

Old Bulimba.

BY WILLIAM JOHNSTON.

(Read at a Meeting of the Historical Society of Queensland
on 20th August, 1917.)

I believe that I can make good my claim to be the oldest resident of Bulimba, as I have lived there since 1850. I was born on 16th October, 1849, on board the *Lima*, just outside Sydney Heads, and arrived in Moreton Bay on 1st November following.

My father, James Johnston, was a native of Edinburgh.* With my mother, myself, and an elder boy we were taken, on landing, to the Barracks. There a Mr. Sutherland met us and took my mother, my brother and myself to his house on Windmill Hill, where we were accommodated in a bark humpy for the night. Fortunately the humpy was dry, as during the night there was a terrific thunderstorm. My father obtained work from Mr. G. Raff, at New Farm, and then entered the employment of Mr. David Colin McConnel, of Cressbrook, as gardener.

Mr. D. C. McConnel was one of the early Moreton Bay squatters. He took up Cressbrook in 1842 and also Crow's Nest about the same time. Subsequently he went to Scotland and married.† He brought his wife out with him in the *Chaseley*, the first of Dr. Lang's immigrant ships, which arrived in Moreton Bay on 1st May, 1849.

In those days what is now known as Bulimba was called "Toogoolawah."‡ It was covered with dense vine scrub. Mr. McConnel purchased from the Crown an area of land at the end of Bulimba Point, and built a house there. This was begun early in 1850. The material used was a grey freestone obtained from a quarry lower down the river, known afterwards as the "Black Ball" quarries. The "Black Ball" liners obtained ballast there. The site of these quarries is now occupied by Baynes Brothers meat works, at Queen's Port.

*For the circumstances under which James Johnston emigrated, see Queensland *Hansard*, 1876, at p. 532.

†D. C. McConnel was married to Mary McLeod, at the Old Grey Friar's Church, Edinburgh, on 25th April, 1848, and sailed from England on the last day of that year.

‡See Note a.

In the building of the house Mr. McConnell employed Mr. James Spence as head stonemason, and Mr. T. McNaught, from Andrew Petrie's, as foreman carpenter, and a considerable number of convicts.

Bulimba House was a fine, roomy place, with all outhouses necessary for carrying on a large establishment. There were two underground wells with which various ghost and snake stories have been connected, but which, unfortunately, have not been accurately recorded.

Mr. McConnell's intentions were to make Bulimba his home. He felled a great deal of the scrub and cultivated the land on the river bank, giving employment to a large number of men.

The crops grown were maize and oats which was used as fodder for the stock which he was importing. These were principally Devon cattle and they were rested at Bulimba previous to being taken to Cressbrook.

Crops of wheat were also grown and ground into flour.

To get to Brisbane, Mr. McConnell used a boat to row his people over to the town side, where he built stables for the horses used on that side of the river. These stables were about 6 or 8 chains from the present ferry landing place.

Mr. McConnell was an excellent employer. My father, James Johnston, was the gardener, my mother was employed in the house, attending on Mrs. McConnell and looking after the first baby, afterwards Mr. J. Harry McConnell (see ante p 16); other servants were Thomas Cairns, who was a great coachman; Prentice, whose forte was the shot gun; John Sands, Varty, Tom Curley, and George Waldock and his wife Mercy Meeks. The Waldocks came out in the *Lima*.

Prentice and his boy, Harry, went out to shoot ducks on one occasion at the Doughboy Creek. They lost themselves, and, at four o'clock in the morning found that they were at the One Mile Swamp, now Woolloongabba..

After my father had been with Mr. McConnell for some time he purchased 70 acres adjoining Mr. McConnell's property, described as Portion 9, Parish of Bulimba, but lower down the river.

This was the first of the scrub farms along the river bank. Thorpe Riding, F. J. Watts, George Smith and Challenger had the adjoining farms.

