.

1831.

1834.

April 12—Hunter S.N. Company (afterwards Q.S.N. Company) formed in Sydney.

1835.
—Captain Foster Fyans appointed Commandant Moreton Bay.

1836.

March 28—Visit of Messrs. Backhouse and Walker (Quakers) to Moreton Bay.

1837.

Aug.—Arrival of first steamer in Moreton Bay (the “James Watt”) bringing Petrie family.
Nov. 5—Governor Bourke expressed himself as favourable to closing Moreton Bay and of reducing the number of prisoners to 300—all short sentence men. The maize grown at Moreton Bay he valued at £1046, and the cost per head per annum £13.

1838.

March—German mission to aborigines established at German Station; eleven men, eight women, eleven children.
March—Arrival of Dr. Ballow in Brisbane.
Nov. 2—Fast in New South Wales owing to drought.

1839.

May 21—Convict settlement broken up.
June 27—Allan Cunningham died in Sydney.
July 1—All convicts except thirty-nine men removed.

1840.

May 14—Murder of Surveyor Staplyton and assistant Tuck at Mount Lindsay.
June—Schooner “John” commenced to open up trade between Moreton Bay and Sydney—John Williams, owner.
June 4—Patrick Leslie with assigned servant Peter Murphy (who died a year or two ago at Charters Towers) and other convicts formed first settlement on Darling Downs.
Aug. 12—First pack bullocks took supplies to the Downs from Brisbane.
Oct. 19—First dray taken through Cunningham’s Gap.

1841.

Jan. 17—Great flood Ipswich and Brisbane.
May 14—Trial of blacks for murder of Staplyton and Tuck in Sydney—found guilty and sent to Brisbane.
July 2—First execution Brisbane at Windmill (present Observatory) for murder of Staplyton and Tuck.
July 28—Flinders river found and named by Stokes.
Aug. 1—Stokes found and named the Albert.

1842.

Jan. 27—News received in Settlement that Moreton Bay would be thrown open to free settlers.
Jan. 27—Arrival first Hunter River S.N. Co’s steamer.
March 24—Governor Gipps visited Brisbane.
May 4—Andrew Petrie, Henry Stuart Russel, and two other gentlemen started on trip Wide Bay district.
May 4—Moreton Bay thrown open to selection.
May 7—Mr. Petrie’s party found Wandi (Bracefield), escaped convict.
May 17 (about)—Mr. Petrie discovered Mary River.
May 22—Petrie found the runaway Duramboi (Davis).
June—Moreton Bay defined.
Nov. 14—Captain Wickham appointed police-magistrate.
Dec. 7—First sale Moreton Bay lands in Sydney: 13½ acres realised £437 10s.
—Dr. Polding established his mission to blacks at Stradbroke Island.

1843.

June 23—First election for Moreton Bay under Representative Institutions Act (Alex M’Leay returned).
Aug. 9—First sale of Moreton Bay lands conducted in Brisbane.
TABLE OF DATES

1843.

Oct. 11—First sale of Ipswich land at Ipswich.
—Coal found by Andrew Petrie at Redbank; John Williams ran first ferry between Russell-street and Colonial Stores; boiling-down establishment opened at Kangaroo Point.

1844.

Jan. 10—Heavy flood Ipswich.
March 19—Captain Freeman while running from Sydney in schooner “William” discovered the channel which now bears his name.
April —First indignation meeting held in Brisbane to protest against squatting regulations.
Aug. —Leichhardt left Sydney on Port Essington Expedition.
Oct. 1—Leichhardt left Jimbour station.

1846.

March 9—Leichhardt returned to Sydney from Port Essington.
May 13—Moreton Bay made a port of entry.
June 11—Governor Gipps left Sydney for England.
June 17—First race meeting at New Farm.
June 20—Moreton Bay Courier first published.
June 29—First steamer, the “Experiment” Tan between Brisbane and Ipswich.
June 30—First census taken, population including Darling Downs 2258.
July 13—Arrival of first Customs officer—W. A. Duncan.
July 26—Moreton Bay defined.

1847.

Jan. 2—Courts of petty sessions for districts of Moreton Bay Ipswich, Cressbrook, and Darling Downs gazetted.
March 1—Surveyor Burnett left Brisbane intending to trace the Boyne to its source; unsuccessful.
March 11—Wreck of the “Sovereign.”
April —Discovery of a road over the range to Southern end of Downs.
April 24—First theatre opened by George Croft in Russell-street, South Brisbane.
April 24—Plan of northern entrance of Moreton Bay completed.
May 15—First schooner built in Moreton Bay launched; christened “Selina” by Miss Petrie.
May 20—Annual races New Farm.
July 20—Surveyor Burnett made second and successful attempt to trace Boyne (Burnett) and Wide Bay (Mary) Rivers.

1848.

Jan. 20—Steamer “Experiment” founded at Brisbane wharf.
Jan. 22—Rev. John Gregor drowned at German station.
Jan. 26—First regatta held on the Brisbane.
March 27—Discovery of horrible murder at Sutton’s Hotel, Kangaroo Point.
April 4—Leichhardt last heard of.
April 29—Kennedy sailed on last expedition from Sydney.
June 2—First mails despatched to Ipswich by steamer.
June 3—Bishop Tyrell visited Moreton Bay.
June 20—Petition sent to board of directors Union Bank, Sydney, asking them to establish a branch at Brisbane.
June 21—First races held at Drayton (Too-womba).
June 23—Military recalled from Moreton Bay.
July 4—Execution William Fife in Sydney for Kangaroo Point murder.
Aug. 2—Colonel Snodgrass returned for Moreton Bay and other districts.
Oct. 20—“Selina” found water-logged in Keppel Bay.
Nov. 2—Arrival of J. C. Bidwell, first land commissioner for Wide Bay.
Nov. 27—Arrival sixty Chinese shepherds per “Nimrod.”
Nov. 28—Post office box at South Brisbane established.

1849.

Jan. —Surveyor Burnett laid out township of Drayton.
Jan. 6—News received in Moreton Bay of Californian goldfields.
Jan. 23—Post office established at Maryborough, name being given on this date.
Feb. 3—First Brisbane Gaol completed (originally female factory).
Feb. 7—First batch of Fortitude folk brought up to Brisbane.
Feb. 8—Death of Dick Ben, notorious aboriginal.
Feb. 18—Rev. Charles Stewart conducted first service in old court-house, Brisbane.
Feb. 19—Thanksgiving service for safe arrival of “Fortitude” in old court-house.
Feb. 24—Site present Custom-house approved.
March 7—Site of present St. John’s Pro-Cathedral granted.
March 10—First Wesleyan Methodist Church erected (Albert-street).
1849.
March 21—Rev. Charles Stewart appointed minister United Presbyterian Church.
March 21—Brisbane made a free warehousing port.
May 1—"Chaseley" arrived in Moreton Bay.
May 8—Establishment of first Temperance Society in Brisbane.
May 13—Rev. Kingsford conducted first service at Ipswich.
May 14—Rev. Kingsford accepted call from Ipswich Presbyterians.
June 20—Arrival of 45 convicts by the "Hashemy."
Aug. 1—Arrival of 30 orphan girls from Sydney.
Aug. 20—Branch Lodge, Sydney District, G.U.O.O.F., established in Ipswich.
Sept. 18—Execution of Owen Molloy in Sydney for the murder of John Leonard, Oxley Creek.
Sept. 24—Brisbane School of Arts established.
Oct. 13—Warner's plan of road to Bremer, via North Brisbane, sent to Sydney for approval.
Nov. 1—Arrival "Mount Stuart Elphinstone" with 225 convicts.
Nov. 3—"Lima" arrived in Moreton Bay.
Nov. 13—Great anti-transportation meeting held in Brisbane.
Dec. 6—Windmill submitted to auction; knocked down at £30.
Dec. 11—Brisbane Gaol proclaimed.
December 18—Launch of steamer "Hawk" (built by Captain Winship) at South Brisbane.

1850.
Feb. 11—Circuit Court, Brisbane, proclaimed.
Feb. 28—First letter carrier appointed; salary £30.
April 26—Custom-house completed.
April 30—"Bangalore," last exile ship arrived Moreton Bay.
May 6—Arrival of 108 Chinese shepherds in "Favourite."
May 10—Tender accepted to build bridge at Breakfast Creek.
May 12—Service held first time in original St. Stephen's, Brisbane.
May 13—First Circuit Court held Brisbane.
May 14—Survey of Cleveland sent to Sydney.
May 15—Wagner and Fitzgerald sentenced to death for murder of James Marsden at Wide Bay.
May 20—Meetings North and South Brisbane re National System of Education.
July 6—Foundation stone of St. John's laid.
July 8—Execution Wagner and Fitzgerald.
July 17—Military withdrawn from Moreton Bay.
July 15—Moreton Bay Quarantine Station proclaimed (Dunwich).

1851.
Jan. 8—First separationist meeting held in Brisbane.
Jan. 12—Mail robbery at Bundamba.
Feb. 2—Maryborough township established.
Feb. 16—Departure of "Rebecca," first wool ship direct from Moreton Bay.
March 1—Second census taken; pop., 8575.
April 13—United Evangelical Chapel opened.
May 7—Established Moreton Bay Amateur Musical Society.
May 12—Affray between whites and Chinese at Ipswich. One killed, eleven injured.
May 28—News arrived Brisbane Bathurst gold diggings.
July 23—Party made first overland trip Cabbage-tree Creek to Brisbane.
Sept. 8—Francis Bigge elected for pastoral districts Moreton Bay, Wide Bay, Burnett, and Maranoa.
Sept. 11—J. Richardson returned for County of Stanley.
Sept. 12—Richard Jones returned for Stanley Boroughs.
Oct. 7—School of Arts, Brisbane, opened.
Oct. 18—Pearls found at Caloundra.

1852.
March 4—Meeting held Brisbane to petition to Queen for system direct emigration.
March 26—Expedition in search Leichhardt left Gowrie Station.
April 11—Heavy floods Brisbane and Ipswich.
April 17—The "Thomas King" wrecked on Cato's Bank.
April 20—Jane Ellis, wife of warder, sent to gaol for hanging servant girl up by arms, and other cruelties.
April 24—Visit of Hargreaves (Bathurst fame) at Darling Downs.
**1852.**

April 26—"Swallow" made initial trip to Cabbage-tree Creek.

May 17—Arrival of survivors "Thomas King" in Brisbane.

May 24—Gold found at Bingera; caused rush

June 27—Murder of Halloran (shepherd) at Mc'Grath's, Pine River.

July 4—Arrival "Maria Soames"; 281 immigrants.

Aug. 11—Arrival of "Meridian"; 234 immigrants.

Sept. 9—Burnett's plan of Sandgate sent Sydney for approval.

Sept. 10—Arrival "Rajahgopaul"; 351 immigrants; 15 deaths influenza and typhus

Sept. 24—Bingera declared a duffer by returned fossickers.

Oct. 30—Influenza epidemic Brisbane.

Nov. 6—Death of Richard Jones, member for Stanley Boroughs.

Nov. 15—Tinkabed (blackfellow) sent six years for outrage at Cash's, North Pine.

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**1853.**

Jan. 1—Captain Wickham appointed Government resident.

Jan. 1—Courier enlarged.

Jan. 10—Arrival "Parsee"; 493 immigrants.

Jan. 10—Arrival "America"; 345 immigrants.


Feb. 26—Arrival "Agricola"; 246 immigrants.

March 16—Death of Mr Bidwell, commissioner Crown lands, Wide Bay.

March 19—Arrival nine notorious Norfolk Island convicts in Moreton Bay.

April 7—Two of convicts captured brought to Brisbane.

April 12—Steamer "New Orleans" from Europe via Torres Straits in Moreton Bay.

April 25—Arrival "Florentina"; 245 immigrants.

May 4—Other Norfolk Island convicts captured near Brisbane.

May 10—Sale Sandgate, Cleveland, Brisbane lands; realised £15,000.

Nov. 10—Escape of Lippy, notorious black murderer.

Dec. 3—Outrage by blacks on Mr. Tom Dowse at Sandgate.

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**1854.**

Jan. 16—"Courier," ship, 236 tons, burnt at Cleveland.

Jan. 22—Murder Stephen Swords at Kangaroo Point.

Jan. 27—First shipment of cotton from Brisbane.

March 5—"Swallow" sunk South Brisbane wharf.

March 20—Arrival Governor Fitzroy in "Calliope" at Moreton Bay.

March 23—Governor's official entry into Brisbane.

March 30—Police informed magistrates that unless pay was increased they would resign; increase given.

April 1—Robert Graham and Co. abandoned Cleveland store.

April 28—Hodgson-Lang election; latter returned majority nine.

May 16—"Gazehound," first ship loaded at wharf left direct for London.

May 3—New election Lang-Hodgson, latter returned on casting vote.

March 25—Capture of Dundalli, notorious blackfellow.

June 17—Death of Brown, last of Newcastle tribe.

July 18—Death of J. C. Burnett, surveyor.

Aug. 22—Execution of Davey for murder of Trevethan at Wide Bay.

Aug. 10—New election Lang-Hodgson; former returned one vote.

Oct. 29—Consecration of St. John's by Bishop of Newcastle.

Nov. 21—Dundalli sentenced to death.

Dec. 20—John Fahey, runaway convict, eleven years at large, captured at Bunya.

Dec. 18—Death of Bungaree, educated black.

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**1855.**

Jan. 5—Dundalli executed in Queen-street.

March 8—Meeting St. John's parishioners protest against Offertory.

July 8—Pettigrew's mill destroyed by fire.

Aug. 13—Gregory expedition sailed Moreton Bay.

Oct. 2—North Australian established Ipswich.

Nov. 21—Wreck of "Venus" with 250 tons sugar in Freeman's Channel.

Nov. 25—Death of Captain J. E. Barney.

Dec. 20—Fitzroy River navigated.

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**1856.**

Jan. 20—Site for Goodna Village fixed.

Jan. 21—First Circuit Court before Judge Milford.
1856.

March 1—Tenders called for Cape Moreton Lighthouse.
March 18—Macalister's first address to electors.
April 7—First election under new Constitution.
May 5—“Phoebe Dunbar” went ashore near Amby with 270 immigrants.
May 6—Brig “Maria” took first shipment sheep and cattle to New Caledonia.
June 21—Arrival of “Persia”; 250 immigrants.
Nov. 20—Great Separation meeting Brisbane.
Dec. 16—Gregory expedition returned to Brisbane.

1857.

April 15—Moreton Bay Supreme Court formally opened by Justice Milford.
May 19—Great floods Brisbane and Ipswich.
Sept. 20—Labouchere’s positive Separation despatch arrived Moreton Bay.
Oct. 27—Hornet Bank outrage; eleven murdered by blacks.

1858.

Jan. 31—The “Leviathan” launched.
March 4—Gregory expedition left settled districts search Leichhardt.
July 9—First announcement of gold discovery on the Fitzroy.
July 22—Rush to Fitzroy commenced.
July 25—Opening Presbyterian Church, Ann-street.
July 28—Gregory’s last expedition returned to Adelaide.
Oct. 1—Return rush from Fitzroy commenced.
Oct. 7—Flood at Ipswich.
Oct. 8—Rockhampton made a port of entry.
Oct. 16—Erection of Petrie-terrace Gaol commenced.
Oct 25—Foundation stone Roman Catholic Church, Ipswich, laid.
Oct. 27—First Municipality Act (N.S.W.) assented to.
Nov. 17 and 18—First sale Rockhampton land (at Sydney).
Dec. 19—Meeting at Ipswich to petition for creation of municipality.
Dec. 25—Pugh’s Almanac first published.

1859.

Feb. 6—Wharf-street Baptist Church opened.
Feb. 22—Judge Lutwyche gazetted and sworn in Sydney.

1859.

March 8—Arrival of Judge Lutwyche in Brisbane.
July 4—Ipswich Herald first published.
Aug. 26—Brisbane erected Roman Catholic See; Bishop O’Quinn.
Oct. 12—Circuit Court proclaimed Ipswich, Drayton, and Maryborough.
Oct. 20—Terrific hailstorm Brisbane.
Dec. 10—Queensland Separation.
Dec. 31—Estimated population of Queensland 23,520.

1860.

