

Some Queensland Memoir Writers.

Presidential Address, by F. W. S. CUMBRAE-STEWART,
B.A., B.C.L.

*At Annual Meeting of the Historical Society of Queensland,
Friday, 30th August, 1918.*

Five years have passed since the inaugural meeting of this Society was held under the chairmanship of His Excellency, Sir William Macgregor, then Governor of Queensland and patron of the Society. During the time which has elapsed much history has been made, and the events which have shaken the world have not been favourable to quiet historical research, and I think that the Society must be congratulated on having maintained its existence in spite of so much that has hindered its work.

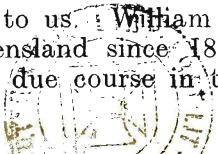
Other difficulties overshadowed us. Before the first year had passed several of our members had died, and Sir William Macgregor had completed his useful and unstinted official service to the Empire. His retirement from the Governorship of Queensland removed him from us to his native land. None of us who were privileged to be present will forget that morning when, on 15th July, 1914, he said farewell to us.

Then came the war, which the wise had foretold, but the foolish ones had thought was impossible. At one time the question of suspending the Society's operations was considered, but it was decided to carry on.

When Sir Wm. Macgregor's successor arrived, he gave very ready and material help by taking the Society under his patronage.

There are others who have passed from our midst whose places we can never fill. Each year has added its toll.

The most recent losses which the Society has had to deplore are those of J. G. MacDonald, William Clark, Thornhill Weedon and Canon Jones. The history of their lives is well known to us. William Clark has placed his recollections of Queensland since 1849 upon record, and they will appear in due course in the *Journal*.



Thornhill Weedon had promised to put his reminiscences in permanent form, but death prevented the carrying out of his purpose.

Canon Jones would not undertake the writing down what he had seen and heard, for Canon Jones at 80 years of age, with nigh on 60 years' memories of Queensland, was not an old man living in the past, but a man young in spirit with a strong hold on the present, and a still stronger hold on the future, and all that is implied in the Communion of Saints, and the life of the world to come. Yet what memories he had of other days! Of his early life at Preston, where there was a young dragoon, who spoke at temperance meetings, who was bought out of the service, and entered a solicitor's office, and whom he met in after years as Sir Charles Lilley, Chief Justice of Queensland. Of his work as a schoolmaster at Marlborough Grammar School, not Marlborough College, under Frederick Hookey Bond, a minor light of the Oxford movement, a connection of J. H. Froude and brother-in-law of Henry George Delafosse, one of the three survivors of Cawnpore,* mourned as dead until a telegram from Paris told that he would be home next day.

H. M. Collins, of Melbourne, for many years Reuter's General Manager for Australia, was one of Canon Jones' pupils. Then Canon Jones could tell of Bishop Tufnell and the formation of the Diocese; of life in Brisbane in the opening 60's, and of the people of that time. He gave the Society this year two photographs of the crews of the Oxford and Cambridge boat race, rowed in fours on the Brisbane river in 1862. Oxford was represented by the Rev. G. Bowyer Shaw, R. G. W. Herbert, Rev. T. Tomlinson, and John Bramston (stroke), with C. S. Miles as cox; Cambridge by E. Deighton, the Rev. W. P. Townson, the Rev. F. Grosvenor, and E. Huxtable as stroke, with Backhouse as cox. Canon Jones, too, had many memories of the early days of Rockhampton, and of the Archers at Gracemere; of John Jardine, who began life as a subaltern in the "Royals"; Elphinstone Dalrymple, James Leith Hay, E. B. Henning and others. No one knew more of the ecclesiastical history of Queensland than Canon Jones. When the Synod of the Diocese of Brisbane met last June, it was noted and acclaimed that Canon Jones had taken his seat for the fiftieth time, being the only survivor of the first Synod, held in 1868. Now he has gone, and to our personal feelings at the loss of a dear old friend, there is added the regret that so much of the past has gone with him.

*History of the Indian Mutiny, Forrest. (Blackwood, 1904), vol. 1. 473.

But many of those who laboured at the foundations of this State have not died in harness as Canon Jones did, and have had the leisure necessary for recording what they saw and heard and did.

The earliest publication in the form of Memoirs or personal recollections which I have been able to find is a crown octavo pamphlet of 58 pages, printed at the *Ipswich Observer* office, Ipswich, in 1875, entitled "The early settlement of Queensland, and other articles, by John Campbell, with which is also printed The Raid of the Aborigines, by the late Mr. William Wilks."