Thorpe Riding and his wife, and F. J. Watts came out in the *Lima*. The Ridings had no children. F. J. Watts was a single man.

With the occupation of these farms the settlement of the district may be said to have begun. The land had to be cleared by felling and burning the scrub, and then fenced and a house had to be built with bark roof and slab walls and floor. White ants' nests made very good ovens.

When the crops and vegetables were grown they had to be sent to market. There was no road to town. The only practicable way to Brisbane was by boat. The land route ran past the Bulimba cemetery, Burnett's Swamp, and Stone's Corner to South Brisbane.

In addition to those whom I have mentioned, the following were early settlers in Bulimba, up the river from the present Bulimba Ferry—Sam Buckley, George Love, J. Pashen, J. Markwell, Smallman, Bostock, Wood, and Gray. Sexton was on the higher ground at what is now called the Barton, and George Waldock was near him.

The Hawthorne belonged to Baines, who planted the hawthorne avenue there. Frank Weir was on a scrub farm at Norman Creek, after Hamilton's time.

On the main road from Bulimba to Galloway's Hill, now called Hawthorn Road, the first property from Bulimba corner was, and is still, held by the Jamieson family. Opposite Jamieson's, William Wendt first settled. The V shaped block towards the Bulimba end of the road belonged to Philip and Adam Holzberger. Later on David Tait lived there. Early in the sixties Mr. Cairncross was at Colmslie, lower down the river. Beyond Colmslie Mr. Charles Coxen built a house at "The Terraces," and planted a very fine fruit garden. Still lower down J. Williams lived*. He also had a fine fruit garden. A large barge was built at Williams', which was afterwards altered to a stern wheel steamer and known as the *Gneering*.

At the mouth of the Bulimba Creek Christopher Porter lived at Moorarie. He held all the land from the mouth of the Creek on the Bulimba side, up to where the Queensland Bacon Coy.'s factory is now situated. Mrs. McConnel found that Bulimba did not suit her health,† and the house

*See Note b.

†Mrs. McConnel returned to England in January, 1854, in the *Windsor*, and did not return till 1862. She went home in 1871 in the *Queen of the Thams*, and among her fellow-passengers were Mr. R. Daintree, the Geologist, W. D. Stewart, of Sydney, and other well-known people. The ship was wrecked at Cape Agulhas on 18th March, 1871. She died on 4th January, 1910. D. C. McConnel died on 16th June, 1885.

was let to Mr., afterwards Sir, Robert R. Mackenzie, who lived there for some time.*

About 1854 he took into his service a man named Uhlman,† whose descendants are well-known in the butchering and milk trade around Brisbane.

Then the property was bought by Mr. Donald Coutts, who cultivated a considerable portion of the farm land, and in 1864 cut up a large portion of the back part of the property into quarter-acre blocks and held an auction sale. The land offered began immediately at Bulimba Ferry, and a considerable portion was sold then or very soon afterwards.

The ferry dates from 1864 and was worked by John Watson who purchased the allotment at the ferry where his late residence now stands. Watson was a boatbuilder by trade. He built the hotel at the ferry and had a varied career. He was at one time member of Parliament for Fortitude Valley and chairman of the Balmoral Shire Council.

Early in 1865 Crouch Brothers,‡ the fishermen, arrived from Botany Bay, and bought allotments on the river bank, where a number of their descendants still live.

The cutting up of so much land had a considerable effect on the district and led to many changes and arrivals. The Barton, Sexton's old farm, was occupied by Mr. Thomas Veitch. Mr. Carr went to Sam Markwell's and James Carrothers rented James Markwell's farm.

In 1862 Thorpe Riding, with his wife, took a trip to England, and, on his return, brought two or three families with him. Among those who were influenced to come out by Thorpe Riding were his brother, John Riding and Daniel Baldwin and James Nuttall. Baldwin was a stone-mason and followed that trade. Nuttall was a very successful farmer. After he had gained a little experience he rented a farm previously tenanted by a man named Smith.