Jan. 3—Cable communication between Europe and Australia via Indian Straits and Red Sea first talked of in Brisbane.
Jan. 4—Port Curtis, Rockhampton and Wide Bay gazetted ports of entry.
Jan. 23—Proclamation organising Queensland Civil Service.
Jan. 26—Agitation initiated through Brisbane Courier for representation of Labour in the House by “Gaffer Gray.”
Jan. 20—Blacks raided Royal Oak Inn; stole £45 and quantity of rum, leaving taps running; mad debauch.
Feb. 1—Captain Wickham and Mr and Mrs. James Swan left Brisbane on visit to England in the “Duncan Dunbar.”
Feb. 3—Lieut. John O’C. Bligh with troopers chased a party of black desperadoes at Maryborough; two shot, several injured.
Feb. 7—Publication of first message sent by telegraph from Sydney to Newcastle, thence by steamer to Brisbane.
Feb. 12—Coach service between Brisbane and Ipswich, returning same day, started.
March 3—Ipswich Municipality gazetted.
March 12—Wide Bay and Burnett Times published.
March 15—Steam communication with Northern ports opened by “Tamar.”
March 16—Affray with blacks (Lieut. Carr); 15 blacks killed, including one of the ringleaders in the Hornet Bank outrage.
March 24—News of the loss of the “Sapphire” reached Brisbane; 18 of crew murdered.
March 24—Visit of Sir George Bowen to Warwick.
March 30—Murder of Morell by Wood on Campbell’s station, Burnett district.
March 31—First issue Guardian Brisbane.
April 4—Proclamation calling together Parliament for 22nd May.
April 5—Proclamation by Sir W. Denison enjoining the election and assembly of members or the Lower House.
1860.

April —Supposed relics of Leichhardt found on the watershed of the Comet and Mackenzie Rivers.
May 19—Col. C. G. Gray appointed Usher Black Rod and Parliamentary Librarian; R. J. Coley, Sergeant-at-Arms; A. W. Manning being appointed P. M. at Ipswich.
May 22—Parliament opened by proclamation.
May 22—Complimentary dinner to Charles Lilley on his return to Parliament by Liberal Association, of which he was president.
May 22—Government Gazette notified R. G. W. Herbert (Vice-President Executive Council), Stephen Simpson (Wolston), Henry Bates Fitz (Pilton), George Harris, Daniel Foley Roberts called to the Upper House; Maurice Charles O'Connell appointed member Executive Council.
May 22—Gilbert Elliott appointed Speaker.
May 24—Governor Bowen's first levee; at the ball in the evening 450 guests were present.
May 29—Parliament formally opened by Governor Bowen.
June 1—Colonial Treasurer (R. K. Mackenzie) laid first Estimates on table; probable income £160,000, expenditure £149,319; surplus £11,281.
June 1—Bowen Bridge (Brisbane) opened by Judge Lutwyche.
June 10—Branch Bank New South Wales established Toowoomba.
March 7—“Santa Barbara,” pilot ketch, under the charge Mr. Sinclair, one of discoverers Port Denison, left Brisbane for that place.
March 11—“Jeanie Dove” left Brisbane for Port Denison with stores for pioneers.
March 8—A carrier who was taking party overland to Port Denison reported to police that on 3rd inst. while looking for his bullocks at Pullen Pullen (Goodna) he was met by Hartigan (the Victorian bushranger) and a half-caste, and robbed of £21.
March 13—Memorable division in House as to whether it should be opened with prayer. The dissentients were Charles Lilley and P. O'Sullivan.
March 16—Eight-hour movement inaugurated in Brisbane.
March 18—Maryborough gazetted a municipality.
April 2—Branch A. J. S. Bank opened Warwick; J. W. Jackson, manager.
April 7—Stock returns: Horses, 23,086; cattle, 425,896; sheep, 3,235,734; pigs, 7115; area under cultivation, 4000 acres.
April 13—Telegraphic communication established between Ipswich and Brisbane.
April 22—Attempt to strangle Aid. Bethune at Ipswich by three men who supposed themselves prevented from obtaining work.
April 29—Burnett Argus published.
May 10—Arrival at Brisbane of Bishop O'Quinn and Sisters of Mercy from South.
1861.

May 30—First championship race Queensland at Ipswich. Sweepstake of 100 sovs. each, with 1000 sovs. added; three miles. J. Tait's Zoe, 1; J. Single's Ben Bolt, 2; Balbi's Van Tromp, 3. Time, 5min. 56sec.

July 1—Large public meeting Brisbane to protest against Parliamentary Privileges Bill, which was considered threatened to "curtail the liberty of the subject and infringe upon the prerogatives of the Crown." Bill was modified by House and passed.

July 1—A.M.P. corner Queen and Edward streets changed hands at £1,000 or £39 10s. per foot frontage.

July 9—Telegraph line from Sydney to Ten- terefield completed.

July 13—Petition from Rockhampton residents presented to Parliament praying for coolie immigration.

Aug. 7—Thos. Jones, Hugh Carter, Abel Alford, Edward Davis, George Smith, John Coleman, Thomas Stafford and William Griffith charged at Ipswich Assizes with "illegally combining to raise the rate of wages by refusing to work and abandoning Campbell's coal-mine at Redbank," and with combining to prevent other men working. Found not guilty.

Aug. 17—Telegraphic communication established between Brisbane and Toowoomba.

Aug. 21—First State trial in Queensland: Case against Courier brought by Legislative Council, heard and dismissed, crowded court cheering; great demonstration at night; bon fires and fireworks.

Aug. 22—Death of Arthur Sidney Lyon (father of the Queensland Press) at Cleveland; aged 44.

Nov. 6—Communication (telegraphic) between Brisbane and Sydney established.

Nov. 9—First public telegram sent from Sydney to Brisbane.

Nov. 10—"Geordie" aboriginal sentenced to death at Brisbane for criminal assault at Ipswich.

Dec. 5—Execution of "Geordie."

Dec. 11—Death of James Canning Pearce, pioneer, at Brisbane.

Dec. 31—Population : 30,873.

1862.

Jan. 4—T. L. Murray-Prior appointed Postmaster-general; John Bramston appointed Master Titles.

Jan. 4—First list medical practitioners chemists colony gazetted.

Jan. 6—Steamer "Yarra Yarra" towed Brisbane by "Telegraph"; machinery broke down off coast.

Jan. 9—Telegraph line from Sydney to Toowoomba completed.

Jan. 13—News of the arrival of November English mail received electric telegraph instead of by steamer.

Jan. 13—Tom Dowse appointed Town Clerk, Brisbane.

Jan. 13—J. Shapland sentenced death Toowoomba for murder his employer (John Brown) at M'Intyre Brook.

Jan. 14—Parliament prorogued until 29th April (both houses being under adjournment).


Jan. 15—Parliament prorogued until 29th April (both houses being under adjournment).

Jan. 14—R. St George Gore gazetted Minister Lands and Works.

Jan. 14—Difflo, a German, who had been incarcerated Brisbane Gaol two years five months for contempt Court not producing a nugget as required in civil action) liberated under warrant from Governor.

Jan. 14—Telegram received Brisbane contents which were dated London, December 2, news being only 40 days old.

Jan. 14—Sensational scene Maryborough Police Court, ending suspension Mr. Kent, P.M., and Mr. Sheridan, Water P.M., who refused allow his son, 10 years old, sworn as witness. Case trumpery one assault against Church of England schoolmaster Mr. Kerley, who sentenced six weeks imprisonment, but was immediately released by Executive authority. Sheridan's son committed to cells for seven days, and Sheridan was seized upon by policeman while sitting on bench for ejectment from the Court at order P.M.
TABLE OF DATES.

1862.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 17</td>
<td>Last Queensland’s contribution to International Exhibition of 1862 forwarded mail steamer.</td>
</tr>
<tr>
<td>Jan. 20</td>
<td>Room set apart Brisbane Observatory to be devoted to purpose of forming nucleus of museum.</td>
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<tr>
<td>Jan. 23</td>
<td>First exhibition Queensland Horticultural and Agricultural Society held Botanic Gardens.</td>
</tr>
<tr>
<td>Jan. 24</td>
<td>Foundation stone Toowoomba Town Hall laid by Colonial Secretary (Herbert).</td>
</tr>
<tr>
<td>Jan. 25</td>
<td>The “Saldanha” and “Jessie Munn,” British immigrant ships, with 800 souls, arrived Moreton Bay; also “Cesar Goddeffroy” (Hamburg), with 300 German immigrants.</td>
</tr>
<tr>
<td>Jan. 26</td>
<td>First proclamation issued under Pleuro-pneumonia Act.</td>
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<tr>
<td>Feb. 4</td>
<td>Billy Horton and Kipper Billy (aboriginals) sentenced death Ipswich rape Mrs. Rae.</td>
</tr>
<tr>
<td>Feb. 5</td>
<td>Meeting Port Denison to form Pier Company build stage for landing goods.</td>
</tr>
<tr>
<td>Feb. 7</td>
<td>Rowdy meeting School of Arts consider question dismissing secretary (John Innes). Chairman had to adjourn meeting owing to number non-members, who created disturbance.</td>
</tr>
<tr>
<td>Feb. 10</td>
<td>First sale allotments in township Nanango; 59 town, 15 suburban lots sold Romania.</td>
</tr>
<tr>
<td>Feb. 11</td>
<td>Convict Shapland reprieved; sentence commuted 15 years hard labour on roads.</td>
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<tr>
<td>Feb. 12</td>
<td>W. H. Groom elected Mayor Toowoomba; J. Kingsford Mayor Warwick; J. Johnstone, Mayor Ipswich.</td>
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<tr>
<td>Feb. 17</td>
<td>T. B. Stephens elected Mayor of Brisbane.</td>
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<tr>
<td>Feb. 19</td>
<td>Arrival “Jennie Oswald”; reported wreck “Firefly,” vessel attached exploring expedition on Sir Charles Hardy’s Island.</td>
</tr>
<tr>
<td>Feb. 19</td>
<td>P. D. Mansfield elected Mayor Rockhampton.</td>
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<td>Feb. 20</td>
<td>News of the “Trent affair” reached Brisbane.</td>
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<tr>
<td>Feb. 20</td>
<td>Lease ferry between North and South Brisbane purchased at auction by J. Smith for £935.</td>
</tr>
<tr>
<td>Feb. 21</td>
<td>Colonial Treasurer invited tenders for £53,800 debentures; second instalment loan.</td>
</tr>
<tr>
<td>Feb. 22</td>
<td>Foundation stone National School, Rockhampton, laid by Colonial Secretary Herbert.</td>
</tr>
<tr>
<td>Feb. 23</td>
<td>All Saints Church, Wickham Ter., opened for service by Bishop Tufnell.</td>
</tr>
<tr>
<td>Feb. 24</td>
<td>Attorney-general refused file bill against defendant in libel case Haynes (P.M. at Gayndah) v. Burnett Argus.</td>
</tr>
<tr>
<td>Feb. 24</td>
<td>C. R. Haly addressed constituents Gayndah; meeting broke up in disorder.</td>
</tr>
<tr>
<td>Feb. 25</td>
<td>Premier bridge, Toowoomba, opened for traffic.</td>
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<tr>
<td>Feb. 27</td>
<td>News death Prince Consort received Brisbane.</td>
</tr>
<tr>
<td>Feb. 27</td>
<td>H.M S. “Victoria” steamed into Port Denison on return from expedition to Gulf of Carpentaria.</td>
</tr>
<tr>
<td>March 2</td>
<td>Officially proclaimed day mourning out respect Prince Consort.</td>
</tr>
<tr>
<td>March 3</td>
<td>First military funeral since Separation—Sergt. Dutton, 12th Regiment.</td>
</tr>
<tr>
<td>March 3</td>
<td>Kipper Billy shot while attempting escape; it was intended to shortly reprieve and discharge him.</td>
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<tr>
<td>March 5</td>
<td>Tommy (Chinaman), for murder G. Lang at Apis Creek, sentenced death at Maryborough.</td>
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<tr>
<td>March 7</td>
<td>Another meeting School of Arts adopted report recommending dismissal Innes, secretary.</td>
</tr>
<tr>
<td>March 10</td>
<td>Dalrymple returned to Port Denison from exploring trip Wickham River, which he found was real outlet Burdekin.</td>
</tr>
<tr>
<td>March 12</td>
<td>Body of deserters from “Jessie Munn,” who had been wandering about Moreton Island some time, brought up by police in state great exhaustion want of food.</td>
</tr>
<tr>
<td>March 12</td>
<td>Landsborough left the Albert to cross the Continent, which he succeeded in doing.</td>
</tr>
<tr>
<td>March 14</td>
<td>H M.S. “Victoria” arrived Moreton Bay.</td>
</tr>
<tr>
<td>March 17</td>
<td>Brisbane Catholic Young Men’s Society held first picnic.</td>
</tr>
<tr>
<td>March 18</td>
<td>New Courthouse at Gayndah opened for business.</td>
</tr>
<tr>
<td>March 21</td>
<td>St. George Gore resigned Minister Lands Works (A. Macalister accepted) owing to his defeat for Warwick by Mr. Jones.</td>
</tr>
<tr>
<td>March 28</td>
<td>First annual meeting Q.S.N. Company.</td>
</tr>
<tr>
<td>March 28</td>
<td>Advanced portion Walker’s exploring party reached Port Denison, having come in from the camp on Upper Burdekin. Reported after leaving Flinders Walker trailed Burke’s party as far as eight or nine camps on their return route, but tracks were ultimately lost owing to rough and stony nature country.</td>
</tr>
<tr>
<td>March 29</td>
<td>Petition signed by inhabitants Drayton praying corporation privileges might be acceded that town.</td>
</tr>
<tr>
<td>March 29</td>
<td>News received gold discovery on Callooe River, 20 miles from Gladstone.</td>
</tr>
<tr>
<td>March 29</td>
<td>Heavy flood Rockhampton, 22 in. rain in 39 hours. Fitzeroy rose next day 20 ft. above spring tide. Messrs. Archer sailed seven miles across country in open boat rescuing persons in peril.</td>
</tr>
<tr>
<td>April 1</td>
<td>Queensland Guardian commenced publication three times a week.</td>
</tr>
</tbody>
</table>
1862.

April 2—Tommy (Chinaman), for murder of Lang, Apis Creek, hanged Brisbane Gaol. Immediately after execution Billy Horton (aboriginal), sentenced for rape, liberated.
April 5—Heavy floods Calliope and Boyne Rivers.
April 8—The "Montmorency" and "Clifton," immigrant ships, with 220 and 254 passengers, arrived Moreton Bay.

1863.

Jan. 16—Heavy flood in the Fitzroy.
Feb. 13—Fearful gales along the coast.
Feb. 16—Serious flood Brisbane and Ipswich.
Feb. 25—James Morrell returned to civilisation after being 17 years with blacks. Morell was wrecked in 1846 off Cape Cleveland, while on a voyage from Sydney to China in the barque "Peruvian." He made himself known on the date mentioned to stockmen.
March 9—Stormy meeting Building Society, No. 4 (Brisbane); trustees and secretary ejected from office.
March 12—Government announced that after 1st October practice granting land orders immigrants otherwise than those direct from Europe would cease.
March 14—Loyal Queen of England Lodge Oddfellows formally inaugurated Brisbane.

1864.

Jan. 9—First exhibition of the Toowoomba Agricultural Society.
Jan. 22—Sudden death of Mr. David Peattie at Brisbane.
Jan. 27—Courier served with writ at the instance of the Attorney-General (Pring) for reflections made on him for failing to prosecute R. L. McFadden for perjury (nolle prosequi entered after three days' argument).
Feb. 6—"Northern Argus" (Rockhampton) published as a tri-weekly.
Feb. 9—Dr. Haran reported that the settlement at Port Albany would prove successful.
Feb. 20—Capture by Inspectors Lewis and Lloyd, at Brisbane, of Gibson, Ellis and Brown, highway robbers, from New South Wales.
March 1—Gilbert Elliott appointed P.M. and Goldfields Commissioner at Talga.
March 2—Discovery of slate on Main Range.
March 6—Meeting of Jews, decided to build a synagogue in Brisbane.
March 13—First Jewish service held Brisbane.
March 17—First Jewish service held Brisbane.
March 19—A shepherd's wife outraged and murdered at Degoilbo, by "Jacky," aboriginal, who was shot down by Mr. Single.
March 20—Sarah Johnston attempted to sail in the "Fiery Star" as a seaman.
March 30—Supreme Court of Queensland given jurisdiction in matrimonial matters.
March 31—Revenue three months, £136,000.
April 4—First sale of Somerset land, Port Albany, at Brisbane; 70 lots sold at £40 each.
April 15—Courier protested against "starting" increase of public-houses in the colony; 100 applications made at one sitting of the Court.
April 22—First trip on the first railway in Queensland; run from Ipswich 8 miles towards Toowoomba; attempt made to wreck it.
April 24—Robbery of jewellery, valued at £1,400, from the Plough Inn, Dalby.
May 26—Lieut. Hill and four native troopers speared by the blacks seventy miles from Rockhampton.
May 26—News received in Brisbane of the loss by fire of the "Fiery Star" at sea.
June 8—Sergeant Native Police and three troopers massacred at Rio Station (Rockhampton).
June 24—Opening temporary Victoria Bridge.
1865.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>July 31</td>
<td>First railway Queensland formally opened.</td>
</tr>
<tr>
<td>Aug. 27</td>
<td>Murder of German hawker, Bode, on the Logan River.</td>
</tr>
<tr>
<td>Sept. 27</td>
<td>First sod Central Railway turned at Rockhampton by Governor Bowen.</td>
</tr>
<tr>
<td>Sept. 30</td>
<td>Rush to Walsh's Flat, near Gladstone.</td>
</tr>
<tr>
<td>Oct. 26</td>
<td>Arrest at Leyburn of Allwood, the bushranger, who escaped from Woogaroo, having feigned madness.</td>
</tr>
<tr>
<td>Nov. 3</td>
<td>Execution of Jacky for murder of Mrs. Meeab, at Degilbo.</td>
</tr>
<tr>
<td>Nov. 6</td>
<td>Serious strike of navvies for rise of wages at Toowoomba; disturbance at Ballard's camp.</td>
</tr>
<tr>
<td>Nov. 12</td>
<td>Momberger, for murder of German hawker on the Logan, sentenced to death; Schalg acquitted, but detained on another charge. (Momberger was executed on Dec. 13th.)</td>
</tr>
<tr>
<td>Nov. 29</td>
<td>Business places in Brisbane lit up by gas for the first time.</td>
</tr>
<tr>
<td>Dec. 18</td>
<td>Terrific hailstorm at Gladstone; houses unroofed, and windows smashed.</td>
</tr>
<tr>
<td>Dec. 31</td>
<td>Value of copper raised during the year £40,000; coal, £18,750.</td>
</tr>
</tbody>
</table>

1866.