John Campbell, was one of the most remarkable men of his time. He is said to have come to New South Wales from Nova Scotia in the thirties of the last century, and it has been stated that he was reputed to be the original of Judge Halibutron's "Sam Slick," and that the Judge said that he took the character from a man named Campbell, who emigrated from Nova Scotia to New South Wales, and who was a tinsmith by trade.

I wrote to the Secretary of the Haliburton Club at King's College in Nova Scotia, a year or two ago for confirmation of this. The reply did not confirm the story, but further enquires were promised when the war was over.

According to another story, John Campbell was a member of the family of Campbell of Breadalbane. He was known as "Tinker" Campbell, not because he was a tinsmith but because he brought a cargo of tinware with him and disposed of it himself. Mr. Thos. Welsby knows more about John Campbell and his sons than any living man, and will, I hope, record it for us.

Campbell's reminiscences begin with the year 1840, when he was settled on the Hunter River. He had a cattle station on the Gwydir River. His run was disputed, and being in want of a station, he set out northwards to look for new country. He reached the Dumaresq or Severn River, and there built stock yards. He then removed his cattle from the Gwydir to this place, called by the blacks Kittah Kittah, afterwards better known as Bebo. The country on the north bank of the river being the best, his cattle camps were made upon what is now Queensland; "and thus," he says, "I accidentally was the first stock owner in Queensland—I mean as a squatter—there being a Government stockman at Ipswich years before."

In March, 1840, Patrick Leslie passed Kittah Kittah on his way out upon Cunningham's track; and later on he was followed by other squatters. John Campbell moved on with them, and took up Westbrook. At his

first visit there was but one wood and bark humpy on the whole Downs—the hut at Toolburra.

Towards the end of 1840, he sold his property on the Hunter River, and started with his wife and family for Kittah Kittah. On the way he was flood-bound at Messrs. Dight's station, on the Lower McIntyre, about 12 or 15 miles from his own place. There he experienced his first trouble with the blacks. What he says is of great interest, as it is probably the first recorded instance of trouble between the natives and the settlers in Queensland. The cause of the mischief was that the men left in charge had "let the blacks in," and were on friendly terms with them. This has been the cause of nearly every outrage and massacre in Queensland. In Campbell's case it led first to robbery by the blacks, and to a desire to punish them on the part of the plundered squatter. But John Campbell was a wise man, and was turned from his purpose by the hut keeper at Dight's, and, as he says, made up his mind to make the child's bargain with the blacks—"Let me alone and I will let you alone."

The result of his policy was excellent, and the energies of the black warriors were diverted from robbery and murder, to turning the handle of a steel flour mill and grinding wheat into flour—a source of endless interest to them and of great profit to the white man. From Kittah Kittah, John Campbell removed to Westbrook, and resided there for some months very quietly. It was some time before he visited the settlement at Moreton Bay. His journey from Westbrook to Brisbane was long and dangerous. At Grantham he found that two white shepherds had just been brought in, literally cut into mincemeat with tomahawks. Next day they had to rescue Tent Hill station from the blacks.

On reaching "The Limestone" he found that it contained one house, a small brick cottage occupied by George Thorn. South Brisbane had even less, for upon their arrival there they did not find a single house or building in the place. The land, however, had been cleared and farmed by the prisoners. There was a small stock-yard on the bank of the river near where Russell Street is now.

On their appearance at the usual crossing place, a boat was sent over to take them across. The party had the necessary permit from the Colonial Secretary to visit the settlement; there was no hotel, and the party became the guests of the officers. John Campbell stayed with Andrew Petrie, and commenced a friendship which only ended with life.

At this time, about the end of 1841, most of the prisoners had been removed in anticipation of the settlement being thrown open to the public. There remained about 150 convicts, who were employed in the Government garden and other necessary work. Campbell got a passage to Sydney in the schooner *Piscator*, for which he paid £10. No extra stores, only salt junk and bad biscuits, no beds, nothing but the bare boards of an empty bunk. He returned to the Downs overland. The years 1841-3 were disastrous to the pastoral industry. The drought was particularly bad at Liverpool Plains and along the road which cattle had to pass on the way to Maitland and the Southern markets. In 1843, the squatters determined to try the experiment of curing beef for export, and Campbell was asked to carry it out. It was agreed that he should find salt, casks and labour, and cure the beef at 25s. per cask ; retaining the hide, tallow and offal as his commission. Early in 1843 Campbell went to Brisbane to make his arrangements. He bought from Andrew Petrie a store brought in from 6-mile Creek, and lying in pieces at Kangaroo Point. There, at the spot between the present Customs Ferry and the end of the Point, he erected the store, and on 23rd June, 1843, he began to slaughter. This was the first venture in the meat industry which has now assumed such large proportions in Queensland.

Like all first attempts, it ended in disaster.