In 1868 or thereabouts, Donald Coutts planted most of the farm land with sugar cane, the varieties planted being the strong-growing Bourbon and the old Ribbon. Shortly

*Sir Robert Ramsay Mackenzie, 10th Baronet of Coul. Born 21st July, 1811. Married on 29th September, 1846, by the Rev. John Gregor, of St. John's, Brisbane, to Louisa Alexandrina, daughter of Richard Jones, of New Farm. Sir Robert died on the 19th September, 1873, and Lady Mackenzie on 13th May, 1906.

†Grandfather of Sergeant C. E. Uhlman, A.I.F., killed in action in France, 21st July, 1917.

‡See Life and Adventures of Capt. W. Collin, p. 118.

after this Mr. Donald Coutts was showing three or four fine draught mares with young foals to J. Jamieson, when one of the foals kicked Mr. Coutts, injuring him so severely that the blow eventually proved fatal.*

After the death of Mr. Donald Coutts the balance of the farm land, with Bulimba House, was sold to Thorpe-Riding, who cut up the farm land into small farms of ten or twelve acres. These were soon sold, and worked for many years, the two on the point being still worked as dairy farms. The buyers of these small farms were Sam Woodland, John Thomson, Thomas Richmond, James and Henry Carrothers, and Daniel Baldwin.

The house has been occupied by many tenants during the last 40 years. It was eventually purchased by the Honourable J. F. G. Foxton, and his widow and family still live there.

My father continued to work his farm on the river bank below Bulimba House. He had a hard row to hoe when he started.

In 1852 my paternal grandfather and grandmother arrived in the colony with their two daughters, Mrs. Falconer, a widow with one child Jane Falconer, and Mrs. John Scott, who was accompanied by her husband, John Scott, afterwards of the Department of Public Instruction. They were the parents of the late W. J. Scott, I.S.O., and R. J. Scott, Accountant of the Department of Lands.

In the early fifties the Bulimba farmers grew maize, potatoes, cabbages and other vegetables. About 1856, bananas were being planted. By 1862 they were the principal crop and all up the river bank was one field of bananas.

My father grew and manufactured a considerable amount of arrowroot, and he cultivated an acre of wheat which was ground for him at Pettigrew's mill in Brisbane. He also had an acre of cotton. It was spoilt by rain which was continuous for eleven weeks. About this time there were heavy floods, and it was impossible to get to Brisbane. The farmers and their families had to exist on bananas.

In 1865 the attention of the farmers was directed to sugar-growing. Captain Louis Hope's sugar mill at Ormiston, near Cleveland, was erected in 1866. About 1868 Gibson and Sons, started sugar making at Hemmant, using wooden upright rollers worked by horse power. All the machinery was very primitive in those days.

*Donald Coutts died on 6th December, 1869, aged 57. He was buried at Paddington. His tombstone is in the reserved area.

Then there was quite a rush for small mills. Christopher Porter built one at Murarie, Dawson another at the Springs. Carlile had a mill on the Doughboy Creek. Kelk Brothers were at Kianawa, and Burstall Brothers and Capt. McKenzie at Belmont.

In 1871 my father went into sugar growing, and erected a mill at Tingalpa, where Kelly's Brick Yards are now. In 1874 he had a very bad accident. His foot was caught in the machinery and so badly crushed that he had to have it amputated. The sugar mill at Tingalpa was afterwards removed to the old home at Bulimba. In 1874 the Gibsons migrated to Bingera in the Burnett, where they still carry on. All the others have gone, too, and sugar cane has disappeared from Bulimba as a sugar-making crop.

In June, 1876, the Macalister ministry resigned office, and the Hon. William Hemmant, the Colonial Treasurer and member for Bulimba, resigned his seat. My father was asked to contest the vacant seat which he did, and was duly elected, taking his seat in the Legislative Assembly on 11th July, 1876. He did not, however, live to hold the seat very long, for he died in the November following.