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>July 9</td>
<td>First brick Brisbane bridge laid by Hon. A. Macalister.</td>
</tr>
<tr>
<td>July 13</td>
<td>Financial crisis; rush on the banks owing to panic in English money market.</td>
</tr>
<tr>
<td>July 10</td>
<td>1000 railway men thrown out of work. Mass meetings held, one at Helidon deciding among other things to march on Brisbane and then assert their rights and make terms. They decided to proceed via various railway camps, and petition Governor; at Ipswich they were met by J. P. Bell, and informed that immigration had been stopped and that relief camps would be formed. They then returned. Boisterous meetings of unemployed at Brisbane. The difficulty was temporarily got over by providing work on railways at 20s, a week and rations, though a mob of navvies took possession of a goods train at Helidon, intending to make Ipswich. The driver, however, managed after travelling some distance to disconnect the wagons, and left the men behind. Stores were robbed, and police and volunteers had to be sent out. The men eventually reached Ipswich, when 15 were arrested for travelling without tickets. They alleged Government had broken faith with them. On 11th Sept. police in William Street, Brisbane, were stoned. Other street disturbances resulted, for which the ring-leaders were imprisoned.</td>
</tr>
<tr>
<td>Aug. 23</td>
<td>Instructions sent home to stop English and German immigration.</td>
</tr>
<tr>
<td>Sept. 10</td>
<td>Rockhampton police found in blacks' camp on Koper's Creek £200 in cheques and deposit receipts, supposed to belong to a man named Mohr, who was thought to have been murdered.</td>
</tr>
<tr>
<td>Nov. 1</td>
<td>First issue of Queensland Treasury notes, £50,000 (first instalment £300,000 authorised); £142,000 was tendered, however, and £85,600 accepted, ranging from £100 os. 6d. to £703.</td>
</tr>
<tr>
<td>Nov. 10</td>
<td>Mackay created bonded warehousing port.</td>
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<tr>
<td>Nov. 17</td>
<td>Telegraph line to Roma opened.</td>
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<tr>
<td>Nov. 30</td>
<td>Cotton crop, 183,580 lb.</td>
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<tr>
<td>Dec. 17</td>
<td>Death by accident of Hon. J. D. McLean (Colonial Treasurer) at Toowoomba.</td>
</tr>
<tr>
<td>Dec. 18</td>
<td>Terrific hailstorm in Brisbane and suburbs; serious damage occasioned.</td>
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<tr>
<td>Dec. 20</td>
<td>Hart's Hotel, Bowen, forcibly closed; a party went to take possession of it, when shots were fired; two persons seriously injured.</td>
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1867.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Jan. 7</td>
<td>Ipswich mail robbed near Oxley Creek (see August 17, 1868).</td>
</tr>
<tr>
<td>Jan. 9</td>
<td>Riots at the Crocodile and Mount Morinish diggings (Rockhampton). Chinese driven from the grounds. Houses burned and demolished; many injured.</td>
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</table>
1867.

Jan. 8—Government offered reward of $3000 for discovery of goldfield at least distant 30 miles from existing field, "providing it shall have attracted and supported for six months a population of not less than 3000 persons.

Feb. 1—Serious flood in Brisbane, Ipswich, and country.

Feb. 4—Strike of railway navvies at Dalby in consequence of alleged non-payment of wages.

Feb. 5—Banana mailman stuck up by Christian Burmester. (He was sentenced to 15 years at Maryborough on March 29.)

March 1—First Eight Hour Day demonstration in Brisbane.

March 3—Terrible gale with much damage to buildings, &c., at Townsville.

March 14—Death at Brisbane of Father P. O'Grady.

March 29—Severe gale and hailstorm at Roma; much damage.

March 29—Arrest at Toowoomba of a German for murder Mrs. Curtis two years before. (A man in New South Wales confessed in 1875 to having committed the crime.)

April 12—Arrival of first train in Toowoomba (from Ipswich).

April 20—Find of 9oz. nugget at Crocodile Creek.

April 21—Severe flood at Brisbane and Ipswich; also gale; loss of life; houses un-roofed; damage to new Victoria Bridge works.

April 29—Line between Ipswich and Toowoomba formerly opened. (Two passenger trains daily; a goods train when required.)

May 6—Excitement at Toowoomba, consequence of a split in a movement to welcome Governor Bowen.

May 8—Find of a 16lb nugget by a Chinaman in an abandoned claim at Calliope.

May 24—Scene in the House, in consequence of Parliament being suddenly prorogued by the advice of the Macalister Ministry.

June 15—Six unoffending blacks killed, and six wounded by native troopers at Mount Morinish.

June 22—Large meeting, Rockhampton, pledged themselves to return John Bright, owing to failure of Government to keep expenditure within receipts and give them Separation. Notwithstanding this, only seventeen votes were recorded for him. (John Bright was, however, afterwards returned for the Kennedy.)

July 9—Stoppage Dalby railway works, owing to non-payment of wages; much destitution; special constables sworn in; an outbreak feared.

July 15—Riot by navvies at Toowoomba.

July 16—Vates' station, near Bowen, pillaged by blacks; sheep slaughtered.

Aug. 14—Discovery of nugget at Raglan (Rockhampton), 30lb (many nuggets were also found about Rosewood, Central District).

Aug. 20—Controversy waged between Townsville and Bowen as to possession of Cape River goldfield; Townsville nearly depopulated.

Sept. 26—Captain Cadell, surveying in Gulf of Carpentaria, reported seeing white man with beard to the waist; thought to be Leichhardt; he was not again seen.

Sept. 28—Henry Charles sentenced at Maryborough to five years' penal servitude for robbery under arms at Nanango.


Oct. 20—Sensational finds of gold (locality near Maryborough) reported; town deserted; gold (including nuggets weighing pounds) brought into Brisbane; intense excitement; Courier withheld most sensational part of intelligence, believing it to be a fabrication; a general exodus from the North as well as from Brisbane.

1868.

Jan. 4—Departure of Governor Bowen from Queensland.

Jan. 14—Return to Brisbane of the "Eagle" with Captain Cadell, who, at the instance of South Australian Government, had examined rivers and bays in northwestern territory.

Jan. 15—Break-up of extended drought throughout the country.

Jan. 22—Floods throughout the country, especially the southern parts.
TABLE OF DATES.

1868.

Feb. 7—Find by Curtis of the 1000 oz. “Perseverance” nugget at Gympie, valued about £3000; a law suit ensued over this nugget, conducted by Curtis and Canny.
March 4—Meeting of squatters at Tooowoomba decided to support Mort’s system of freezing meat for export.
March 12—Attempt (in Sydney) to murder the Duke of Edinburgh by H. J. O’Farrell, lawyer’s clerk, who fired a revolver, the bullet lodging in the Duke’s back.
March 13—Griffin sentenced to death by Judge Lutwyche, for the murder of the Lermont escort.
March 31—O’Farrell sentenced to death (Sydney) for attempted murder of Duke of Edinburgh.
April 7—Robbery of the Gympie-Maryborough coach by three armed men; £200 notes; 30 sovs. and 150s. gold taken; 13 passengers on the coach at the time.
April 16—Opening of railway to Dalby.
April 20—Currie’s Hotel, 15 miles from Gympie (Maryborough side), stuck up by five armed men. R. H. D. White, bank manager, fought desperate battle with robbers, eventually secretting himself in the bush.
April 21—O’Farrell executed.
April 28—Day of thanksgiving throughout colony for recovery Duke of Edinburgh.
June 1—Griffin executed at Rockhampton.
June 10—Griffin’s grave opened by authorities, when it was found that the murderer’s head had been stolen.
June 19—Gold Commissioner Clarke and Dr. Mason stuck up by armed men near Kilkivan.
Aug. 5—Miner named Eldridge, from Gympie, attacked by bushrangers; robbed and maltreated.
Aug. 14—Arrival of Governor Blackall in Brisbane.
Aug. 17—William Jenkins, alias John King, sentenced to 18 years’ penal servitude for sticking up the Ipswich coach on 7th January, 1867.
Aug. 31—Chinaman stuck up near Bowen, when returning from the Cape diggings; the three bushrangers captured. (Elliott, Howard, and Hughes were, on November 17, each sentenced to 12 years’ for the crime.)
Sept. 4—Gympie-Maryborough coach stuck up by three armed men; passengers robbed.
Sept. 25—Edwin Chadwick sentenced to 20 years’ imprisonment for attempted wife murder near Gympie.
Sept. 25—William Troden, alias Podgy, and Joseph Blake sentenced at Maryborough to 20 years’ imprisonment, first three in irons, for bushranging at Gympie.
Oct. 2—News of rich finds of gold at the Cape diggings reached Bowen.
Oct. 19—News reached Roma from Currawilhinghi of an affray with Thunderbolt (the notorious bushranger) and his companion, Rutherford. Constable M’Cabe shot dead.
Nov. 2—Billy (aboriginal) sentenced to death at Ipswich for criminal offence.
Nov. 7—Area under sugar in Mackay District, 560 acres.
Nov. 24—Attempted murder of A. W. Manning, Under-colonial Secretary, by F. S. Bowerman, later P.M. at Leyburn. Attempt was made in Manning’s office, Bowerman considering some injustice had been done him, struck his victim five times on the head with a tomahawk. (On March and Bowerman was sentenced for life.)
Dec. 7—Execution of Billy at Brisbane.
Dec. 17—Murder of J. T. Collins, of North Creek (Nebo), by blacks.
Dec. 31—Fire Queen Street; block from present site of Nicholson’s music shop to Australian Hotel corner destroyed.

1869.

Jan. 6—Gympie coach (to Brisbane) stuck up by two bushrangers. W. E. King (Bank of N.S.W) and Rev. G. King behaved gallantly, wounded bushrangers, who escaped, however, with £25. W. Bond arrested, and on Oct. 26 sentenced to 20 years’.
Feb. 1—Opening Brisbane Grammar School by Governor Blackall.
March 11—Opening of railway to Allora.
March 11—Death in London of Stephen Simpson, one time Land Commissioner, Wooragoo.
Mar. 15—Telegraphic communication opened between Brisbane and Townsville.
April 5—Corner stone All Saints Church, Brisbane, laid.
April 14—Dr. Hobbs, M.L.C., arrested by Usher Black Rod for “contempt” in not being present when the roll was called. His explanation was after debate accepted. (A “scene” resulted from this act.)
April 25—Halligan, a gold buyer, who had left Morinish for Rockhampton with 150 ozs. gold, missed.
May 6—Halligan’s body found, man having been brutally murdered.
1869.

May 13—Arrest of Archibald (publican), Taylor (his groom), and Williams for murder of Halligan.

May 16—Rush to the Gilbert Diggings; Chinese excluded; allotments at Normanton sold at £200.

May 28—Arrest of George F. Palmer near Gympie by Inspector Lloyd and Constables King and Martin for murder of Halligan.

June 8—Palmer made a confession.

June 9—Decision of Government to connect Rockingham Bay with the Gulf settlements by telegraph.

June 11—Arrest of M‘Nevin (Archer’s shepherd) as accessory to murder of Halligan.

Sept. 7—Capture of Rutherford (in Sydney), Thunderbolt’s mate.


Oct. 16—Williams sentenced to death at Rockhampton for murder of Halligan. (Archibald was sentenced on Oct. 18.)

Nov. 17—Charge of robbery against Horstmann, inspector of public accounts, by Hilliard, Sub-collector of Customs at Gladstone. It transpired, however, Hilliard was thief, and sought to throw suspicion on Horstmann.

Nov. 24—Executions at Rockhampton of Palmer and Williams for Halligan murder.

Dec. 22—Execution of Archibald for Halligan’s murder.

Dec. 31—Revenue, £738,218; expenditure, £784,356; deficiency, £46,137; population, 109,897; land sold, 33,287 (57,070); amount realised, £32,638 (£61,172); number of runs, 3,560 (3,696); area leased, 171,063,692 acres (179,696,950 acres). Live stock: Horses, 71,530 (66,878); cattle, 994,600 (968,279); sheep, 8,646,243 (8,921,784); pigs, 29,466 (26,185). Pastoral produce exported, £1,358,787 (£1,278,206); imports, £1,804,878; exports, £2,166,806. The figures in parentheses are for 1868.

1870.

April 10—Capture of Herrlich for murder of Klein at Toowoomba. (He was sentenced to 15 years on July 26th.)

April 20—L. Davies (alderman of Rockhampton) arrested for wife murder.

April 26—Find of a 16oz. nugget at Gympie.

May 11—Three men flooded out on the Flinders; took refuge in trees; cut off from help for eight weeks; two died.

July 5—Mr. Gordon Sandemann expelled from the House owing to his “having been absent from Assembly during one whole session without leave”—such session having lasted, however, only two days!

July 15—Speaker reported to House that “since receipt by him, on 24th July last, of the writ of the election of John Bright, Esq., for the electoral district of Kennedy no such person had ever presented himself or had subscribed the roll.”

July 25—W. Brown, alias Bertram, sentenced to death at Toowoomba for robbery under arms at Mangalore on 7th Dec., 1869.

Aug. 3—Ah Chong stuck up Shewcroft’s store at Yabbie; attempted to kill Mrs. Shewcroft and son.

Aug. 12—Ipswich election: Thompson, 399; Johnston, 397; Cribb, 370; Pring, 209; Matson, 48.

Aug. 29—Execution at Toowoomba of Brown, alias Bertram, bushranger.

Oct. 1—Gympie election: Tozer, 469; Hamilton, 467; Woodburn, 177; Pollock, 175.

Oct. 3—Trial at Rockhampton of Donald Ross and Sarah Burgess Rose for murder on March 3, 1870, at Springsure, of George Rose; man convicted, woman acquitted. (Ross was executed Nov. 21.)

Nov. 14—Libel case W. H. Walsh v. E. Thorne (Wide Bay and Burnett News) ended in verdict for £20; £2000 claimed. Case arose out of the use of the epithet, “the greatest liar in Queensland.”

Dec. 31—Population, 115,567; 83,258 acres Crown lands sold, realising £70,503; squattages, 2223, area leased being 106,492,334 acres; value of minerals raised: copper, £86,795; gold, 351,4122; coal, £12,321.

1871.

Jan. 2—Death at Brisbane of Governor Blackall. Sir Maurice O’Connell installed as administrator 6-0 p.m. same day.

April 4—Catherine Begg acquitted at Rockhampton of charge of child murder.

May 16—Scene in the House on proposal to construct railway from Brisbane to Ipswich; and the election by ballot of a Committee of inquiry on advice; W. H. Groom and Opposition would take no part in the ballot, and walking out of the House were cheered by those in the
1871.

Strangers’ Gallery. Action of Opposition endorsed throughout the country; the Opposition was tendered a public banquet in Brisbane on June 10th. A crisis was precipitated.

June 22—Mr. Macalister attempted to address the electors at Allora, but was not allowed to utter a sentence.

July—Intense excitement throughout the country consequent upon the crisis and dissolution of Parliament; many disorderly scenes, and burning of effigies of late members and aspiring candidates. An example: Dr. Byrne, at Maryborough, was hooted about the town, and compelled to address the electors. He then offered to retire from the Wide Bay contest, but the meeting would not accept his resignation; he was eventually pelted off the stage with eggs! The scenes at Rockhampton were described as “painful.”

Aug. 10—Visit to Brisbane of Anthony Trollope.

Aug. 11—Arrival in Brisbane of Governor Normanby.

Aug. 16—Death at Warwick of St. George R. Gore.

Aug. 30—Number of electors on the rolls in Queensland, 18,792.

Sept. 1—Census: Population of Queensland, 120,063 (males 71,750, females 48,313).

Sept. 7—Marquis of Normanby visited Ipswich.