The southern squatters had discovered that fat sheep might be boiled down for their tallow at a profit, and an attempt was made to start boiling down sheep instead of curing beef. This, too, was unsuccessful, and by 1846 Campbell had to give in and sell out at a ruinous loss.

Campbell knew Leichhardt, whom he first met at Andrew Petrie's house in 1843. He sat next to him at the dinner given to him by the Brisbane people just before he started on his expedition to Port Essington, on 1st September, 1844. Campbell's report of their conversation is interesting, and if it is accurate, it shows that Leichhardt was prepared to take the opinion of men more experienced than himself in bush-craft. He invited Leichhardt to stay at Westbrook, which he did on his journey outward. Campbell's opinion as to the fate of Leichhardt is certainly worth consideration. He believed that the story of Hume with regard to the mutiny is probable from Leichhardt's exclusive habits, and that very likely the party was starving. Daniel Bunce* told Campbell that Leichhardt took only

* Naturalist with Leichhardt's second expedition, from which he turned back. Afterwards Curator of Botanical Gardens, Geelong, where he died on 2nd June, 1872.

three pounds of flour per week for each man, calculating the journey to last two years—evidently, far too small a quantity.

Campbell's reminiscences do not go later than 1846. He lived for 30 years after that. He is perhaps best known as the pioneer of the coal industry. Lewis Thomas* worked for 3½ years under him at Redbank. He was in partnership with Robert Towns and Sir Alexander Stuart in timber and other ventures. These ended in a partnership dispute and litigation. Then there were ventures at Moreton Bay, such as a big scheme for salt works at McLeay Island, none of which were very profitable.

He died, I believe, in 1876, and is buried at Cleveland. There is no record of his death in the Registrar General's Office, and I have searched the cemetery at Cleveland in vain for any trace of his grave. The last of his sons, Federick Perkins Campbell, died at Wynnum on last Good Friday.

The "Genesis of Queensland,"† by Henry Stuart Russell, covers much more ground than mere personal reminiscences, but it does contain very valuable testimony of what its author did and saw in Moreton Bay and the Darling Downs at a very early period.

It is to be regretted that neither in style nor arrangement is the book to be commended. Had it been placed in the hands of a good editor, its value would have been greatly increased.

Henry Stuart Russell was the eldest son of S. H. Stuart Russell, who is described in the entry of his son's matriculation at Christ Church, Oxford, as "Samuel Henry Russell, of St. Georges, Hanover Square, London, Armiger." He was born just a hundred years ago, and was educated at Harrow and Oxford. He entered Christ Church on 3rd March, 1838, but left without taking a degree. In the early part of 1840, he arrived in Sydney with letters of introduction to various people, including Governor Gipps. Unfortunately these were stolen and used by a swindler, which caused a good deal of mortification to their proper owner. A chance meeting with his former school fellows, Arthur and

*Lewis Thomas (1832—1913), a Welsh miner, who made a fortune in Queensland. Member for Bundamba, 1894-1899. Member of the Legislative Council, 1902-1913).

†An account of the first exploring journeys to and over Darling Downs; the earliest days of their occupation; social life; station seeking; the course of discovery Northward and Westward; and a resumé of the causes which led to separation from New South Wales; with portrait (of Patrick Leslie) and facsimile of maps, log, etc. etc. Sydney, Turner and Henderson, 1888.

Pemberton Hodgson, took him to the Darling Downs. There he formed a station at Cecil Plains, the only cattle station then on the Downs. He was probably the first white man to cross the Dividing Range into the valley of the Burnett, which he appears erroneously to have believed to have been the Boyne, discovered at Port Curtis by Oxley, in 1823. A tributary of the Burnett was named the "Stuart" after him.

It was not until 1847, that the discoveries of James Burnett, the surveyor, established the fact that Russell's Boyne was an independent stream.*

One interesting thing about the "Genesis of Queensland" is that in it appears what is known as "Patrick Leslie's Diary," an account of Leslie's first journey to the Downs in 1840, written in March, 1878, when he had settled in New Zealand, to set right an erroneous statement in Sutherland's History of Australia. He refers to the writers as "M.A.'s. of some second or third rate University" and, as he says, knocks them into a cocked hat. Henry Stuart Russell married Charlotte Pinnock, a sister of Philip Pinnock, who in later years was Police Magistrate at Brisbane, and ultimately Sheriff of Queensland. He belonged to the now extinct race of dandies if the following description of him by Nehemiah Bartley be true. "His luminous brown eye, his biceps born of University rowing exercises, his exceptionally good French accent, and his preference for tonic perfumes like myrtle and ambergris over the sickly, sweet, vulgar sort."†