During his parliamentary career the claims of Dr. Lang were before the House, and my father spoke and voted in favour of a grant to the man whom he described as "the political father of this colony." My father was a leader in all the movements in those early days for the advantage of the district and its people.

In Mr. McConnell's time, religious services were held at Bulimba House. These were continued in my father's house, by Mr. W. Moore, of Brisbane, and others. My father was brought up in Scotland as a Presbyterian, but after some years residence here he attached himself to the Wharf Street Congregation of Baptists, and when in 1863 a Baptist place of worship was built at Bulimba, he moved the night school which he had previously conducted at his own house, and held it in the Baptist Church. His sister, Mrs. Falconer, kept a day school for some time in the church, as this was then the only public building in the district. Political and Band of Hope meetings were held there. Penny readings and other gatherings were appreciated by the people, who attended well.

In 1866 the Methodists built a place of worship, which was opened by the Rev. J. Buckle, the leading Methodist in the district being Thorpe Riding. In 1868 the Bulimba State school was opened.

In the early days there were great numbers of black-fellows. My father got on very well with them and was a great favourite of theirs. They called him "Kiwanan," and made a great display on meeting him, or even on seeing him from the other side of the river, calling out "Kiwanan-Wanan: Kiwanan-Wanan."

The aboriginals of Bulimba were not lovers of hard work, but they were very useful in burning off, and in gathering and husking maize. They always had their dilly bags handy, and put into them all the loose grains.

One old gin, "Duradnah," was employed a good deal in the house. She scrubbed the floor, and cleaned the boots—she always insisted on polishing the soles.

Jimmy Wogan was an old blackfellow who made himself useful. One day after burning off, Jane Falconer sat down on some live charcoal, which set fire to her dress, which blazed up. Jimmy Wogan ran to her assistance. My grandfather, seeing the blackfellow tearing the girl's clothes off, and not knowing what was the matter, ran at him with a hoe, but saw what it was in time. Later on, Jimmy, after having too much rum, went to sleep at his camp fire, and put his foot so close, that half of it was burnt off.

My grandfather set him up with a pair of crutches. Old Jimmy was reported to have been rather spiteful at times, and to have threatened Mr. J. Fielding, a farmer at Eagle Farm, and thrown his nulla nulla at him.

After the farms were cleared and fenced, the low-lying land around the scrubs grew a very heavy crop of blady-grass, which afforded cover to hundreds of bandicoots and paddy melons. The blacks had good sport hunting them with a pack of mongrel dogs, which they kept for the purpose. The dogs beat through the grass and the blacks stood on the alert with nulla or spear ready to throw with deadly aim at the least movement and encouraging the dogs to hunt by a peculiar call.

For fishing, the sand banks below the Hamilton were favourite spots, and there the blacks were to be seen with their tow-rows.

I never knew of a bora, but it was quite common to see a corpse bound up in bark and fixed in the fork of two trees. There were corroborees, of course. The last of these of any importance was in 1872, when between two and three hundred blacks from all around Brisbane and Moreton Bay met at Tingalpa, the camp being on the high ground near the Richmond Bridge.

It is only right to say that the blacks of Bulimba were of a friendly nature, and always remembered those who had been kind to them, and to the last they could never do enough for the old farmers and their families.

Old Jimmy Wogan would come along on his crutches as regular as the day came, with a bundle of fire sticks on his head. Of course, he would want "talto" (tobacco).

There were "characters" among the whites, too. No history of Bulimba could be complete without mention of Sam Buckley, "Sam Buckley from Derbyshire." For many years he lived close by the ferry where Demack's store now stands, and he and his family worked the ferry. It was not controlled by any Local Authority then. The charge was twopence a head. Sam kept up the good old custom of rousing the neighbourhood every Christmas morning, by patrolling the district and singing Christmas carols. He was said to have been a Methodist preacher at one time, but we only knew him as a convivial soul. He visited Brisbane occasionally, and often got into trouble with the custodians of law and order. No single "bobby" dared tackle him. In the end, he had his leg badly broken in a scuffle with three policemen.