Sept. 9—German immigrants per “Lammershagen” landed at Rockhampton instead of Bowen, the captain refusing to go on to latter place.

Nov. 11—Tambo mailman robbed the mail; burnt the letters, and absconded.

Nov. 20—Libel case Chas. Lilley v. Warwick Examiner and Times (claim £2000) resulted in verdict for plaintiff, £475.

Nov. 29—Madden, an ex-mailman, found guilty of sticking up the Springsure mail; sentenced 15 years.

Dec. 4—John William Coath, master of labour schooner “Jason,” after six days’ trial, sentenced five years and to pay a fine of £50 for kidnapping.

Dec. 6—Representation Bill increasing the number of members to 43 and the electorates by 11 passed the second reading.

Dec. 21— Destruction by fire of Ann Street (Brisbane) Presbyterian Church.

1872.

Jan. 6—Toowoomba Hospital Committee advertised that they had had to close doors on account of deadlock and shortage of funds.

Jan. 9—During deadlock in Assembly House had to be cleared of strangers in consequence of a scene in which Messrs. Miles, Morehead, Pring and the Speaker were concerned.

Jan. 10—Notorious criminal, “Professor” Russell, arrested at Townsville in connection with the systematic stealing of letters from the Post Office.

Jan. 11—Scene in the Assembly between Messrs. Pring and Clark. Speaker ordered Sergeant-at-Arms to take Pring into custody, and afterwards, on motion of the House, issued his warrant for Pring’s arrest.

Jan. 11—Mr. Pring resigned his seat as member for North Brisbane.

Jan. 15—Political deadlock at an end, a compromise having been effected by the Premier (Palmer) and the leader of the Opposition (Lilley).

Jan. 17—Machinery arrived at Etheridge, and crushing on large scale commenced.

Jan. 22—Hon. R. Pring arrested at Dalby on Speaker’s warrant.

Feb. 6—H.M.S. “Basilisk” picked up the prison hulk, “Peri,” belonging to the Fiji Government, having on board 14 natives in various stages of starvation and three dead bodies.

Feb. 10—Two thousand acres land under sugar in the Mackay district.

Feb. 17—Deadlock in Drayton Municipal Council owing to two Mayors having been elected and neither being willing to give way.

Feb. 20—Death of Andrew Petrie.

March 8—Tin discoveries in Stanthorpe district occasioned much interest.

March 11—New town of Bundaberg visited first time by steamer “Lady Bowen”.

March 26—First steamboat built in the colony—the “Louisa”—launched in Brisbane by R. R. Smellie & Co.

March 30—Shock of earthquake felt in Burnett District.

April 3—Mr. (now Sir) S. W. Griffith returned for East Moreton by a majority of 198 over his opponent (Mr. Cribb).

May 1—Commissioner Dalrymple discovered the gap through the coast range which greatly shortened the distance between Cardwell and the Etheridge.

May 3—Another deadlock in Assembly concerning the precedency of the Redistribution Bill and the voting of Supply.

May 14—Swedish woman gave birth at Maryborough to four female infants; all lived.
1872.

May 14—Great political meeting held in Brisbane to express approval of action of Opposition. Deputation of Opposition members memorialised the Government expressing their views on the situation.

May 18—Government replied to the memorial unfavourable to Opposition views.

May 21—One of the two Mayors at Drayton (Mr. Boland) fined for abusive and threatening language; but preferred imprisonment to payment.

May 29—Patrick Collins executed for the murder of Zieman; sickening spectacle.

May 31—“Young Australia,” homeward bound, wrecked on Moreton Island.

June 12—Political deadlock terminated; compromise as to precedence of business arrived at.

June 24—Tin ore discovered at Normanby.

July 14—Rubies, garnets and topaz found.

Aug. 6—Explosion at the Union Sawmills, Maryborough; two men killed, ten frightfully injured, six dying few days later.

Aug. 23—Great rush to alluvial diggings at Charters Towers.

Sept. 3—Two hundred miners, with their families, left Morrita (South Australia) for the Mount Perry copper mines, which broke out a few months previous.

Sept. 14—Death of John Deuchar, first white man to camp on present site of Warwick.

Sept. 16—Brisbane practically depopulated of labour owing to rushes to various mining discoveries.

Sept. 27—Boiler explosion Calliope Sawmills; one killed, two frightfully injured.

Sept 31—Teams from the Cloncurry copper mines attacked by blacks; two of the men in charge badly speared; one died.

Oct. 1—Return of mines registered in Queensland published:—Gold, 17; copper, 15; silver, 1; tin, 15.

Oct. 17—Number of disappointed miners returning from Charters Towers were given work on railways by the Government.

Oct. 21—Direct telegraphic communication with Europe established.

Oct. 23—First telegram direct from Europe published in Telegraph.

Nov. 1—Riot at Charters Towers amongst diggers owing to high price of meat; shots were exchanged; no one injured.

Nov. 11—Violent thunderstorm Rockhampton; considerable damage; boat capsized in river—Mr. Wildridge and five children drowned, the wife floated on an oar.

Nov. 12—Coal struck in Wide Bay District.

1873.

Dec. 12—Capture of the first whale (33ft. long) in Queensland, at Sandgate.

Dec. 12—One hundred and fifty tons tin ore sold in London at from £58 to £89 per ton.

Jan. 17—Scarcity of provisions in the North; at Charters Towers flour was £100, and at Ravenswood £90, and £150 per ton at the Seventy-Mile alluvial diggings.

Jan. 25—Serious floods throughout the North; traffic suspended everywhere.

Jan. 30—First sod of the Brisbane-Ipswich railway turned.

Feb. 21—Fine specimens of opal discovered on the Bulloo river.

March 17—First Good Templars’ Hall in Queensland opened at Beenleigh.

April 16—Tailings from Ravenswood were tested in Brisbane for gold. The examination showed the loss of gold from imperfect milling to be from over 10z. 3dwt., to 110zs. per ton; and in one case the loss was 180zs. gold and nearly 40zs. silver.

April 21—Party of timber-getters near the Susan river (Maryborough), attacked by about 2,000 blacks, who threw spears tipped with ti-tree bark and in flames.

April 24—Baptists of Brisbane and Ipswich adopted resolutions in favour of a purely national system of education.

April 26—An orderly meeting held at Drayton to complete the Municipal Council by the election of three aldermen. (Disorder had reigned since early in 1872).

May 5—A mayor elected by the Drayton Council.

May 9—Circular issued to teachers of non-vested schools, cautioning them against giving special religious instruction.

May 9—In consequence of the increased demand for houses in Brisbane, rents were raised 50 per cent.

May 19—First regular ship to carry live stock from Gladstone to New Caledonia commenced to load.

May 28—The “Crishna” and cargo condemned with costs for kidnapping 35 Polynesians.

June 5—Disorderly and disgraceful meeting in the Town Hall, promoted to call upon Mr. Handy (member for North Brisbane), to resign. The promoters could not obtain a hearing.

June 16—Great meeting of Catholics at Brisbane and Ipswich to protest against the National Education Bill.

June 19—Heavy flood at Brisbane; Bremer rose 40ft. above ordinary level; eight persons and over 6,000 sheep drowned at Cecil Plains; great damage other places.

July 10—After several days’ debate Education Bill thrown out by the House by 12 votes to 11.
1873.

July 28—Remains of the Diprotodon Australis—a gigantic mammalian animal—found at Gowie Creek.

July 29—Boiler explosion at Noosa River sawmill; one killed, several severely injured.

Aug. 1—Philip Handy sentenced to ten days' imprisonment for horsewhipping a reporter on the Northern Argus (Rockhampton).

Aug. 7—Completion of lighthouse on Lady Elliot Island.

Aug. 9—Another disorderly meeting of the Drayton Municipal Council; two mayors again elected.

Aug. 12—Light first exhibited from Lady Elliot Lighthouse.

Aug. 13—John Walker & Co. (Maryborough) completed the first locomotive built in the colony.


Aug. 26—Within past eight weeks 1000 immigrants obtained work in Maryborough District.

Aug. 29—Libel action, Donkin v. Brisbane Newspaper Company; claim £2000, for publication par *te* Customs seizure; verdict for defendant company.

Sept. 1—Importation first hares into colony.

Sept. 3—Libel action, Donkin v. Telegraph; £100 verdict for plaintiff.

Sept. 8—Death of Colonel Gray at Ipswich.

Sept. 9—Civil Service Co-operative Company v. telegraph; libel action, Donkin v. Brisbane Newspaper Company; claim £2000, for publication par re Customs seizure; verdict for defendant company.

Sept. 15—Members of both Houses met in Queen's Park, Brisbane.


Sept. 27—Royal Commission appointed by Government to inquire into condition of aboriginals.

Oct. 5—Railway Brisbane to Oxley opened.

Oct. 12—Inspector of Schools (Mr. Campbell) refused to accept loading.

Oct. 15—Intimation received from the Home Government that German immigration had been stopped.

Nov. 4—Courier and Queenslander newspapers sold by auction to W. Baynes for £13,600.

Nov. 7—Hon. E. I. C. Browne and Mr. Gresley Lukin purchased Courier and Queenslander from Mr. W. Baynes.

Nov. 15—Intimation received from the Home Government that German immigration had been stopped.

Nov. 20—William Langley committed for trial for reading a newspaper and disturbing the congregation of Wharf Street Church, Brisbane.

1874.

Jan. 22—Plant of Mount Perry Mail seized by police, the paper being unregistered.

Feb. 16—Hon. Charles Lilley raised to a judgeship.

March 3—Jury in case of libel brought against W. Langley by the Rev. B. G. Wilson, of Wharf Street Baptist Church, failed to agree, and were discharged.

March 10—Gargett, for a horrible murder at Taroom, was executed at Brisbane.

March 11—Death of Mr. B. Cribb at Ipswich.

May 17—St. Stephen's Cathedral, Brisbane, formally opened.

May 24—Foundation stone of Roman Catholic Convent, Ipswich, laid by Archbishop Vaughan.

May 30—Finnorta, the Tamworth bushranger, captured at Murilla Creek.

June 3—First locomotive placed on the Brisbane Extension Railway, about four miles from Ipswich.

June 15—Victoria Bridge opened; Cobb & Co.'s coach first vehicle to cross it.

June 23—"Jason," first steamer of the Netherlands and India S.N. Co., arrived in Moreton Bay.

July 6—Mr. Justice Lilley sworn in as a permanent Judge.

July 13—Death of Mr. Uhr, Sergt.-at-Arms.

July 15—Members of both Houses met in Congress to discuss several points in the Land Bill upon which there was some difference of opinion.

July 20—New discoveries of gold on the Palmer caused great excitement and a further rush, notwithstanding the hardships endured by returned diggers.

July 27—Mr. (now Sir) S. W. Griffith took office as Attorney-General.

July 27—Mr. G. W. Paul appointed Judge of District Court.

Sept. 24—Banquet to Mr. P. Real at Ipswich on his being called to the bar.

Sept. 27—Extraordinary hurricane of wind passed over part of East and West Moreton Districts, destroying buildings and unroofing others.

Sept. 28—Serious drought in the West; carriers at Roma refused to accept loading.

Oct. 5—Railway Brisbane to Oxley opened.

Oct. 12—Inspector of Schools (Mr. Campbell) stuck up by a bushranger near the Gap Inn, on the Stanthorpe road.
1874.

Oct. 26—Toowoomba Railway Station opened.

Nov. 12—Marquis of Normanby (Governor) left Brisbane for England.

Nov. 12—Attack by Catholics on School of Arts, Ipswich, during lecture by Rev. R. Porteus on “Martin Luther.” Captain Townley read Riot Act. Several persons severely injured in the fray.

Nov. 30—News received that Hume (the explorer) had perished between Nelson River and Cooper’s Creek through want of water.

Dec. 14—“Normanby,” Torres Sts. R.M.S., arrived, being the first of the fleet which reached the wharf, Brisbane.

Dec. 17—Rockhampton lighted with gas for the first time.

Dec. 22—A circular from the Colonial Secretary’s office notified the release of the “Wild Scotchman” (bushranger).

Dec. 31—Gold despatched from Ravenswood during year, 20,719 ozs.

1875.

Jan. 1—Rockhampton Argus appeared as a daily paper.

Jan. 2—Capricornian (Rockhampton) first published.

Jan. 5—Maryborough magistrates refusing to license old slaughter yards, the butchers refused to supply meat until new ones were completed.

Jan. 10—First Circuit Court opened at Townsville before Mr. Justice Sheppard.

Jan. 16—“Leichhardt,” on her voyage from the North, picked up four men in a boat; found to be survivors of the steamer “Gottenburg,” of Melbourne, on her way from Port Darwin, with 85 passengers, 36 of a crew, and 3000 ozs. gold; wrecked on Barrier Reef, S.E of Flinders Passage; 63 persons drowned; gold recovered. Steamer “Leichhardt” also found small wrecked steamer on No. 1 Bunker Group Reef; took off captain and crew.

March 1—Serious floods throughout Queensland; position at Maryborough and Rockhampton very serious; Mr. James Bartholomew (in Maryborough) and others in different districts drowned; loss of life heavy; Dawson rose 16 feet higher than ’64 floods; 45 persons for several days living on a punt at Laurel Bank, Dawson River, the current being too strong to rescue them. Several coasters wrecked.

March 20—Howe, a Moreton Bay pilot, with all his crew, drowned.

March 22—Government offered subsidy of £1000 for establishment of coach communication with St. George.

1875.

March 28—Mulligan, discoverer of the Palmer, received £1000 from Government.

April 9—Barbarous murder of Mr and Mrs. Conn by blacks near Cardwell.

April 20—Heavy floods about Mackay and S.W. districts.

April 22—A.S.N. Co. establish a 28-days’ service between Melbourne, Brisbane, and Maryborough.

May 1—Mr. and Mrs. Muir and Mrs. Ludwell drowned in the Fitzroy.

May 3—Steamers “Japan” and “Scotland” landed 2000 Chinese at Cooktown. (800 were landed in March.)

May 7—News received of decoration of A. C. Gregory, explorer.

May 14—Further 650 Chinese landed at Cooktown.

June 2—Blacks murdered a Chinaman in the North and ate him.

June 20—Education Bill (National) read a second time in the Assembly; voting, 25 to 13.

Aug. 7—Great fire at Cooktown; eight stores burnt; A.J.S. Bank lost £2000 in notes.

Aug. 17—Northern Miner issued as bi-weekly.

Sept. 14—“Refuge Row” (present site of A.M.P. Buildings) purchased by the Society for about £11,000.

Sept. 17—Earthquake felt at Toowoomba, and Gatton.

Sept. 19—Foundation stone of Christian Brothers College, Brisbane, laid by Bishop of Hobart.

Sept. 30—From Nov., 1867, to this date 410,555 ozs. gold, valued at £1,401,949, despatched from Gympie.

Oct. 2—Captain Downing, of the ship “Star Queen,” fined £200 at Maryborough for not having his ship sufficiently provisioned.

Oct. 14—Another large fire at Cooktown; £8000 damage done.

Nov. 11—Sir James Cockle presented £100 to Brisbane Grammar School to found annual prize for mathematics.

Nov. 17—About 100 persons lodged applications for land on Cawarral Run (Rockhampton), the quantity land available being 115,000 acres less than was required.

Nov. 18—“Great Queensland” arrived at Hervey’s Bay from London; 414 immigrants.

Nov. 16—Arrival “Kapunda” from Belfast; 310 immigrants.

Nov. 18—First telegraphic message despatched from Cooktown towards the Palmer Goldfield was received at a station 85 miles distant.

Nov. 26—First pile of bridge over Pioneer River driven.

Dec. 4—Great whirlwind at St. George raised the water in the river 100 feet, causing much damage.
1875.

Dec. 14—Arrival Bishop Hale at Brisbane.
Dec. 16—Confession prisoner in Berrima Gaol (N.S.W.) that he murdered Mrs. James Curtis, of Toowoomba, in 1865.
Dec. 21—Arrival “Gautlet” at Moreton Bay, with typhoid on board; 330 immigrants.
Dec. 22—Severe drought all over colony.

1876.