On the death of Richard Jones on 6th November, 1852, Henry Stuart Russell succeeded him as member of the old Council for Stanley Boroughs. He built the original Shafston House, and lived there until about 1855, when he sold out and went to Sydney. There he purchased a property at North Shore, known as The Rangers, in 1859; and afterwards purchased a neighbouring property making a domain of 169 acres. He was then a wealthy man, and there was no limit to his hospitality, and his entertainments were often extravagant—a hundred pounds' worth of fireworks being let off in a single night. Unfortunately, misfortune overtook him, and at the beginning of 1866 he left The Rangers. He was living at North Shore when he wrote his book, which he dedicated to the memory of "Henry Hughes, of Worcester, England, and Westbrook, Darling Downs." In 1889 he returned to England, where he died, and is buried at Ottery St. Mary, in Devonshire.

* See vol. 1., p. 370 n.

† Opals and Agates, p. 125.

Two of his sons, John R. Stuart Russell and W. G. Stuart Russell, the latter an old Rugbeian, went out to the Gulf in 1878, and endured the hardships of opening up the country for Rankin and Ward many years before it was explored, and finally abandoned it. Mr. J. Stuart Russell was afterwards in New Guinea, and died two or three months ago. W. G. Stuart Russell had Yelverloft for many years, but now resides at Eumundi. His only son was killed in France last month.*

Another early Downs resident has left an interesting account of his personal recollections. This was David Grant Forbes, a son of Sir Francis Forbes, the first Chief Justice of New South Wales. Sir Francis Forbes arrived in Sydney on 5th March, 1824, with his wife and family, which included his sons, Francis and David Grant, who took up Clifton station on the Darling Downs. D. G. Forbes landed from the *Sovereign* at South Brisbane in 1843, and travelled to Clifton by way of Cunningham's Gap. At that time all the sheep were in charge of shepherds, and the number of each flock was about 800. Forbes tried larger flocks and found that he could increase the number to 1,500. This lead was followed by all his neighbours. His brother Francis was a scientific man, and one of the earliest geological investigators of the Downs. Though 1843 was a bad year, 1844, 1845, and 1846 were prosperous, and the squatters began to make headway. D. G. Forbes was able to return to Sydney and come back with a wife.† They travelled up in the *Tamar*, visiting the *Sovereign*, bar bound at South Passage. On their way to the Downs they learnt that the *Sovereign* had been lost in the surf and their friends on board drowned.

1847 was a good year, but in 1848 the price of wool fell so much that all their hard work seemed to have

*In "Oxford and Cambridge Scores and Biographies," by J. D. Betham (London, Simpkin, Marshall & Co., Ltd., 1905), page 142. it is stated that H. S. Russell was born on 10th March, 1818, and that he was in the Harrow eleven 1837-8 and in the Oxford eleven in 1839; that he emigrated to Australia in 1841, and was one of the earliest explorers of Queensland, on one occasion being taken prisoner by a tribe of cannibals and condemned to be eaten; that he explored and named the Darling Downs and was the friend of the explorer Leichhardt; that he entered the Queensland Civil Service in 1866, and became a member of the Queensland Legislative Assembly; that on his return to England he settled at Rugby, and that he died suddenly whilst walking to catch a train at Ottery St. Mary, on 5th March, 1889. No record has been found which bears out the statements that he was a member of the Queensland Civil Service or Legislative Assembly.

†His eldest daughter, Mary Sophia, was born on 18th October, 1849, and was christened by Mr. Glennie on 10th December, 1849. See St. John's Brisbane Registers.

been expended in a useless undertaking. In 1849 the gold discoveries in California attracted Francis Forbes. He no sooner landed than he died of yellow fever in San Francisco.

His brother sold out and bade farewell to Clifton in 1850. On 1st June, 1851, he entered the Government Service; on 21st May, 1859, he was admitted to the Bar of New South Wales, and on 8th June, 1875, was appointed Judge of the South Western District Court. He retired about 1898, and revisited Brisbane after an absence of 38 years. He found great changes, and of his friends and contemporaries, only his cousin Philip Pinnock was left. His "Reminiscences of the Early Days" read before the Royal Geographical Society of Australasia, Queensland, on 17th December, 1900, and was published in that Society's proceedings.