Jimmy Smith, or "Shingle Jimmy," was another character. He was a very little man who lived a kind of hermit's life, he was a very important person, as he was a great timber splitter, working all alone in the scrub, splitting shingles. The tailor did not trouble him, as a pair of shorts was all his working dress. He had been transported to Botany Bay for stealing two sheep.

There were sad incidents in the old days. In 1865, Jane Falconer, my aunt's daughter, who had been out riding, called to see her friend Annie Jamieson, and both went on horseback to see the new house which John Watson was building at the ferry, afterwards opened as a public-house. When passing the spot where St. John's Church now stands, Annie Jamieson lost control of her horse and was thrown off, striking a stump with her head and breaking her neck.

On 9th November, 1867, there was a terrible storm, and the ferry boat, a light pulling boat rowed by Jock Buckley, was turned right over and the only passenger, Capt. Collie, was drowned.

On the same day my father went down the river to John Williams' for a load of pineapple plants. Just as he was

landing at his own place the storm struck the loaded boat and overturned it.

A large picnic party were caught in the storm, and made a run for our house. Amongst them were Tom Morrow, James Thorpe, Doughty and Caldwell.

The river, which was the highway to Brisbane, gave us another industry, that of boat building. I have mentioned the *Gneering*. In the late sixties, John and Peter Barker, of Brisbane, built a very fine schooner of about 80 to 100 tons burden on the Tingalpa side of the Doughboy Creek, just below the Richmond Bridge. She was called the *Heather Bell*, and traded from Brisbane to the Northern Ports.

In the late seventies, R. G. Blackmore rented the old sugar mill shed for boat building purposes. He built there a fine steam launch, the *Talisman*, for Messrs. Stiller and Watts, who were then making a big effort to establish dugong and other fishing at Amity point. Blackmore also built a very fine yacht, the *Amy*, for the late J. L. Clark, who raced her against Bob Dickson's *Haidee*, Jim Clark's *Petrel*, and others across the Bay. The race was won by the *Haidee*, the *Amy* breaking her jib boom. There were fine yachts in those days. Of these I remember the *Harriet*, the *Charles Dickens*, the *Isabel*, the *Artemus Ward*, and the *Harriet Ann*.

The early traders on the river were the *Hawk* and the *Tamar*, one of the first steamers to trade between Brisbane and Sydney. Other early coasters were the *Clarence* and the *Yarra Yarra*, a paddle wheel steamer.

Then came the *Balclutha*, the *Boomerang*, and the *Telegraph*, a very fast paddle boat. From over seas in the middle sixties the Black Ball line of sailing ships were doing a great trade, under contract with the Queensland Government. They could not get up the river in those days, and had to lie at anchor in Moreton Bay. Their cargo was brought up by lighters. Messrs. J. and G. Harris had a fleet of sailing ketches engaged in the lightering trade.

Harry Prentice, whose father was the great sportsman of the old days, became a shipwright and sailing master. He built a fine big boat, which he rigged as a fore and aft schooner, and with his two boys traded with her. About seven years ago she left Maryborough loaded with timber in heavy westerly weather, and was never heard of again.

The Chairman said that they were greatly indebted to Mr. Johnston for his paper. If the Society had done nothing else it had at any rate preserved the record of the earliest settlement of what was now an important suburb of the Capital of Queensland. Written records were valuable but here they had before them the testimony of one who was part of all he told. The Society was indebted also to Mr. R. J. Scott, of the Lands Office, at whose suggestion Mr. Johnston had been asked to prepare his paper. Mr. Scott's recollections carried him back to the days when the lighters mentioned by Mr. Johnston were engaged in the river trade. J. G. Harris' fleet consisted of the two tugs, the *Nowra*, a paddle steamer without surface condensers, which made her very noisy, and the *Emma*, built in 1865, for Collins, the butcher, to take meat to the Black Ball liners in the Bay, and the lighters or sailing ketches *Wild-wave*, *Perseverance*, *Dauntless*, and *Hamlet's Ghost*.