Jan. 1—First issue Week, Brisbane.
Jan. 10—Serious cyclone passed over Copperfield, damaging property to immense extent; school razed; thermometer fell from 108 deg. to 77 deg. in 15 minutes.
Jan. 12—Terrible storm Gympie; great loss.
Jan. 18—Cooktown reported to be regular host.
Jan. 13—Judge Blakeney found:
Jan. 16—Arrival “St. James” at Moreton Bay.
Jan. 20—Serious cyclone passed over Copperfield.
Jan. 22—Overend & Co.’s tender for construction Brisbane Dry Dock accepted; £61,968.
Jan. 23—Arrival “St. James” at Moreton Bay; 413 immigrants.
Jan. 27—Excessive heat experienced all over colony.
Jan. 28—Disastrous hailstorm, Brisbane; much damage.
Feb. 2—Great fire at Maryborough; eleven large shops destroyed; damage £20,000.
Feb. 27—Heavy rain Rockhampton; 9in. in 12 hours.
Feb. 28—Heavy floods Central District and Gympie; Mary rose 6ft. in one night.
Feb. 29—Terrible tornado, Bowen; many houses swept away; £100 subscribed in Brisbane for relief of residents.
March 3—Dock laborers demanded introduction eight-hour system, which after deposition to Minister of Works, Mr. Overend agreed to.
March 8—Murder of Joel Archibald Martin at Toowoomba by a German named Wenzel. (Wenzel executed Aug. 29.)
March 9—Attempt made to fire Judge Hirst’s house at Maryborough.
March 21—Great excitement over Mulligan’s reported rich find of gold 160 miles from Cooktown.
March 25—Revelations made regarding the flogging to death of a black boy on a Peak Downs station by inspector of police, who was arrested, but being bailed out absconded.
March 28—Opening Northern railway extension to Duaringa.
April 4—Hodgkinson rush set in; much excitement; every ship carried full cargo, many horses and full complement of passengers.

TABLE OF DATES.

1876.

April 6—Death of C. J. Trundle, an old colonist, at Brisbane.
April 21—Adverse news received in Brisbane as to Mulligan’s rush; Mulligan’s life threatened.
April 23—Roman Catholics at Gympie decided to prosecute certain newspapers for alleged libel in regard to clerical scandal.
April 27—Reply to petition to Queen re Sir Maurice O’Connell’s alleged complicity in the health of the Pope being drunk in precedence to that of Her Majesty received; prayer not granted.
May 2—Favourable reports received from the Hodgkinson field.
May 9—Foundation stone Trinity Church, Valley, laid by Bishop Hale.
May 18—Arrival of “Strathern” at Keppel Bay; 282 immigrants.
May 21—Crew of “Strathern” took possession of ship; armed police arrested them.
May 8—One hundred and fifty passengers by the “Leichhardt” paid their fare from Cooktown to Townsville, but refused to go ashore there, and were brought on to Brisbane. Eighty-eight of them were sent to gaol on arrival.
May 12—Hon. S. W. Griffith appointed Q C.
May 18—Foundation stone of Toowoomba School of Arts laid by Hon. A. Macalister.
June 6—First sod of Western Railway extension turned at Dalby by Governor Cairns.
June 7—“Victoria,” brought from Cooktown, reputed richest specimen quartz ever found in Queensland; 22 lbs. stone containing between 18 lbs. and 19 lbs. gold; specimens from the Palmer.
June 9—New Police Court, Brisbane, opened for business.
June 17—Arrival “Florence” at Townsville; 263 immigrants.
June 18—Arrival “Windsor Castle” at Brisbane; 382 immigrants.
July 6—Phenomenal crushings from No. 1 Lady Mary, Gympie, reported; one ton stone 298 02s. gold.
July 13—Arrival “City of Agra” at Hervey’s Bay; 316 immigrants.
July 14—Great storms in south and west portions of the colony; floods unprecedented in height; portions railway line in places swept away; heavy weather at sea, with injury to shipping and loss of life.
July 29—Golden Age, Croydon, published.
Aug. 3—Collision between “Barrabool” and “Queensland” off Wilson’s Point; latter sank in 45 minutes; second officer of “Barrabool” indicted for neglect, and owners mulcted to tune £17,000.
Aug. 11—Arrival “Scottish Bard” at Keppel Bay; 255 immigrants.
Aug. 12—Arrival Orient liner “Diharee” at Brisbane; 326 immigrants.
IN THE EARLY DAYS:

1876.

Aug. 17—Dr. Lang's application for compensation negatived in the Assembly.
Aug. 29—Execution of Wenzell for murder of Martin at Toowoomba
Sept. 10—Fierce gale on the coast; wind, 153 miles; numerous casualties. The "Dandenong" lost off Cape Jervis, with 40 passengers. "City of Melbourne" nearly disabled; nine racehorses worth £20,000 killed; four coasters and all hands lost.
Sept. 19—Mrs. Lancefield acquitted for the second time on charge of murdering her husband at Indooroopilly.
Oct. 3—"Reichstag" from Hamburg, arrived at Brisbane; 223 immigrants.
Oct. 4—Trinity Bay proclaimed port of entry.
Oct. 6—"Queensland Patriot" published at Brisbane.
Oct. 18—Severe thunderstorms, lasting three days, at Brisbane; several killed; hail in Wide Bay District killed many wild animals, also at Toowoomba and Warwick.
Nov. 20—Announced that Governor Cairns would be succeeded by Governor Kennedy.
Dec. 30—Gold sent to Sydney Mint from Queensland, 262,177 ozs.

1877.

Sept. 6—Two hundred and eighty-six Chinese, with £2000 and 621 ozs. gold, left Cooktown.
Sept. 17—News received from Maytown of the murder of Storekeeper Jackson, of Limestone, the body being robbed and the store burnt.
Sept. 29—Great fire at Townsville; estimated loss, £25,000.
Oct. 16—Opening of the first Queensland woollen factory at Ipswich.
Oct. 17—Opposition stonewalled until 3 p.m. on the 17th, refusing to pass money for projected railways.
Nov. 12—Arrival ship "Newcastle" at Brisbane; 397 immigrants.
Nov. 12—Great sale Western Railway lands at Dalby; proceeds £74,000.
Nov. 14—Very large meetings held Brisbane and Ipswich; prayers offered for break up of disastrous drought.
Nov. 20—Sale of Western Railway lands at Brisbane; net proceeds £26,771.
Nov. 28—Thanksgiving services held at Brisbane and elsewhere for rain.

1878.

Jan. 14—Execution Cunningham at Brisbane.
Jan. 20—Allotment of land, 1 rood, near Queen's Hotel, Rockhampton changed hands; £4,500, Bank N. S. Wales purchasers.
Jan. 31—£1,900 forwarded to the relief of Indian famine stricken districts.
Feb. 6—Annear and Co. tender for Maryborough-Gympie railway accepted.
Feb. 6—Arrival "Stirlingshire" from Glasgow with 580 immigrants.
Feb. 21—Several deaths recorded Rockhampton consequence intense heat.
March 1—Extension of Northern Railway to Comet River opened.
1878.

March 3—New Congregational Church at Bundaberg opened.
March 8—Terrible cyclone at Cairns; great destruction of property.
March 13—First sale Southport lands.
March 20—Sir Arthur Kennedy turned first sod Maryborough-Gympie railway.
March 31—Arrival "Robert Lees" at Brisbane with 319 immigrants.
April 9—"Scottish Knight" arrived Keppel Bay with 260 immigrants.
April 13—Contract for 5th section of Western Railway to Roma let to Bashford and Co.; £103,210.
April 17—Contract first section Warwick and Stanthorpe Railway (20 miles 28 chains), let Overend and Co.; £178,683.
April 18—Maryborough gazetted a place for holding Courts of Petty Sessions.
April 22—Outbreak typhoid fever at Toowoomba; many deaths.
May 17—Arrival of "Ironsides" at Brisbane; 301 immigrants.
May 24—First omnibus began to ply for traffic in Rockhampton.
May 27—Arrival "Glamis" Hervey's Bay with 356 immigrants.
May 28—Queensland loan of £1,200,000 taken up at 92½.
June 4—"Old Trafalgar" died Dunwich; aged 100.
June 30—Arrival "Nairnshire" at Brisbane with 349 immigrants.
June 24—Great massacre Europeans at New Caledonia.
July 1—A sloop "The Brisbane Adventurer" built by working men for New Guinea exploration launched.
July 7—Steamer "Victoria" picked up survivors French barque "Success" off Hinchinbrook Island; survivors been 13 days in open boat.
July 19—Queenslander transcontinental expedition started from Blackall.
July 29—"South Esk" arrived at Brisbane with 363 immigrants.
Aug. 1—28 miles Western Extension Railway opened traffic.
Aug. 4—Arrival "Lammershagen" from Hamburg at Brisbane with 392 immigrants.
Aug. 7—Royal Agricultural Society held first annual show at Toowoomba.
Aug. 8—Death of Dr. Lang.
Aug. 8—Seizure and burning of the schooner "Louisa Maria" by Whitsunday Passage natives.
Aug. 12—Fatal Chinese fight at Maytown.
Aug. 14—Ipswich lighted with gas for the first time.
Aug. 20—Arrival at Brisbane of "Windsor Castle" with 350 immigrants.
Aug. 26—Arrival of "Rodell Bay" at Brisbane with immigrants.
Sept. 7—Consecration St. John's Church, Dalby, by Bishop Hale.
Sept. 8—Arrival "Dunbar Castle" at Brisbane; 356 immigrants.
Sept. 10—Arrival Maryborough "Herschel," from Hamburg; 300 immigrants.
Sept. 10—Intelligence received at Brisbane that the ship "Riser" had been wrecked off King's Reef, and crew massacred by blacks.
Sept. 30—Arrival of "Sir William Wallace" at Townsville with immigrants.
Oct. 7—Extensive frauds and forgeries discovered in Real Property Office. S. L. Petersen having confessed guilty knowledge of them, absconded and was arrested. In same connection was proved £900 of funds of South Brisbane Mechanics' Institute been misappropriated.
Oct. 11—Arrival "Caroline" at Hervey's Bay, with 327 immigrants.
Oct. 21—Arrival "Scottish Admiral" at Brisbane; ordered into quarantine; 340 immigrants.
Nov. 6—Terrible accident on G.N Railway at Comet, where a number of men were swept off a truck by a rope across the line; 4 killed, 17 injured.
Nov. 18—Strike of A.S.N. Co.'s seamen owing to the introduction of Chinese as sailors. (The men returned to their ships on 2nd Jan., 1879, the Chinese being discharged.)
Nov. 27—Death of Mr. James Morgan, M.L.A., Warwick.
Dec. 6—Captain McIvor, of the schooner "Morning Light," murdered at Maryborough by Chinaman, who suicided.
Dec. 23—Execution of South Sea Islander for the murder of Charles Andrews at Nive River.
Dec. 24—Steamer "Mecca," with Chinese, wrecked in Torres Straits; no fatalities.

1879.

Jan. 9—Death of Robert Jarrott, of Indooroopilly, an old resident.
Jan. 10—Death of Robert Travis, an old colonist at Maryborough.
Jan. 15—During ceremony of opening of Parliament two men (Wilkie and Walsh) killed by bursting of a gun at the saluting point.
Feb. 13—Ipswich water works formally opened.
Feb. 24—O'Brien's store at Gilberton stuck up by bushrangers.
March 4—Skeleton of a young child found in the water works yard, Brisbane.
1879.

March 5—Instructions cabled to London to immediately stop free immigration.

March 16—Queenslander transcontinental expedition (E. Favenc, leader) arrived at Port Darwin.

March 23—Death of Sir Maurice O'Connell.

March 30—Great rain storm at Cairns, causing landslips and destruction in stores, gardens and houses.

April 13—Mysterious disappearance of R. Aitkin at Maryborough.

May 9—Heavy rain on the coast, three men drowned while crossing the Thomson river; damage done almost everywhere.

May 10—Large dismissals from Government workshops and road gangs. A large mass meeting to protest against the action of the Government was held at Ipswich on the 12th.

May 17—Hon. R. Pring having been gazetted Attorney-General went up for re-election at Fortitude Valley and was defeated by Mr. Beattie by 227 votes.

June 9—Execution of Joseph Mutter for the murder of a woman at Townsville.

June 10—Attempted assassination of the Rev. Scortechini on the Logan.

June 24, 25 and 26—Heavy storms, rain and cyclone in South Queensland, doing great damage.

June 27—S. W. Griffith declined the position of a Puisne Judge.

July 12—Western Railway to Blythesdale opened.

July 15—Mr. Justice Lilley sworn in as Chief Justice, and Mr. G. R. Harding as a Puisne Judge of the Supreme Court.

Aug. 19—Fire in Parliamentary Library; quickly got under control.

Aug. 22—Stonewall, owing proposal to pass £1,700,000 for railways; sat from Wednesday to Friday continuously; vote eventually carried by majority of 3.

Aug. 23—Robbery of the Gympie mail.

Aug. 27—Heavy rains throughout the colony, particularly at Dalby and Brisbane. R.C. Cathedral at Charters Towers blown down [Further floods Sept. 8th, prevailing until the 16th.]

Aug. 28—Explosion at the big tunnel on the Warwick-Stanthorpe line; 1 killed and 7 wounded.

Sept. 11—Bouicault, proprietor of *Northern Argus*, fined £50 for contempt by comment.

Sept. 18—Parliament approved of proposal to run Sunday trains between Brisbane and Ipswich.

Sept. 23—Coal-mining case, Bell and others v. Gulland, for trespass on the Waters-town Estate terminated; £1600 for plaintiffs (amount paid into court).

1879.

Sept. 27—Fire on the steamer "Leonie," from the Logan, destruction of sugar resulted.

Oct. 12—Bishop Bugnion obtained permission to pioneer 50 Mennonite families to Queensland.

Oct. 13—G. B. Molle found dead on the Old Cleveland Road shot by a gun he was carrying.

Oct. 20—Western Railway opened to Yeulbah.

Oct. 29—Roma to Charleville coach stuck up by an armed man named John Haslin. Constable Pettit, who was on the box, arrested the man, and was awarded a gratuity of £20. Haslin got 10 years.

Oct. 25—Destructive fire Durundur Station (head station destroyed).

Nov. 1—Government prohibited acceptance of testimonials and gratuities by Civil Servants.

Nov. 8—Fact became known that Mr. Stubley, M.L.A., had for some time been drawing £1000 a week from the Brian O'Lynn mine at Charters Towers.

Nov. 9—Warwick waterworks machinery set in motion.

Nov. 14—Destructive fire at Port Douglas; damage £10,000.

Nov. 18—Terrible storm with heavy damage at Ipswich.

Dec. 9—Murder, at Goondiwindi, of George McGuigan.

1880.

Jan. 12—Heaviest flood on record in the Daintree River; water rose 40 ft. washing stock, produce, etc., into the ocean and drowning many men.

Jan. 16—Q.N. Bank at Cunnamulla stuck up by J. Wells and robbed of £200; a storekeeper (Murphy) assisting in capture was shot and severely injured, but others pursued robber and arrested him; he was tried at Toowoomba, sentenced to death and executed March 22.

Jan. 21—Steamer "Vesta" capsized 16 miles from Casino. She sank immediately with five passengers. Captain was convicted of manslaughter and sentenced 12 months imprisonment.

Feb. 12—Smellie & Co. built and launched a 400-ton hopper barge for the Government.

Feb. 17—Floods in the North and West higher than those of 1864.

Feb. 20—Sudden death at Brisbane of Mr. E. J. Baynes.

Mar. 19—Sir J. P. Bell sworn in as acting Governor Queensland during absence in England of Governor Kennedy.