One of the most valued possessions of this Society is the typewritten book which contains the personal reminiscences of John Watts, written in the year 1901, when he had attained the great age of 80 years. This was the gift of our late president, Sir Authur Morgan. John Watts was born in Gloucestershire on 27th February, 1821, and was intended for the medical profession, to which his father belonged. But he had other ideas, and in May, 1840, went out to South Australia. Here he had little luck and returned to England in 1844. There he met Captain Mallard, of Felton, Darling Downs, who offered to give him employment as manager if he would go out to New South Wales. This was accepted, and he sailed for Sydney in May, 1847. He landed in Brisbane on 22nd December, 1847, from the *Tamar*, and went at once to Felton. He remained there until the run was let to Gordon Sandeman. He then became manager of Eton Vale for Arthur Hodgson, and ultimately one of its owners as a member of the firm of Hodgson and Watts. His first wife was a sister of the late Sir Hugh Nelson, and after her death he married the widow of Frederick Nevill Isaac, of Gowrie, of whose will he was co-executor with James Taylor, of Cecil Plains.

At Separation, John Watts was asked to stand for Drayton and Toowoomba, which he did, and was returned by a very large majority to the first Queensland Parliament. He resigned his seat in 1863 owing to ill health, and went to England. On his return he was appointed to the Upper House, but returned to the Lower House in 1865 as member for the Western Downs.

After the crisis of 1866 and the return of Mr. Herbert to England, John Watts became Minister of Lands under G. E. Dalrymple. On the formation of the coalition under MacAlister he became Minister of Works, and as such

had a good deal of trouble in connection with the completion of the Ipswich-Toowoomba Railway.

Shortly afterwards he sold his share of Eton Vale to Robert Ramsay, resigned his office on 3rd May, 1867, and returned to England in 1868. He made his home at Alledale, near Wimborne, in Dorsetshire, revisiting Queensland twice, the last time in 1892. He died in England on 19th November, 1902. His final comment on what he had seen in Queensland was:—"It looks like a dream, and one cannot believe that this has taken place during one man's life."

John Watts is credited with having made the statement that the Darling Downs would never grow a cabbage. What he really did say was that it was useless to ask people to come out from the old country and take up land on which you could not grow a cabbage, and his reference was not to the Darling Downs, but to small 20 acre allotments which it was proposed to throw open in a dry area. As a matter of fact he alleges that at Eton Vale he never was able to grow a crop of cabbages but once.

After nearly 80 years' experience of the Darling Downs we now know that the rainfall is precarious, and that the mixed farmer has a better chance of success than one who trusts entirely to his crops.

In 1903, the *Queenslander* published the reminiscences of Thomas Petrie, edited by his daughter Constance, now Mrs. G. P. Stuart. These were subsequently published in book form.*

Thomas Petrie was born in Edinburgh in 1830, and came out with his father, Andrew Petrie, and family in the *Stirling Castle* to Sydney, in 1831. In 1837, Andrew Petrie was appointed Foreman of Works at Moreton Bay, and travelled thither by the steamer *James Watt*. They landed at Dunwich and were rowed up to Brisbane by prisoners. Brisbane at the time of Petrie's earliest recollections consisted of nine buildings, two of which are still standing, the windmill, now Observatory, and the Commissariat (now Government) stores. The other seven, the Soldiers' Barracks, the Prisoners' Barracks, the Hospital, the Post Office and Watchhouse, the Commandant's house, the lumber yard and the factory, have all since disappeared. The factory, on the site of the present Post Office, was the residence of the Petries, until a house was built about the present corner of Wharf and Queen Streets. The garden of this property covered Eagle Street to the bank of the

*Tom Petrie's Reminiscences of Early Queensland, recorded by his daughter. Brisbane, Watson, Ferguson & Co. Ltd., 1904.

River. What its present value is would be hard to say, but the Honourable Wm. Perry, father of Mr. G. H. Perry, gave £40,000 for the property at the corner of Queen and Wharf Streets in August, 1882. The house was pulled down after the sale.

Mr. Petrie's book consists of two parts, the first of which relates to the blacks of Moreton Bay. On this subject it is *the* authority. No one knew more about the native inhabitant of this country than Thomas Petrie, or was on better terms with them.

The second part is concerned with his recollections of the settlement from which he did not depart until the gold digging days of 1851 and 1852, when he tried his fortune at the New South Wales fields.

Returning to Brisbane he settled at Murrumba, North Pine, where he died on August 26th, 1910, at the age of 80.

Petrie's reminiscences are indispensable for the historical student, more particularly as regards his father, Andrew Petrie, who lived in Brisbane from 1837 to 1872.

Henry Stuart Russell tells us how he and Andrew Petrie, with some others, set out in a ship's boat from Moreton Bay, in 1842, and found a river flowing into Wide Bay, which they ascended for 50 miles. They also found old *Duramboi* among the blacks. John Eales, from the Hunter, shortly afterwards took up country on this river, and stocked it with sheep.