From another source he learnt that Porter's Sugar Mill on the Doughboy Creek, was near the present Murarie Railway Station. It was under the charge of Mr. W. E. Burrell, afterwards Chief Inspector of Excise. Mr. Burrell is living at Kangaroo Point, and efforts have been made to induce him to jot down his reminiscences. He says that he is "too old." Of this, however, he shows no outward sign, and no one living could tell more about the beginnings of the Sugar Industry. He was afterwards manager of Kelk's Mill, and then, in 1872, of the Farmer's Co-operative Mill at Hemmant. This was nearly opposite to the first mill erected by the Gibsons. Mr. Burrell was also manager of the Floating Mill and Distillery *Walrus*.

The *Walrus* was a stern wheel steamer, built at Cleveland in 1864, as a schooner of 64 tons, by Captain Taylor Winship. Her official number was 40,948, and her port number 4 of 1864 as shown by the Register of Merchant Shipping preserved at the Custom House.

She was fitted up for sugar purposes by Messrs. Scott, Dawson and Stewart. "Walrus Rum" was well known in the late sixties.

Mr. Thornhill Weedon said that he remembered old Jimmy Smith very well, and also Jimmy Bunting who brought shingles up from the Bay, by the help of a big pine log fitted with a leg of mutton sail. John Williams' place was round the point, now occupied by the meat works. He drove a phaeton with an old black horse.

Mr. S. M. Craies said that as a boy he had lived at The Terraces with Mr. and Mrs. Charles Coxen. John Williams lived between The Terraces and Christopher Porter's place, and in his orchard he grew the first apples. They were of the crab variety, and remarkably free from insect pests.

Mr. Charles Melton, in moving a vote of thanks to Mr. Johnston, stated that Mr. D. C. McConnel employed from 80 to 100 men at Bulimba.

Mr. T. Mathewson, in seconding the vote, said that he spent the morning of Christmas Day, 1858, at John Scott's house at Spring Hill, and met all the Johnstons, Jane Falconer, the Bostocks and others; now after fifty more years he met Mr. Johnston again for the first time.

In supporting the motion, Mr. Alfred Scells said that he came out in the *Chaseley*, and was brought up the river in the old *Experiment*. He had written under the name of "Old Limestone" to various papers in connection with recollections of early days, and produced one of Dr. Lang's land orders, which had proved to be valueless. Mr. W. Trimble also spoke, as did Mr. James Carrothers, who said that he had laboured for 50 years in Bulimba. He was first employed as a farm hand by Childs, the father of the present proprietor of Childs' vineyard where the Gas Works now stand. Then he was three years with Thorpe Riding and afterwards rented land from Mr. Coutts for banana growing, for which he paid £3 per acre. He also grew cabbages, which he hawked in South Brisbane at $\frac{1}{2}$ d each. Life was very hard in those days. Some of the old houses were still standing. Isaac Markwell's Woodlands, and Smallmans. The vote of thanks was carried by acclamation.

NOTES.

a. The name Toogoolawah, survives in the name of a Railway Station, near Cressbrook, which Mr. J. H. McConnel caused to be named after the place of his birth.

At one time the name Bulimba was applied to what is now known as the Doughboy Creek. R. Dixon surveyed the lower reaches of the Brisbane River in 1839, and called it the Moreill Creek. The following year Mr. James Warner called it the Doboï.

b. Mr. William Clark has kindly supplied the following note in regard to John Williams:—

John, or "Butty" Williams, as the old ex-prisoners called him, was a sub-contractor in a Somerset coal mine. Such persons were called "Tubs" or "Butties."