March 19—Government offered reward of £1000 for discovery of remedy for rust in wheat.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tr>
<td>1880</td>
<td><strong>April 3</strong>— &quot;Johnny&quot; Campbell, the Wide Bay bushranger, sentenced to 14 years' imprisonment. (Government awarded natives who had assisted in Campbell's capture a whaleboat, oars, masts, sails, drag nets and provisions.)</td>
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<td><strong>June 1</strong>—First municipal election for Sandgate</td>
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<td><strong>June 11</strong>—£11,424 forwarded to relieve distress in Ireland.</td>
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<td><strong>July 5</strong>—Attempt by Chinese pirates to seize E. and A. Co.'s steamer &quot;Bowen&quot;; the pirates captured.</td>
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<td><strong>June 21</strong>—Toowoomba waterworks inaugurated.</td>
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<td><strong>Aug. 16</strong>—&quot;Johnny&quot; Campbell, who was arrested for bushranging, but afterwards also arraigned for number of capital offences on women, executed at Brisbane.</td>
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<td><strong>Sept. 4</strong>—Baker, pedestrian, walked 115 miles in 23h. 40m. in old theatre, Brisbane.</td>
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<td><strong>Sept. 18</strong>—Cran &amp; Co. launched their steamer &quot;Edith&quot; at Maryborough.</td>
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<td><strong>Oct. 9</strong>—Death of Capt. Harvard, of Ipswich.</td>
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<td><strong>Oct. 21</strong>—Fitzroy Brewery, Rockhampton, put through first brew.</td>
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<td><strong>Nov. 1</strong>—Postal cards first issued in Queensland.</td>
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<td><strong>Nov. 29</strong>—Dr. Paterson charged with embezzlement at Rockhampton was acquitted. A scene occurred in court, verdict being received with applause, and cheers being given for the doctor and Griffith who defended him.</td>
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<td><strong>Dec. 1</strong>—First issue Gladstone Observer.</td>
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<td><strong>Dec. 2</strong>—First dredge &quot;Octopus&quot; built by Smellie &amp; Co.</td>
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<td>1881</td>
<td><strong>March 11</strong>—Death of E. Armstrong and Joshua Jeays two old Brisbane residents.</td>
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<td><strong>March 26</strong>—Bridget O'Donnell, South Brisbane, murdered her brother's wife and then suicided.</td>
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<td><strong>April 5</strong>—Bashford's tender (£38,634) accepted for the Sandgate Railway.</td>
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<td><strong>April 13</strong>—Arrival at Moreton Bay of the B.I.S.N. Co.'s steamer &quot;Merkara,&quot; first direct steamer with mails.</td>
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<td><strong>May 3</strong>—Stanthorpe Railway declared open.</td>
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<td><strong>May 10</strong>—First sod of the Sandgate Railway turned.</td>
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<td><strong>May 24</strong>—Hon. A. H. Palmer and Sir Charles Lilley received Order of Knighthood.</td>
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<td><strong>June 20</strong>—First meeting in Brisbane of the Queensland Political Reform League.</td>
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<td><strong>July 8</strong>—Eight cases nitro-glycerine condemned by the Customs authorities were ignited by a fuse three miles across the Ross River, Townsville, causing a terrific explosion. Considerable fear and excitement was caused as the shock was such as to extinguish the lights in Flinders-street and rattle the windows.</td>
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<td><strong>July 12</strong>—The notorious Steel Rails Commission Report before the House. Sir S. W. Griffith speech occupied 7 hours in delivery.</td>
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<td><strong>July 20</strong>—Division on the report taken resulting in a majority of 7 for the Government.</td>
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<td><strong>July 30</strong>—Foundation stone of Q.N. Bank, Brisbane, laid.</td>
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<td><strong>Aug. 4</strong>—General Fielding and his staff left Brisbane on the Transcontinental Expedition.</td>
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<td><strong>Aug. 4</strong>—First locomotive engine in the Mackay district started at Spiller's Sugar Factory.</td>
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<td><strong>Aug. 6</strong>—Maryboro-Gympie railway opened.</td>
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<td><strong>Aug. 16</strong>—Arrival in Moreton Bay of the Detached Squadron and the Princes (Albert Victor and George).</td>
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<td><strong>Aug. 18</strong>—Dr. O'Quinn died.</td>
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<td><strong>Aug. 26</strong>—Libel action P. Perkins v. Evangelical Standard; verdict £3 with cost.</td>
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<td><strong>Sept. 24</strong>—Mysterious disappearance of a petition against the appointment of a Coolie Immigration Agent in India and containing 500 names while being handed round in the Rockhampton Court House for signature.</td>
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<td><strong>Oct. 29</strong>—Mr. Thos Archer gazetted Agent-General for Queensland.</td>
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<td><strong>Nov. 15</strong>—Telegraph line opened to within 15 miles of Thargomindah.</td>
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<td><strong>Nov. 19</strong>—Death of Thos. Wright, proprietor of the Northern Standard.</td>
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<td><strong>Nov. 18</strong>—Messrs W. Sheehan, H. Slaughter and two boys (Bullmore) drowned in Moreton Bay, Llewellyn Best being the only survivor of the party.</td>
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<td><strong>Nov. 28</strong>—Hon. J. P. Bell received the honor of Knighthood.</td>
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<td><strong>Dec. 6</strong>—Telegraph line to Thargomindah completed.</td>
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<td><strong>Dec. 20</strong>—Sir Joshua Peter Bell seized with apoplexy while riding in hansom cab in Queen Street, Brisbane, and died shortly afterwards; honor of Knighthood only conferred on him 1st Dec. [Mr. J. B. Dixon, who was in the cab with him at the time, died Mar. 6th, 1882.]</td>
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<td><strong>Dec. 28</strong>—Sir Arthur Palmer took up official quarters as President of Upper House.</td>
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<td>1882</td>
<td><strong>Jan. 5</strong>—Mr. A. Archer accepted portfolio Col. Treasurer.</td>
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<td><strong>Jan. 13</strong>—Mr W. Brooks defeated Mr. J. Sinclair for North Brisbane by 315 votes.</td>
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<td><strong>Jan. 22</strong>—Remains of Mrs. Watson, her infant and Chinese servant accidentally found by Capt. Bremer on No. 5 Island, Howich Group.</td>
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1882.

Feb. 4—Professor Pepper unsuccessfully attempted to tap the clouds for rain at Eagle Farm. The “kite” could not be raised.

Feb. 7—Two 18-lb. round shot were found on the beach at Townsville at a depth of 2 ft. Shot by exposure had been reduced 2 lb. in weight, and were supposed to have been fired 50 years previously.

Feb. 14—Mr. F. Kates elected Mayor of Allora for eighth time.

Feb. 21—Fatal boat accident at Flat Top Island; eight Govt officials thrown into the water; three drowned.

Feb. 22—Ceremony of laying the last rail of Sandgate railway performed.

Mar. 6—Scene in Supreme Court between Mr. Ff. Swanwick and Justice Harding, as result of which former was disrobed.

Mar. 8—Second trial of Minnis for murder; found guilty of manslaughter; sentenced for life.

Mar. 12—Disastrous fire in Telegraph office; newspaper published at Courier office.

March 19—Arrival Archbishop Dunne (R.C.) in Brisbane.

May 1—News received Brisbane of massacre of Lockhead, Government agent, the first mate, and four of the crew of the “Janet Stewart” at the Solomons.

May 11—A.S.N. steamer “Ranelagh” wrecked on King’s Reef (Cardwell); P. Perkins a passenger.

May 13—Death of M. B. Goggs, pioneer; aged 73.

May 21—Dr. Cani consecrated first R.C. Bishop of Rockhampton.

May 21—Drowning of W. G. Moffat (chemist), his son, and a lad named Edwards at the mouth of the Brisbane.

May 22—Execution of George Byrne at Brisbane for capital offence.

June 6—Sixteen 32-perch allotments in Bourbou Street, Bundaberg, sold by Government for £4,315.

June 14—Maurice O’Brien, supposed to be insane, entered A.J.S. Bank, Maryborough, and fired at Mr. Male, account ant; Male fired three shots, which brought in passers-by, who seized O’Brien; no one injured.

June 18—Dr. Dunne installed R.C. Bishop of South Queensland.

July 6—Mrs. Evans and her three children drown in the Logan river.

July 18—Miners at Cannibal Creek, Mount town, hunted the Chinese from the tin lodes they were working.

July 23—First mail coach arrived at Herberton.

July 26—Margaret Spillane found guilty of murder of Michael Irwin at Toowoomba, and sentenced to death.

Aug. 3—Andrew Petrie’s property at the corner Wharf and Queen Streets, Brisbane, sold to W. Perry for £40,000.

Aug. 17—Death at Brisbane of the wife of Samuel Plimsoll, the sailors’ friend.

Sept. 13—Mr. T. M. King (present Under Secretary to Treasury) appointed collector of Customs in succession to Mr. W. Thornton, one of the first Customs officers at Moreton Bay.

Oct. 10—Death of Judge Blake from buggy accident met with on 3rd Oct.

Oct. 30—Quarter-acre unimproved land at corner Bazaar and Sussex Streets, Maryborough, sold for £4,000.

Nov. 10—Mr. A. C. Gregory called to the Legislative Council.

Nov. 11—Tender for Killarney line accepted; £31,341.

Nov. 15—Telephone exchange, Maryborough, opened.

Nov. 18—News received Brisbane that Mr. T. M’Ilwraith had been created K.C.M.G.

Nov. 18—Anti-coolie disturbance at Bundaberg owing to a number of whites impeding the Cingalese in their work. Cingalese drew their knives; no one killed.

Dec. 4—Charters Towers Railway formally opened.

Dec. 8—Death of Mr. J. P. Smith, pioneer temperance advocate in Queensland.

Dec. 8—Concluding payment of “Griffith reimbursement fund” (total £709) paid to Hon. S. W. Griffith.

1883.

Jan. 12—Terrific thunderstorm, lasting an hour, passed over Goondiwindi, doing very great damage.

Feb. 1—Arrival Ivo Bligh’s team of cricketers, Brisbane.

Feb. 20—Townsville gas works formally opened.

Feb. 23—Death of Mr. G. Edmondstone, an old colonist.

Feb. 26—Appointment of Sir A. Musgrave as Governor of Queensland, announced.

March 5—Heavy flood at Thargomindah; the river in places several miles wide; much loss of live stock.

March 30—Visit to Queensland of Mr. J. E. Redmond, M.P.

April 9—New Telegraph offices, Rockhampton, opened.

April 9—Successful exhibition of electric light in the Government Printing Office, Brisbane.

April 18—Death of Mr. G. Howard, one of the oldest residents of Maryborough.

May 2—Departure of Governor and Miss Kennedy.

May 5—Queensland Leader (Brisbane) first published.

May 6—Visit of Archibald Forbes to Brisbane.
### TABLE OF DATES.

**1883.**

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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>May 19</td>
<td>Royal Commission appointed to inquire into the system and management of the Traffic Departments of the railways.</td>
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<td>June 20</td>
<td>W. T. Blakeney appointed Registrar-General vice Henry Jordan.</td>
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<td>July 3</td>
<td>M'Ilwraith Government defeated by 11 votes on Transcontinental Railway Bill.</td>
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<td>July 9</td>
<td>Observer purchased by the Brisbane Newspaper Company.</td>
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<td>July 14</td>
<td>Clermont ratepayers having demanded the retirement of their aldermen the latter resigned in a body.</td>
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<td>Aug. 11</td>
<td>First issue of Hughenden Ensign.</td>
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<td>Aug. 29</td>
<td>Severe shock of earthquake felt over considerable portion of South Queensland.</td>
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<tr>
<td>Sept. 12</td>
<td>Lake's Creek Meat Works, Rockhampton, destroyed by fire.</td>
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<td>Sept. 28</td>
<td>Smith's tender for the first section Mackay railway accepted.</td>
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<tr>
<td>Oct. 23</td>
<td>Mrs. (&quot;Granny&quot;) Ross first resident of Dalby died.</td>
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<tr>
<td>Oct. 30</td>
<td>Great demonstration at Ipswich under the auspices of the Liberal Association (effigy of P. O'Sullivan previously burnt and after his election he was followed by a mob to the station but escaped them).</td>
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<tr>
<td>Nov. 4</td>
<td>Foundation stone of Nudgee Convent laid.</td>
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<tr>
<td>Nov. 6</td>
<td>Arrival of Sir A. Musgrave at Brisbane.</td>
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<tr>
<td>Nov. 7</td>
<td>First Session of the 9th Parliament opened, but Griffith carrying an amendment on the estimates against M'Ilwraith the latter resigned and the former formed a ministry.</td>
</tr>
<tr>
<td>Nov. 27</td>
<td>Unemployed numbering 500 held a meeting outside the Immigration Depot, Brisbane.</td>
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<tr>
<td>Dec. 20</td>
<td>Visit to Brisbane of the Earl of Roseberry.</td>
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<tr>
<td>Dec. 25</td>
<td>First issue of Charleville Times.</td>
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<td>Dec. 28</td>
<td>Arrival Swedish schooner &quot;Natal&quot; in Moreton Bay. Captain reported crew had mutinied, and that he had shot two of them.</td>
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<tr>
<td>Dec. 31</td>
<td>Estimated population of Queensland: 248,255.</td>
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**1884.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Jan. 26</td>
<td>Affray between white men and Kanakas at Maryborough; glass bottles the weapons; several injured.</td>
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<tr>
<td>Jan. 30</td>
<td>Disastrous hurricane at Bowen; nearly every building unroofed, and many completely wrecked.</td>
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<tr>
<td>Feb. 6</td>
<td>Bashford's tender (£109,000) for the Cooktown-Maytown Railway accepted.</td>
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<td>Feb. 21</td>
<td>Severe floods throughout colony, especially about Cooktown-Townsville.</td>
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<tr>
<td>Feb. 27</td>
<td>Railway opened to Clermont.</td>
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<tr>
<td>March 13</td>
<td>Brisbane Courier offices lighted by electricity.</td>
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<tr>
<td>March 16</td>
<td>Destructive fire at Howard Smith's wharves Brisbane, damage £15,000.</td>
</tr>
<tr>
<td>April 9</td>
<td>Trial of T. W. Hill publisher of Courier for libel against the Elections and Qualification Committee; verdict not guilty.</td>
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<tr>
<td>April 23</td>
<td>J. C. McGroary returning officer at Woolgar sentenced to six months imprisonment for falsifying returns</td>
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<tr>
<td>May 2</td>
<td>New offices of the Bulletin Company at Rockhampton opened.</td>
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<tr>
<td>May 4</td>
<td>The first eight-page penny paper (The Evening Observer) issued in Brisbane.</td>
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<tr>
<td>May 20</td>
<td>First shipment to England of frozen meat (per &quot;Dorunda&quot;) from Brisbane (Queensport works).</td>
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<tr>
<td>May 26</td>
<td>Second trial Ready v Figaro; verdict £50. Figaro costs subscribed.</td>
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<tr>
<td>June 5</td>
<td>Francis Rowan and John McLean sentenced to three years' imprisonment for kidnapping Kanakas, the first year in irons.</td>
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<tr>
<td>June 11</td>
<td>The Age exploration party (Captain Strachan) arrived at Thursday Island from New Guinea.</td>
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<tr>
<td>June 16</td>
<td>First section (to Fernvale) of Brisbane Valley line opened.</td>
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<tr>
<td>June 27</td>
<td>Death of Hon. W. Thornton, very old resident, having been attached to first Customs staff.</td>
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<tr>
<td>July 23</td>
<td>Death of J. S. Calvert, the last survivor of the Leichhardt Expedition party; died in Sydney.</td>
</tr>
<tr>
<td>Aug. 13</td>
<td>Libel case, Thorn v. Zeitung; verdict, £50 and costs.</td>
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<tr>
<td>Aug. 18</td>
<td>Writ for slander (£10,000 damages) issued by Hon. W. O. Hodgkinson against Hon. W. Miles. Eventually withdrawn by mutual consent, each side paying own costs.</td>
</tr>
<tr>
<td>Sept. 16</td>
<td>James Warner (one of the first surveyors) gazetted Sergt.-at-Arms.</td>
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<tr>
<td>Oct. 3</td>
<td>Railway collision at Darra; driver Griffith killed; several injured.</td>
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<tr>
<td>Oct. 23</td>
<td>Part of New Guinea proclaimed English territory.</td>
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<tr>
<td>Oct. 30</td>
<td>R. Thompson's tender (£19,225) accepted for construction of Brisbane tramways.</td>
</tr>
<tr>
<td>Nov. 15</td>
<td>Sir S. W. Griffith's effigy burnt at a Separation meeting at Ayr.</td>
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</tbody>
</table>
1884.

Nov. 27—Neil M'Neil, captain of the "Hopeful," which was seized for kidnapping, sentenced to death; commuted to penal servitude for life, first five years in irons. Dec. 3—Bernard Williams (boatswain of the "Hopeful") sentenced to death. Dec. 11—Scholefield (Government Agent) found guilty and sentenced penal servitude; five years in irons. Dec. 14—Seven of the "Hopeful" men sentenced—two to penal servitude for life, one for ten years, three for seven, and one for two years; part of times in irons.

1885.

TABLE OF DATES.

1886.

Aug. 9—Second section of Brisbane-Valley Railway opened.
Sept 2—Mt. Morgan jumping cases heard at Rockhampton; dismissed.
Sept. 2—Hon. John Macrossan's motion in the Legislative Assembly for Separation negatived.
Sept. 22—Miners on Croydon made an attempt to expel the Chinamen on the field.
Sept. 24—Death at Warwick of Allen Mc'Innes, one of the early Downs settlers.
Oct. 3—Nearly 2,000 miners and other trades people attended an anti-Chinese meeting at Charters Towers.
Oct 19—On casting vote of the Chairman of Committees Legislature decided to build the Fortitude Valley Railway.
Nov. 5—Chinese residents of Mackay petitioned the Government praying for protection for their countrymen.
Dec 7—Steamer “Keilawarra” after collision with the “Helen Nicolls” foundered with nearly the whole of her passengers and crew.
Dec. 14—Scene in the Cairns Police Court during the hearing of a case brought by John Macnamara and the Editor of the Chronicle. A day or two afterwards the Editor was horse-whipped by Mr. Wimble.

1887.