On 12th June, 1847, George Furber put an advertisement in the *Courier* calling the attention of the stockholders in the neighbourhood of Wide Bay and the Boyne River, that he was opening a store at the head of navigation on the Wide Bay River. Shortly afterwards Henry Palmer arrived in the Wide Bay district, and settled at Maryborough. When the Royal Geographical Society met at Maryborough in 1903, Henry Palmer read a paper entitled "Reminiscences of the Wide Bay and Burnett Districts, up to the time of forming the port of Maryborough." These were published in the Royal Geographical Society's proceedings.* They are an interesting record, but, like all personal reminiscences, have to be carefully checked in regard to dates and other particulars. One wishes he had said more about the early days before Separation. As far as I know none of the other early settlers of the Burnett have left any record of the early days. The settlement was rapid. Maryborough and Gayndah became post towns in 1849, and Gayndah soon acquired a reputa-

*Proceedings and Transactions of the Royal Geographical Society of Australia. Queensland, vol. xxiii., pp. 90-98.

tion as a pastoral town. Only a few days ago one of the old Gayndah men, Robert Wilkin Smith, passed away at the age of 84. The Gayndah of the 60's found a chronicler in Mr. Cuthbert Fetherstonhaugh, whose book "After Many Days,"* was published last year. Mr. Fetherstonhaugh came from Victoria, and arrived at Ban Ban on the Burnett on 16th January, 1863. Gayndah was then a lively little place, and it was a lively district too, with a number of fine well-bred men of the old school, hospitable, large hearted, and generous. He mentions "John Edwards, who then held Ban Ban, and his wild, reckless brother, 'the Barcoo,' Gentleman Holt of Kolonglo, R. W. (Bob) Smith of Ideraway, one of the best, the two Moretons, and Rawson, the boy Story, and dear old Phil Elliott and his brother Hoppy," and R. W. Stuart (Dick). The "Tight Brigade" of Rockhampton, the Morrisetts, "Dosh" and his brothers, live again in these pages.

Mr. Fetherstonhaugh has promised us another book, but his Queensland experiences ended in 1866, and are covered by his already published reminiscences.

Before passing on to the memoir writers whose lives were spent in the remoter parts of Queensland, one who lived in Brisbane for the forty years which followed the Crimean War is worthy of special mention.

There are many persons still living who knew the face and form of the late Nehemiah Bartley, or at any rate knew his horse, a patient animal who stood for hours hitched to a post waiting for his master, and was reputed to have eaten the straw hat of a Normal School boy when other provender failed.

In 1892 there appeared under the title of "Opals and Agates,"† Nehemiah Bartley's memories of fifty years of Australia and Polynesia. The writer was born at New Cross, Surrey, on 5th September, 1820, and came out to Tasmania in the ship *Calcutta*, in 1849. His reason for emigrating he gave as follows:—"I was a young and restless cockney, with no parents to tie me to England, and with rich relatives settled in Australia." Tasmania did not offer much inducement to him, and after a voyage to Tahiti, Honolulu, San Francisco, and visits to Victoria and Sydney, where he was for a short period in the Bank of New South Wales, his attention was directed to Moreton Bay. He obtained some mercantile agencies, and landed at South Brisbane from the *City of Melbourne* on February 7th, 1854. He lived in Brisbane until his death. His business took him to all parts of the surrounding district, and his

* Sydney. John Andrew & Co. A second edition appeared in 1918.

† Brisbane, Gordon and Gotch, 1892.

marriage to a daughter of William Barton, sharebroker, of Macquarie Place,* brought him into intimate relations with many well known people. Mr. Bartley began to keep a diary in 1846, and this diary is the source from which he drew for his recollections. These are of much interest for the five years immediately preceding 1860.

His account of Brisbane as it was in February, 1854, is well known, and has often been used in compilations. At one time he did a good deal of business in flour. He was also agent for the Colonial Sugar Refinery Coy., but handed over the agency to Mr. E. B. Forrest on 1st July, 1860. Mr. Forrest conducted the company's business at Boyland's wharf, North Brisbane. He arrived from Sydney by the *Telegraph*, on June 2nd, 1860, and at his death, on 30th March, 1914, had been nearly 54 years in Queensland. His fame as a yachtsman dated from the Regatta of December 10th, 1861, when his imported yacht, the *Kate*, out-sailed all her competitors.