I knew him well when a South Brisbane boy. His second wife told me the romance of his life. When a young man he came to London as a sailor, and got engaged to a widow who kept a boarding-house. While he was absent at sea, that woman told a woman boarder that she wanted some cheap towelling. The boarder took her to a shop, and while Williams' fiancée was honestly buying towelling the other was shoplifting all she could.

They were both caught and convicted, and sentenced to seven years' transportation.

Williams followed his fiancée out to Sydney, and worked as a plumber at £1 a day.

After three years he met her in Sydney Market, got her assigned to himself and then married her. They opened a pub near the old Tank Stream, and called it the "Captain Piper."

John built and traded several lighters. One, the ketch *John*, he sold to the Government to be delivered at the Commissariat Wharf, Brisbane, as a store boat. That he did in 1839, arriving with a "permit to land," signed by Mr. Edward Deas Thompson.

He returned, and brought up in his schooner *Edward* sawn flooring for a slab hut he built near the railway bridge over Russell Street, South Brisbane. He opened it as a shanty under the name of the "Captain Piper." This was the first house built by a free man in all Brisbane.

The Government offered him a free grant of the land. He refused, saying, "I want nothing from the Government but what I pay them for. They did not do right to me and mine." He has a son by his second wife still living here.

He was a taciturn, eccentric man. If you said "good day" to him, it was a chance if you got a reply.

His second wife, a widow, Mrs. Simmonds, told me she once persuaded him to get his photo taken when they lived at Bulimba. He dressed up, but on the way to the boat he paused and said, "What am I going to get my photo taken for?" "Well, your son might like to have it." "No," he replied, "I won't go. If they want my portrait let them get a bucket of slush and a sheet of bark and a mop, and they can get it."

Such was the man.

John Williams was the first lessee of the Russell Street Ferry, and judging from uncomplimentary references in *Moreton Bay Courier* of the late forties, the ferry was no better conducted than the river ferries of to-day.

When the Hunter River S.N. Coy. began to run their steamers to Brisbane, the coal came from Newcastle, and the company threatened to take off the steamers if local coal could not be obtained. John Williams came forward as the first man to carry on coal mining as a business in Queensland.

His first mine was on the south bank of the river above Goodna. But the seams dipped down and the workings were flooded. So he tried the other bank, and worked a seam at Moggill.

The *Courier* of 11th November, 1848, says:—"The coal now taken from Mr. Williams' new mine in the Brisbane River is of a most valuable description, although merely a surface measure. We took a sample at random from the mine, and have shown it to many persons, who agree in pronouncing its bituminous properties to be unusually rich. If such a fine article is found by merely breaking the ground, what might be expected at lower seams."

Subsequently, Williams extended his operations in coal, as appears from the following extract from the *Courier*, of 20th July, 1851.

BRISBANE RIVER COAL.

During the past week Mr. John Williams, who for some years has been engaged in coalmining on the banks of the Brisbane, has established a depot at the waterside below Victoria Wharf, North Brisbane, and has commenced supplying the inhabitants at their houses with coal, for which there appears an increasing demand. As this is the first attempt to replace the primitive bush log by coal, it will be of some commercial interest to watch its progress. It was early in the year 1843, that Mr. Williams opened the first coal pit ever worked on the Brisbane River, and the first supply of coal was sent down under contract to Mr. Francis Clarke, then Manager for the Hunter River Steam Navigation Company, for the supply of the steam packets *Sovereign* and *James Watt*. This pit was on the south side of the river about four miles above the station of the Commissioner for Crown Lands. The coal was worked there for about four years, at the end of which time the pit was flooded by the rising of the river, as the entrance was from the river bank, and the coal dipped downwards. The mine was therefore abandoned, and another opened on the opposite side of the river, in the parish of Moggil, about 29 miles from Brisbane. Here