June 22—Mayor of Roma fined for declining to put a motion to a meeting of aldermen.
July 16—Anti-Chinese demonstration in Brisbane. (A conference was held on the 19th, at which it was decided to approach Government.)
July 22—Death of the Hon. William Miles.
July 26—Land tax proposals (in form of new Rating Act) carried by Government, who had a majority of eight.
Sep. 1—Heads of Government Departments, under pain of suspension, instructed to keep expenditure within estimates.
Sep. 17—A. U. S. N. Co. purchases A. S. N. Co.'s Brisbane property for $205,000.
Oct. 17—Death of Sir Ralph Gore at the Albion (near Brisbane).
Oct. 25—Death of Mr. C. A. Fielberg, journalist (editor of Brisbane Courier).
Oct. 19—Railway to Charleville completed.
Oct 29—Death of Richard Aldridge, one of the original prospectors on Croydon.
Dec. 1—New South Wales having announced its intention of assuming the name “Australia,” Victoria, Queensland and South Australia lodged a joint protest.
Dec. 4—Archbishop Dunne invested with the Pallium by Cardinal Moran.
Dec. 13—Death C. H. Hartmann an old resident of Toowoomba.
Dec. 15—Appointment of the Civil Service Commission, on the recommendation of which present Board was established.
Dec. 30—Visit of Earl and Countess of Carnarvon to Queensland.
Dec. 30—Sensation in Rockhampton on arrest of J. W. Rutter, mayor, for forgery [Rutter who while under arrest attempted suicide was found guilty on 28th January, 1888, and sentenced to seven years imprisonment.]
Dec. 31—Gold returns for the year: 425,923 ozs.

1888.

Jan. 14—W. Wright killed and Constable Corrigan wounded by blacks near Maytown.
Jan. 16—Sir S. W. Griffith elected president of Federal Council at Hobart.
Jan. 17—First through train service between Brisbane and Sydney initiated.
Jan. 24—Severe storm at Croydon did damage estimated at £23,000.
Feb. 7—First election new Municipality of South Brisbane. (W. Stephens elected first Mayor on February 15th.)
Feb. 17—Disastrous tornado on coast, steamer “Geelong” wrecked near Mackay, two of crew being drowned; “You Yangs” was seriously damaged; several houses at Mackay demolished.
1888.

Feb. 18—21 in. rain fell at Rockhampton in three days, causing floods; Mt. Morgan coach washed away (mails lost, one passenger drowned).

Feb. 19—Ex-Alderman Sumner, of Rockhampton, attempted suicide by blowing himself up with powder.

Feb. 24—Collision "Derwent" and "Otter" in Brisbane River; "Derwent" damaged.

March 1—Railway to Charleville and to North Pine opened.

March 2—Intercolonial Trades Congress met in Town Hall (60 delegates).

March 12—Mr. Wilson-Henry and wife killed on the railway near Little Ipswich.

April 2—Opera House, Brisbane, opened.

April 4—Death in London of Hon. James Gibbon.

April 14—Death of Mr. Henry Buckley, Brisbane, an old resident.

April 18—Tender for Cleveland Railway accepted.

April 27—First gold escort (1211 ozs.) left Eidsvold.

May 2—Tender for Bowen Railway accepted (£4,700)

May 5—General elections; great excitement in Brisbane; Chinese shop windows smashed by rioters. Brisbane returns: McIlwraith, 1761; Griffith, 1127; W. Brookes, 100. (Chinese at Kelvin Grove decided to cable Pekin demanding protection.)

May 9—Extensive jewellery robbery at Maryborough: A. Ebenezer the victim.

May 12—Murder of Bridget Baker, nine years of age, in the Bunya scrub.

May 14—Beaudesert railway opened.

June 13—McIlwraith Ministry gazetted—viz.: Sir T. McIlwraith (Premier), H. M. Black (Lands), J. M. Macrossan (Mines and Works), H. M. Nelson (Railways), B. D. Morehead (Colonial Secretary), A. J. Thynne (Justice), J. Donaldson (Postmaster-General and Education), W. Patterson (without portfolio).

June 15—A Javanese run amuck at Norman ton killing three white men. (Serious rioting occurred next day in consequence; eighteen houses occupied by the aliens burnt by whites).

June 16—Opening first section North Coast Railway.

July 3—Bank North Queensland opened.

July 9—Plague of cats at Thargomundah.

July 13—"Ranelagh" "Spunkie" collision at Cape Moreton; latter (schooner) foundering.

July 18—Cable communication with Europe having been interrupted for 19 days restored.

July 30—Crisis owing to Governor refusing to endorse order of Ministry for liberation of Ben Kitt who was sentenced for stealing boots. Ministry resigned, but Governor refused to accept it. Sir S. W. Griffith was sent for on September 5, but he declined to form Government. On 8th Governor received wire from Lord Kuntsford instructing him to release Kitts. A mass meeting in Brisbane (7,000) passed resolutions supporting Government who withdrew resignations on 10th September.


Aug. 18—Foundation Stone new Albert Street Wesleyan Church, Brisbane, laid.

Aug. 21—Libel case R. Bulcock v. Boomerang ended, verdict plaintiff £50 and costs.

Sept. 11—McIlwraith delivered financial statement introducing protective policy through customs.

Sept. 18—Great fire in Brisbane destroyed D. L. Brown & Co.'s Warehouses and other buildings.

Oct. 9—Unexpected death of Sir Anthony Musgrave.

Oct. 9—Strike of Tramway Employees, Brisbane.


Oct. 24—Captain Townley Wright, Commandant Marine Forces refused to give up command of "Gayundah" to Lieutenant Taylor whom he placed under arrest. Captain Wright prepared to put to sea. On the 25th he was dismissed from service and removed from ship by police.

Oct. 26—Terrific cyclone at Thargomundah.

Nov. 7—Sir A. H. Blake appointed Governor of Queensland. (General objection was taken to the appointment, which culminated in Sir A. H. Blake being withdrawn and Sir H. W. Norman substituted.)

Nov. 13—Cultivation of virus for pleuroneumonia commenced in Queensland by Dr. Germont.

Nov. 19—J. Newell elected first mayor of Herberton.

Nov. 21—Excitement in George Street, Brisbane, occasioned by escape of a Bengal tiger from Higgins's menagerie. Attendant and proprietor injured before the beast was re-taken.

Nov. 22—Sugar Commission (W. H. Groom, A. S. Cowley, and H. E. King) appointed.


Nov. 28—Tender accepted for second and third sections North Coast railway (£169,360).
<table>
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<tr>
<th>Year</th>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>1888</td>
<td>Dec. 11</td>
<td>First prize (£300) in aquatic carnival, held at Brisbane, won by Searle, Kemp being 2nd, Matterson 3rd.</td>
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<td>Dec. 15</td>
<td>J. Richardson, an old Brisbane merchant, died in Sydney.</td>
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<td>Dec. 15</td>
<td>M'Garrigal (Queenslander) won the £800 handicap foot race in Sydney.</td>
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<td>Dec. 16</td>
<td>Several deaths at Croydon owing to intense heat (109 deg. in shade).</td>
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<td>Dec. 22</td>
<td>Disastrous storm at Mt. Morgan, unroofing Anglican Church and other properties.</td>
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<td>Dec. 31</td>
<td>Estimated population of Queensland: 384,000.</td>
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<td>1889</td>
<td>Jan. 1</td>
<td>International postal card system initiated.</td>
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<td>Jan. 2</td>
<td>Evening Star, Townsville, published.</td>
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<td>Jan. 8</td>
<td>Death of Mr. Simon Fraser, an old resident of Queensland.</td>
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<td>Jan. 17</td>
<td>Thermometer at Cloncurry registered 127 deg. in the shade.</td>
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<td>Jan. 23</td>
<td>Southport Railway opened.</td>
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<td>Feb. 9</td>
<td>Death of Peter Lalor, hero of the Eureka Stockade.</td>
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<td>Feb. 25</td>
<td>“Barcoo” collided with “Beaver” carrying 300 excursionists in Brisbane River; no loss of life.</td>
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<td>Apr. 4</td>
<td>General strike in the printing trade in Brisbane. Courier office suddenly deserted; paper had to be produced by literary staff and employers. The strike, which was maintained until May 7, arose through a society office doing work from a non-union establishment. The demands of the men were defeated.</td>
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<td>May 4</td>
<td>“Major” Wright, of the Salvation Army, for neglect to pay a fine for parading the streets, committed to the cells for 48 hours.</td>
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<td>May 1</td>
<td>Arrival in Brisbane of Sir Henry and Lady Norman; welcomed by about 40,000 people.</td>
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<td>May 7</td>
<td>Death of James Davis (Duramboi).</td>
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<td>May 9</td>
<td>Messrs. Mathieson, Johnston and R. Gray appointed Queensland Railway Commissioners.</td>
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<td>May 25</td>
<td>Dr. Macgregor, Administrator of New Guinea, knighted.</td>
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<td>May 28</td>
<td>Trades and Labour Council dissolved, and Australian Labour Federation formed. (The inaugural meeting of the Federation was held on 11th June.)</td>
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<td>June 14</td>
<td>Death in Sydney of Capt. Francis a Queensland identity.</td>
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<td>July 19</td>
<td>Heavy floods in Brisbane and throughout Southern Queensland; five vessels got adrift in the Brisbane.</td>
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<td>July 26</td>
<td>Arrival in Brisbane of Messrs. Mathieson and Johnston, railway commissioners.</td>
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<td>July 29</td>
<td>First section of Gayndah Railway opened.</td>
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<td>Aug. 12</td>
<td>Meyenberg v. Patterson and others, claiming Mount Morgan mine, commenced in Brisbane. (The first trial lasted eight days, the jury being unable to agree. On the second trial plaintiff lost.</td>
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<td>Aug. 27</td>
<td>Prof. Shelton appointed Professor of Agriculture for Queensland.</td>
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<td>Aug. 28</td>
<td>Eight-Hour Bill negatived by the Queensland Parliament.</td>
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<td>Sept. 4</td>
<td>Large meeting held in Brisbane (and large amount collected) in aid of men on strike at the London Docks.</td>
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<td>Sept. 14</td>
<td>Split in the McIlwraith Ministry, Sir Thomas resigning owing to his colleagues refusing to place £100,000 on the Loan Estimates for the erection of Central (Brisbane) Railway Station. B. D. Morehead became Premier.</td>
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<td></td>
<td>Sept. 28</td>
<td>W. G. Geddes recognised in Louis Brennan, a lunatic in Adelaide Asylum, his son who was thought to have been drowned in Caboolture River in 1877, and whose insurance the A M P. Co. paid. (The father had to refund the money with interest.)</td>
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<td>Oct. 8</td>
<td>380 stolen from the Woolloongabba branch Q.N Bank.</td>
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<td>Oct. 11</td>
<td>Rev. G. R. F. Nobbs inhibited from preaching, on account of disclosure showing wholesale frauds on his parishioners and others.</td>
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<td>Oct. 22</td>
<td>Stonewall in Assembly by Opposition, owing to proposed loan of £1,000,000 for unspecified railways. Hon. H. Tozer spoke nearly eight hours. (Stonewall ended after 151 hours; Opposition winning.)</td>
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<td>Nov. 9</td>
<td>Captain John Mackay (discoverer of Mackay) appointed Harbour Master at Brisbane.</td>
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<td>Nov. 19</td>
<td>Further re-construction of Cabinet (Mr. W. Pattison retiring, bitterly attacked Sir T. McIlwraith). Mr. J. Donaldson succeeded Mr. Pattison as Colonial Treasurer, and Mr. C. Powers accepted portfolio Postmaster-General and Minister for Education.</td>
</tr>
<tr>
<td>1890</td>
<td>Jan. 7</td>
<td>In consequence of the shortage of rations, principally through floods, flour at Croydon was reported to be selling at £100 per ton.</td>
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1890.

Jan. 23—Floods occurred in the Maryborough district, doing damages estimated at £100,000.

Feb. 19—Cabinet decided to remit the remainder of the sentences passed on Lewis Shaw (life); Thomas Freeman (10 years); James Preston and Edward Rogers (7 years); and Bernard Williams and Neil McNeil (life); “Hopeful” prisoners, sentenced for kidnapping.

Feb. 24—Floods in the Central District and other parts of the colony.

Feb. 28—Loss in Torres Straits of R.M.S. "Quetta," bound for England with a number of well-known colonists; 123 lives lost; 158 saved.

March 1—Publication of Worker, pioneer Labour paper, in Queensland.

March 10—Heavy floods occurred in the Brisbane, accompanied by stormy weather on the coast. Brisbane was entirely cut off from communication, flood waters reaching (on the 13th) a level of 5ft. 2in. above the 1887 flood. Heavy landslips occurred along the railway and on various roads. There was also some loss of life. (On the 29th a cyclone was experienced at Roma, and serious floods occurred west of Roma).

March 21—3½ per cent. Queensland loan of £2,264,000 was successfully floated; £6,000,000 tendered.

April 9—Partial collapse, by the sinking of a pier, of the Fitzroy Bridge at Rockhampton.

April 24—Michael Barry, for wife murder, sentenced to death at Rockhampton. (He was executed on June 2.)

May 1—First section Bowen Railway opened.

May 5—Threatened maritime strike owing to union wharf labourers being asked to handle wool shorn by non-unionists at Jondaryan. (A conference between the B.I.S. N. Co. and the Labour Federation was held, and a compromise effected on 12th May.)

May 10—Arrival in Brisbane of Henry George, apostle of Land Nationalisation.

May 17—Death at Ipswich of Mr. Thadens O’Kane, well-known journalist and proprietor Northern Miner, Charters Towers.

May 27—Strike of boot operatives. (Strike terminated on 11th June, each side making concessions.)

June 30—Deaths of Mr. Justice Mein (in Sydney) and Mr. Henry Jordan announced.

July 2—Mr. P. Real elevated to Puisne Judgeship. (He was gazetted on the 8th, and sworn in on the 18th.)

July 25—Deficit on year’s transactions stated in Treasurer’s Speech to be £309,000. To meet this and cope with falling revenue, Morehead Government proposed increased duties on liquors, a reimposition of the beer tax and a land tax on all freeholds above the value of £50.

Aug. 15—Maritime Strike precipitated, all officers and men withdrawing from intercolonial shipping between this date and the 18th. Special constables were sworn in at different places throughout the colony to preserve order. Naval Brigade at Cooktown refused to do police duty, and at one of the meetings of the men in Brisbane Mr. D. T. Seymour, Commissioner of Police, mounted the lorry and delivered an address for which he was censured by his Minister. Several riots occurred, and eventually the Civil Servants were called upon to act as constables. The strike extended over ten weeks, the shearsers in the meantime having been called out and a loan of £20,000 asked for by the Labour Federation from England. At the termination of the strike the free labourers struck for increased wages which was not given, and many of them were in turn replaced by unionists.

Nov. 5—Central Separation petition, bearing 7,700 names forwarded to Brisbane from Rockhampton. Debates took place in the House on both Northern and Central Separation. Both questions were defeated, and Sir S. W. Griffith’s motion for his Decentralisation Scheme was carried by 32 votes to 26. The powers he proposed to confer on the Provincial Parliaments established under the scheme was not generally favoured by the House, and as a result the matter was shelved.

Dec. 1—Sir J. F. Garrick appointed Agent-General in succession to Mr. T. Archer.

Dec. 8—Death of Dr. Hobbs, an old resident.

Dec. 12—Criminal libel case, Brentnall v. Mabbot arising out of Maritime Strike decided; defendant acquitted.

Dec. 31—Gold yield for colony 588,147 oz., decrease of 150,000 oz. as against 89 returns.

1891.

Jan. 6—Practically the first note in the disastrous shearsers' strike was sounded on this date by the refusal of 200 men to sign on under the new Pastoralists’ Agreement at Logan Downs. [On the 11th February great excitement was stated to prevail at Clermont owing to the arrival of non-unionists, and at Barcaldine on
1891.

the 15th a meeting of 400 men decided to use force if necessary to prevent their replacement by free labourers. This was followed on the 19th by a procession of armed unionists to Peak Downs with the avowed object of compelling a cessation of work by free labourers which, together with other acts, led to the issue of a Proclamation on the 23rd calling on the men to lay down their arms and disperse. A riot was precipitated on the 17th March at Clermont, where the Pastoralists’ executive were assaulted in the streets and Sergeant Dillon wounded. Passenger trains were rushed, and attempts made by alleged unionists to wreck trains (15th March) conveying free labourers, grass was fired, and on April a pile of Ebor Creek bridge was reported to have been sawn through. This was followed by the swearing in of special constables and the despatch on the 26th March of Colonel French with military and police to the seat of trouble. Many men were sentenced for minor offences, including intimidation, and reports were received of the burning down of woolsheds and outstations necessitating the increase of the forces in the west. On 20th May twelve men were found guilty of conspiracy (the men’s executive at Barcaldine) and sentenced to three years’ penal servitude; on the 4th June two were sent for seven years for arson; the strike was officially called off on June 13. At intervals throughout the year crimes were committed in the interior presumably by a flying band of desperados. The now familiar “Freedom of Contract” came as one of the effects of this strike. The estimated cost of strike (independent of loss of wages, of property, and lack of business activity) was £19,000 to the unionist funds and £78,500 to Government. It was stated on the close of the strike that a socialist plot had been unearthed. The scheme was alleged to have been organised in Brisbane, and under it 8,000 workers backed up by £20,000 were to seize the whole of the Central District and proclaim a Republic.}

Jan. 28—Heavy floods in the Gulf country.
Feb. 2—J. Quinn’s tender (£20,400; accepted for the erection Exhibition Buildings, Brisbane.
Feb. 12—Further serious floods in the Gulf entailing heavy losses.
Feb. 12—Death at Brisbane of R. S. Warry, old colonist.
Feb. 24—First meeting of the Shops and Factories Committee in Brisbane. (The result of this Committee was practically nil).