One of the effects of the gold discoveries was to put a stop to the local production of flour, and it had to be imported from Chili. Towards the close of 1855, Bartley was appointed agent for a company importing flour from Chili. George Thorn gave his cheque for £1,000 for 20 tons of it, and P. O'Sullivan, who was then in business in Ipswich, used to sell it at £7 per 200lb. bag, or £70 per ton. Bartley was asked by J. P. Bell, De Lacy Moffat, and Colin Mackenzie, to contract for a three years' supply at from £36 to £40 for all their stations, but he refused to do it. His recollections are not carried further than 1860, but he promised that at some future time he would record the reminiscences of forty years of that new and vivid life which came to Australia with the gold discoveries. He did not, however, live to do this. His papers were entrusted to Mr. J. J. Knight, one of our Vice-Presidents, and the result was the volume of "Australian Pioneers and Reminiscences,"† which appeared in 1896. Although this is not confined to Queensland, yet a good deal that relates to Queensland will be found in it.

One of the most valuable parts of this book is the account of the Financial Crisis of 1866.

The causes of the trouble, according to Bartley, are to be found in land boom of 1862. Up to that time land had been subdivided and sold in moderation as required, but generally sold privately, and in this way a good deal of Fortitude Valley and Spring Hill had been built upon.

* Sydney, N.S.W. Mr. William Barton was the father of Sir Edmund Barton.

† Gordon and Gotch, Brisbane.

But in 1862, a ship called the *Helenslee* arrived from Scotland, with passengers who brought £30,000 with them, an average of £100 per passenger. On the strength of this and other arrivals, a land boom was organised. One enterprising firm of auctioneers found out that there was money in the feat of buying suburban land wholesale at £1 an acre, and selling it retail in 32 perch allotments at £2 each, half cash and half at 3 months. Estates in the Enoggera Ranges found buyers, who paid up but never claimed their land. The floating of four millions of loan and its expenditure on railways, had added to the money in peoples' pockets, and there was the usual luxury and extravagance.

The crisis of 1866 is well worthy of detailed study, especially at the present time, when we are experiencing the same plethora of money, and the economists are warning us of trouble ahead. The brilliant suggestion to issue incontrovertible legal tender notes and pay the public creditors with paper was happily defeated, not, however, by the politicians, but by the Governor, who brought about a political crisis by refusing to have anything to do with the scheme. The bankers pointed out that it would irretrievably ruin the country if adopted, and the period of stress was overcome by the issue of Treasury notes bearing interest at 10 per cent.* The young colony went through a very trying time. In 1904, when things were very bad, I was discussing matters with the late Edwin Lilley, and he told me that there must be a revival, and that he remembered as a lad, in 1867, accompanying his father, the late Sir Charles Lilley, for a walk round Spring Hill one Sunday afternoon. They passed nothing but empty houses. Sir Charles said, "We must get away from here. It can never revive." Yet next year gold was discovered at Gympie, and in five years prosperity was returning.

Nehemiah Bartley had invested all his patrimony in land. His name is to be found on every suburban map. The top of the Hamilton Hill, where the reservoir now is, all belonged to him. On it he built the house long known as "Bartley's Folly," though as a matter of fact he claimed that his folly was a very profitable one. But the blacks were such a nuisance that he did not live long at the "Folly," but returned to his cottage in George Street, still standing next the Bellevue Hotel. The crisis left him with acres of land which passed out of his hands for a tenth of what he gave for it. He never made a fortune. He died suddenly on 10th July, 1894.

In the year 1909 some interesting reminiscences appeared in the Rockhampton Press, and afterwards

* See 30 Vict., No. 10. An Act to authorize the issue of Treasury Bills.

in more permanent form. These were written by the late John Arthur Macartney, formerly of Waverley. Mr. Macartney, who was a life member of this Society, published these reminiscences in pamphlet form.* Apart from personal interest, Mr. Macartney's recollections give a first-hand account of Rockhampton in the year of its foundation.

Mr. Macartney belonged to a well known Irish family, and was the eldest son of Hussey Burgh Macartney, Dean of Melbourne. He came out with his father in 1848, and in 1857 entered into partnership with Mr. Edward Graves Mayne, with a view to taking up pastoral country in Queensland. He landed in Moreton Bay on 5th October, 1857. The *Boomerang*, Captain O'Reilly, which brought him here, stuck on a mud bank and the mails and passengers were brought up by boat from the mouth of the river. His travels in search of country were immediately begun, and he journeyed to Ipswich, Fassifern, Pilton, Drayton, Jondaryan, Taroom, Auburn, Gin Gin, and Gladstone, where on Christmas Day, 1857, he dined with Captain, afterwards Sir Maurice, O'Connell at Barney Point. Thence he rode to Gracemere and during the first week in 1858 he went to Rockhampton, which then consisted of a store and a public house. The hotel was closed, as the publican had gone to Gayndah to be married. He then purchased Waverley from a Mr. Campbell, and lived there for 38 years, leaving it in 1896, when he went to live at Lota, near Manly. He lived in and about Brisbane until his death at Ormiston on 10th June, 1917.