the upper seam, which is 3 feet 6 inches thick, has been worked ever since, turning out abundance of good coal, with which the steamers and some of the sailing vessels have been constantly supplied. But, fearful of being again flooded out, Mr. Williams has now opened another pit on the same land, but much more elevated and above high-water mark. The miners have dug in about 100 feet, without as yet meeting with good bituminous coal, but they expect soon to be successful. No doubt the second seam will be found much richer than the first one, which alone has been yet worked. Besides these openings Mr. Williams has made five or six other essays, in various places, during the last six or seven years, in the hope of finding the coal abundant nearer to Brisbane and to the mouth of the river. In these attempts he did not meet with the expected success, having found only thin beds of coal from six to nine inches through, and masses of fossil decayed by the action of water. In one of these attempts a shaft was sunk 50 feet, and in another 80 feet deep, the shafts being 11 feet in diameter. In the deepest shaft the work was stopped by a spring of water, and as there was no engine to pump it out, the enterprise had to be abandoned. In the course of these adventures, the outlay, loss of time, and other contingencies, have entailed serious expense, and probably Mr. Williams's own estimate of £1,000 is not far from correct, as the cost of his unsuccessful attempt to open the Brisbane coal mines. Most of the loss would have been entirely avoided, and the speculation made long since to yield most magnificent returns, if it had been in the hands of a company, or a person with good available capital. As it is, the enterprise and perseverance of the only individual who has strived to develop a source of wealth so valuable to the district deserves the warmest support and encouragement.

The following is a verbatim copy of Mr. Williams' advertisement, which was published in the same issue of the *Courier*, as that from which the foregoing is copied:—

MORETON BAY COAL.

The undersigned, having made arrangements for furnishing the inhabitants of Brisbane with coal from his mine on the Brisbane River, is now prepared to deliver the same, in any quantities, at houses in North Brisbane, at the rate of 16 shillings per ton, all charges included.

A large supply of coal constantly on hand
at the Wharf.

Coal Wharf,

North Brisbane,

JOHN WILLIAMS.

25th July, 1851.

Mr. W. J. Connolly, son of Mr. William Connolly, the first agent of the Hunter River Company, in Brisbane, says that his father induced John Williams to search for coal, and that his first shaft was put down at Fairfield.

John Williams' first wife, Sarah Williams, died on 7th April, 1849, aged 52 years, "after a long and painful illness which she bore with Christian fortitude, much beloved by all who knew her." These words can still be read on her tombstone at Milton. John Williams died on 18th September, 1872, aged 75 years. He was buried at Milton beside his wife. His tombstone was erected by his second wife Mary Williams. On it are the lines following:—

And am I born to die
To lay this body down?
And must my trembling spirit fly
Into a world unknown?

NOTES AND CORRECTIONS.

ERNEST ELPHINSTONE DALRYMPLE, PAGE 33.

Canon Jones states that Ernest Elphinstone Dalrymple was not interred where his tombstone now stands. His grave was some distance from the present church at Milton.

MADAME JACQUES BLUMENTHAL, PAGE 34.

Canon Jones also states that Mr. Robert Gore's eldest daughter did not precede her parents to Sydney. She had not been at Yandilla, but had been left in Sydney with her grandmother, Mrs. Baldock. She was subsequently taken to England where she married the well-known musical composer, Jacques Blumenthal, and is understood to be still alive.

THE MORAVIAN MISSIONARIES AT NUNDAH, PAGE 64.

Twelve German Missionaries, of whom eight were married, left Germany in July, 1837, *via* Hamburg to Leith, thence to Edinburgh, and by Canal boat drawn by two horses to Glasgow, thence to Greenock by steamer. There they met Dr. Lang, and arrangements were made for their sailing in the *Minerva*. One of them, Franz Joseph August Rode, and his wife stayed with Mrs. Mackay, mother of Mrs. Lang, at Greenock.