1891.

March 4—All hotels at Barcaldine ordered to close at sundown in consequence Shearer’s strike and threatened disorder.
March 28—Death at Brisbane of George Harris, old resident.
March 30—Death in Sydney of Hon. J. M. Macrossan, one of delegates to the Federal Conference.
March 31—Nive Downs woolshed burnt.
April 4—Foundation stone Brisbane Trades Hall laid by Sir Chas. Lilley. (The National anthem gave place to the Marsellaise at the ceremony.)
April 5—Quinquennial Census: Population, Queensland 393,718. (Population of Northern districts was returned as 78,077; Central, 46,875; and Southern, 268,764.)
April 15—News received Brisbane of destruction by fire of two woolsheds in the West.
April 16—Man named Ryan murdered a mate and injured three others with a bayonet at Barcaldine.
April 29—News received of the burning of a quantity of non-union wool on its way to Charleville.
May 8—Three out stations near Charleville burned by mob of men.
May 13—Memorial approving of Government’s action in endeavouring to maintain order in the West presented to Chief Secretary. It bore 4,000 signatures.
May 19—Carrier’s strike at Blackall terminated.
July 8—Railway to Croydon completed.
July 17—Railway to Gympie (from Brisbane) opened.
Aug. 1—Major General Owen successor as Commandant to Colonel French arrived Brisbane.
Aug. 19—Opening of first Exhibition in new building, Brisbane; attendance 32,000.
Aug. 28—Arrival at Brisbane of Australian Auxiliary Squadron.
Oct. 2—Arrival in Brisbane of General Booth.
Oct. 12—As a result of the agitation of unem­ployed, a Government labour bureau was opened at Brisbane; 342 men registered.
Oct. 31—Shipment of sugar from Queensland to London for four months: 1,000 tons.
Nov. 5—The cases brought by the Queensland Investment and Land Co. against Sir Thomas Mcllwraith, Grimley and others, commenced. Trial occupied about 60 days. Practical result was a verdict against Grimley for £61,000 and interest, and for the defendants Drury, Mcllwraith, Palmer and Hart.
1891.

Nov. 28—Queensland won Intercolonial eight-oar race at Melbourne.
Nov. 29—Murweh woolshed with 300 bales of wool burned.

1892.

Jan. 20—For the twenty-four hours 10½ inches of rain were recorded at Cairns.
Jan. 26—A difficulty arose between the Government and the Bank of England, owing to laying of charges for the floating the last loan being preferred against the latter. (Matters in consequence became much complicated, and amicable relations were only restored when, in May, the Government withdrew the charges.)
Jan. 31—Death of T. W. Hill, for many years publisher of the Brisbane Courier.
Feb. 5—Queensland stocks fell considerably in London.
Feb. 8—Queensland Deposit Bank (Brisbane), suspended payment. (The Bank had to again re-construct two years later.)
Feb. 13—Considerable excitement consequent upon the issue of Sir S. W. Griffith’s manifesto, expressing the intention of the Government to continue the Polynesian trade for a further period of ten years. (The proposal was made to the House on the 27th, February and, after debate, accepted.)
Feb. 16—Toowoomba Deposit Bank suspended payment.
March 11—Deeming, the notorious wife murderer, arrested at Southern Cross (W. A.)
March 16—A deputation of over 200 women, many of them carrying children, endeavoured to deputationise the Colonial Secretary, to lay before him their grievances in consequence of the delay occasioned in the distribution of relief rations.
April 2—Cyclone experienced in Brisbane and suburbs. Many buildings damaged, two churches were razed, and injury to shipping done; one life being lost.
April 7—Rudolph Weissmuller, a new arrival, murdered at Moraree (near Brisbane). The lad’s body was accidentally found in a paddock where it had been partially covered with bushes. The murder was traced to a lad named Horrocks, who was well connected, and who, it was proved, had committed the crime in a most cold-blooded fashion. Horrocks was found guilty, and was executed at Brisbane on 26th September. A monument to Weissmuller’s memory was erected by public subscription.

1892.

April 9—Death at Brisbane of W. Munro Smith, very old resident.
April 18—Death of Mrs. E. Griffith (mother of Sir S. W. Griffith).
April 19—Death of Mrs. W. Peardon (Toowoomba) of Mrs. Peardon, one of the oldest Downs residents.
May 22—Death at Cleveland of Captain Winship Taylor, old colonist.
May 28—M. Slack (Brisbane) won the Intercolonial Amateur Sculling Race at Melbourne.
June 5—Death at Brisbane of Henry Biggs, a colonist of 35 years.
June 15—Debate on the Land grant railway principal initiated in the House. (With a view to bringing the system into practical effect as soon as possible, preliminary resolutions authorising the Government to receive offers for eleven railways were adopted. No offers were however received; or if they were, the terms were not accepted, and the question is now practically a dead letter.)
June 23—Premier presented his provincial Separation Scheme. (The bill proposed to divide the colony into three autonomous provinces with a central government. On division it was decided by 34 votes to 22 that there should be two provinces only—Northern and Southern—and the principle was affirmed by 38 to 19. The necessary remodelled bill was introduced on August 18, and on its second reading on September 13, Mr. Nelson, then leader of the opposition moved a motion to the effect that nothing short of territorial separation would be acceptable. This was defeated by 33 to 9 and numerous amendments having different objects in view were similarly thrown out. The measure eventually got through committee but on being sent to the Upper House it was thrown out—on October 17—by 17 votes to 9. The Central people were naturally jubilant, and showed their contempt for certain members who had opposed their wishes by burning them in effigy and indulging in similar demonstrations.)
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Aug. 16—Chief Justice Lilley delivered judgment in the Queensland Investment Land Mortgage cases, setting aside the jury’s findings and substituting his own. (The Full Court declared that Sir Chas. Lilley was wrong in so acting, and set aside his judgment. Notice of appeal was given, but was not gone on with.)
1892.

Sept. 25—Cardinal Moran unveiled the statue of the late Bishop O'Quinn in St. Stephen's Cathedral, Brisbane.

Oct. 10—Celebrated Robb arbitration case commenced. Robb's claim was for £269,311 9s. 2d. against the Government for further extras in connection with the construction of the Cairns Railway, £110,000 having been paid him for extras a few months before. All the leading members of the bar and experts were retained. The case went against the contractor, who was awarded £20,807 4s. 5d. The total costs amounted to £23,657 8s. 5d. Of this latter amount £12,758 9s. 9d. was for law costs, and £10,898 18s. 8d. fees for experts, witnesses, reporting, printing, &c. Crown counsel's fees were—Sir W. Griffith, £2778 3s. 6d.; Hon. T. J. Byrne, £1968 13s.; Mr. J. G. Drake, £1963 9s. 3d.; Mr. W. A. Shand, £1479 12s.; Mr. P. N. Jodrell, £125 9s.

Oct. 15—Mr. C. F. Alcutt appointed Government Meat Expert.

Oct. 24—Sir Charles Lilley asked for four months' leave of absence on account of ill-health, intimating that he would then retire on a pension, which he did.

Nov. 15—Colonial Secretary officially stated cost of shearsers' strike to Government to have been £78,682.

Dec. 8—Death of John Petrie, who arrived in Brisbane in 1836.

Dec. 9—Sensation in Sandgate owing to report that Dora Dora blacks had been seen in the neighbourhood. These notorious blacks, after committing many depredations throughout the colony, were eventually run down by the brothers King (police constables), and sent South to be dealt with.

Dec. 12—Destruction by storm of Drayton Catholic Church.

1893.

Jan. 12—Federation resolutions carried in the N.S.W. Assembly by 54 to 7.

Jan. 21—Cyclone passed over Brisbane (wind velocity 65 miles an hour) doing damage to shipping, unroofing buildings, and razing others, including several churches.

Jan. 24—Thargomindah (far south-western town) lit up by electricity.

Feb. 1—Rain commenced in S.W. Queensland with heavy weather at sea.

Feb. 2—Gympie, Maryborough, Bundaberg, and other places flooded.

Feb. 3—Brisbane, Ipswich, etc., flooded, train stopped; river communication also ceased.
1893.

May 6—Contracts made for the supply of Australian meat to British troops on the home stations.

May 10—Imperial Institute, London, opened by the Queen.

May 17—Ipswich Cotton Company made first piece of twill sheeting manufactured in Australia.

May 20—"Miowera," first boat of the Canadian-Australian service, left Moreton Bay for Vancouver.

May 24—Hon. R. Philp accepted Mines portfolio, A. S. Cowley elected Speaker, and J. T. Annear Chairman of Committees.

June 12—Floods in the Brisbane, water being 14ft. 1in. above low-water mark, or 2ft. 4in. higher than 1887 level.

June 13—Sir S. W. Griffith appointed P.G.M. (Freemasons), I.C.

June 15—Robb arbitration award lifted; £20,807 given against £269,000 claimed.

June 20—Federated Seamen's Union in Melbourne rejected a proposal to reduce wages. (A strike was precipitated which lasted some time.)

June 30—Estimated value of sugar crop of Queensland, £1,000,000. (On December 31st, '92, the sugar exported for the twelve months was valued at £589,753.)

July 5—By the casting vote of the Speaker, the Border Tax Bill was carried; the Premier stating that under circumstances he had no intention retaining office. (Governor, however, returned resignation of ministry whereupon Government retained office.)

July 16—Departure of Royal Tar from Sydney with first contingent New Australian Socialists (209).

Aug. 1—Cairns Railway opened to Mareeba.

Aug. 25—Curtis' Central Separation motion negatived by 32 to 15.

Aug. 31—A dispute as to whether rate wages offered should be accepted resulted in the woolshed at Naryilco being burnt.

Sept. 5—Sir Henry Norman offered the Vice-royship of India. [Sir Henry refused the honour to the intense gratification of the Queensland people.]

Sept. 7—Temporary Victoria Bridge opened; a toll being collected.

Sept. 18—Sir R. Gibb having notified that the New South Wales Government were not willing that the Australian-Canadian liners should call at Keppel Bay as well Morotan Bay Sir Thomas Millwrath refused to subsidise the line.

Sept. 18—First crushing machine started at Mareeba.

Sept. 23—Sensational arrest of nine men for the systematic theft of gold and amalgam from Mount Morgan. They were found guilty and sentenced to terms of imprisonment.

Sept. 30—Gold returns for the nine months 448,482 oz. [For the nine months of '92 the return was 442,139 oz., and for the full year 615,518 oz.]

Oct. 10—Queensland and New Caledonia connected by cable. [Secretary of State for the colonies had written regretting action of Queensland and New South Wales in subsidising cable.]


Nov. 5—Death on board the "Airlie" near Kepple Bay of Mr. G. R. Burns, M.L.A. for Townsville.

Oct. 17—Release of the twelve "conspiracy" prisoners, sentenced in connection with the Shearers' Strike of '91. They were publicly welcomed in Brisbane on the 20th.

Dec. 4—First contingent of Co-operative settlers (Mizpah) left Brisbane for Chinchilla. (There were a number of groups formed under the "Co-operative Communities Land Settlement Act," but although liberal assistance was given them by the Government the scheme after less than two years trial was generally conceded to have proved a failure.)

Dec. 13—Auction sale of £4,200 worth of deposits in the Brisbane Permanent Building and Banking Society sold for 16s. 6d. in the £1. (This bank has, so far, met its engagements before the expiry of the period sanctioned by creditors.)

1894.

Jan. 10—State School Committee at Goondiwindi resigned in a body owing to a difference with the Department concerning the purchase of certain stoves. The difficulty was got over by the Government withdrawing the stoves and substituting others.

Jan. 14—The arrival of 112 camels at Charleville with wool caused considerable excitement. The Council afterwards endeavoured to prevent the entry of camels into the town.

Jan. 16—Plague of grasshoppers at Mareeba extending over several days.

Jan. 17—Heavy floods in the North; water 22ft. over the Burdekin Bridge on the 20th and much inconvenience was experienced through want of provisions at Charters Towers. Severe drought existed in the south west.
TABLE OF DATES.

1894.


Feb. 7—For the second time the Queensland Deposit Bank announced its inability to carry on. A further reconstruction scheme was eventually accepted.

Feb. 22—John Robb filed his schedule in Melbourne; liabilities £658,000, assets £52,000.

March 6—New School of Arts, Rockhampton, opened.

March 10—Mr. R. Fraser elected Mayor of Brisbane after a deadlock extending over a month.

March 28—J. McCormack's tender (£109,932) accepted for New Victoria Bridge.

April 10—Further heavy floods in the North; Burdekin 15ft. over Macrossan Bridge; much damage done.

May 9—Colonial Secretary introduced system of relief in Brisbane by which one week's rations were given for one day's work for the State.

May 13—Hon. A. J. Thynne, one of the Queensland delegates to Ottawa Conference (Hon. W. Forrest being the other) left for Canada.

May 15—Small strike of station hands at Camden (Cunnamulla). [This was the first note struck in the disastrous strike of 1894. On the 18th a representative Conference of Australian Bush Workers Unions and the A.L.F., held in Brisbane, decided to resist the contemplated reduction of wages (which, however, was not intended to be introduced in Queensland) and the new agreement, the two main points of which were what came to be known as the wet sheep and the cook clauses. A general strike was ordered in Longreach on June 17th. On July 2nd the real trouble started at Oondooroo. Many woolsheds were burnt between this and 22nd Sept. (when the strike was declared off) and indeed after this event, the loss of property being very heavy. On August 28th a new police manual was issued, permitting police to take drastic measures. This was followed by the passage of the Peace Preservation Act, which occasioned the most sensational scenes ever witnessed in an Australian Parliament. From the 7th to the 11th Sept. the Bill was stonewalled by the Labour party, eight being suspended for a week. It was then passed, the remainder of the party leaving the Chamber. The matter was carried into the Law Courts, where the points of law were decided against the Labour Party.]

May 21—Opening of a Female Court of Foresters at Maryborough.

June 12—Colonel Drury appointed Commandant Queensland Defence Force.

June 16—Sudden death of Dr. Bancroft, an old Brisbane resident.

July 3—A band of fifteen armed men burned down Ayshire Downs woolshed.

July 16—An inflammatory leaflet, intended, it was supposed, for distribution in the West in connection with the strike, and urging murder and arson, discovered.


July 20—Large refinery of the Colonial Sugar Co. opened at Brisbane.

Aug. 1—Treasurer Nelson's Budget showed a deficit of £8467 only. (In 1893 the deficit was £27,773; in 1894 the Budget showed a surplus of £104,000.)

Aug. 4—Chinese further excluded for three years from the Russell River field.

Aug. 6—A body of unionists compelled the shearsers, &c. at Alice Downs to go into camp.

Aug. 20—Death at Brisbane of Dr. Kersey Cannan.

Aug. 28—Issue of the new police manual for observance in the West in respect of the strike.

Sept. 2—Dagworth woolshed fired by a gang of armed men.

Sept. 3—Wreck on Stradbroke Island of the ship "Cambuswallace"; six drowned.

Sept. 11—The "Peace Preservation Bill" stonewalled in the Legislative Assembly by Labour members. [The stonewall was carried on until nearly 2 o'clock, when seven members (Messrs. Browne, Reid, M'Donald, Glassey, Turley, Dawson and Dunsford) were suspended. At a later stage Mr. Kerr was also suspended, the term in each case being for a week.]

Sept. 15—Peace Preservation Bill passed by Legislative Council without amendment. Mr. W. E. Parry-Okeden was appointed District Magistrate for the purposes of the Act; the Flinders District was "proclaimed" on the 26th.

Sept. 20—Henry Prior sentenced to six years' penal servitude for wounding with intent at Coombemartin. (Several cases of perjury arose out of this case, as well as a libel action in which the Brisbane Telegraph was mulcted in damages.)

Oct. 2—"Agricultural Lands Purchase Bill" (for the re-purchase of estates for cutting up into small agricultural blocks) passed second reading.
1894.

Nov. 10—Coongoola woolshed burnt.
Nov. 12—A reward of £200 granted to the discoverers of the Ulam field.
Nov. 17—Sensation in Brisbane owing to arrest of the chief mate, Government agent, and several members of the crew of the "William Manson" for kidnapping Islanders. (The captain was afterwards arrested in Sydney. After an exhaustive trial defendants were acquitted.)

Nov. 29—Crisis in consequence of a motion carried by Mr. J. Hamilton refusing Supply, the object being to get on the Payment of Members Bill. The voting was 32 to 28. The Premier at once moved the adjournment of the House. Next day he made Ministerial statement to effect that issue had not been fairly put to House. The motion that Supply resolutions be agreed to was then put (Premier having stated that result would decide the fate of Government), and carried by 31 votes to 30, whereupon business was proceeded with.

THE END.