Waverley is 125 miles from Rockhampton on Broad Sound, and goods were carried by sea. Mr. Macartney preferred the road, and more than once rode the whole distance in one day, and returned the following day, doing 250 miles and being only from thirty eight to forty hours away from home.

Waverley was an outside station in 1859, in which year the first land sale was held in Rockhampton, and Broad Sound the most northerly port.

The want of a good harbour impeded the further settlement of North Queensland, and in September, 1859, Henry Samuel Sinclair fitted up a schooner, the *Santa Barbara*, and sailed from Rockhampton for the purpose of discovering a secure harbour as would serve to open up the Northern portion of Queensland. He was successful, for on 15th October, 1859, he discovered the magnificent harbour of Port Denison, capable of admitting:

* Rockhampton Fifty Years Ago. Reminiscences of a Pioneer (John Arthur Macartney, F.R.G.S.)

vessels of the largest tonnage. It is said that Sinclair's original diary is preserved at Bowen.

The settlement of North Queensland restored to civilisation an unfortunate British sailor who for 17 years had lived among the wild blacks. This was James Murrells, usually known as Jimmy Morrill.

Mr. Edmund Gregory, formerly Government Printer, took down from Murrells' own lips an extraordinary story of suffering and adventure.* Murrells, who was a native of Maldon, in Essex, was wrecked in the barque *Peruvian* bound for China, on 8th March, 1846, on the Barrier Reef. Seven survivors drifted ashore on a raft at Cape Cleveland. Of these, the captain, his wife and son, and Murrells were saved to endure the horrors of a life among the savages. Murrells alone survived for any length of time, and at last on Sunday, 25th January, 1863, he found a sheep fold, and heard a voice say, "Come out, Bill, quick, here is a red or yellow man standing on the rails of the fence, naked. He is not a black man : bring the gun." Murrells, in terror, called out "Do not shoot me. I am a British *object*; a British sailor." It was sometime before he regained the use of his mother tongue, and the habits of civilisation. He was taken to Brisbane, and was appointed to the Custom House at Bowen. His health, however, was broken, and he died on October 30th, 1865. He was buried at Bowen.

Murrells' account is too slight to be of much use ; but it is interesting as being that of the first white man who is known to have lived in North Queensland for a lengthened period.

There are two books which should be read by everyone who desires to know something about the settlement of Northern Queensland. The first of these is Edward Palmer's "Early Days in North Queensland;"† the other is Robert Gray's "Reminiscences of India and North Queensland, 1857-1912." Edward Palmer, who was a brother-in-law of the late John Stevenson, of Fernberg, came to Moreton Bay in 1857 from Wollongong. In 1864 he formed Conobie, on the Cloncurry, first with sheep, afterwards changing to cattle. He represented the Gulf district in Parliament until 1893. The disasters of that year and the ravages of the ticks deprived Mr. Palmer of Conobie, and

*Narrative of James Murrells' seventeen years' exile among the wild blacks of North Queensland and his life and shipwreck, and terrible adventures among savage tribes, their manners, customs, languages and superstitions, also Murrells' rescue and return to civilization. Edmund Gregory, Brisbane, First printed in 1863. Fifth Edition, 1896.

† Early Days in North Queensland. By the late Edward Palmer. Sydney, Angus & Robertson, 1903.

he entered the Government service in connection with the tick plague, dying in harness at Rockhampton on 4th May, 1899. His book, which appeared after his death, is not strictly within my subject as it is not cast in the form of personal recollections, although he was a part of most that he relates. Robert Gray's book on the other hand is entirely personal, and he tells not only of his experiences in North Queensland, but of his life from the time when he joined the 97th Foot at Chichester in 1857.

He went out to India with his Regiment in August, 1857, in the famous Black Ball clipper *James Baines*. He took part in the second Relief of Lucknow, and in the subsequent operations which stamped out the mutiny. Then he obtained six months' leave and visited Australia. At Goulburn there lived two Miss Sowerbys, daughters of the Dean of Goulburn. One of them married Sir William Manning, the Chief Judge in Equity in New South Wales, and Robert Gray married the other. He returned to India with his wife, but in May, 1863, was again in Australia, where he made his home for the next 50 years.

His first idea was to settle in New Zealand, but he met his cousin, Ernest Henry, in Sydney, and decided upon North Queensland.

Ernest Henry discovered lodes of copper on the Leichhardt and several other places, and distinguished himself not only as an enterprising pioneer, squatter and settler, but also as an early and most indefatigable prospector for minerals. In 1863 he had some country on the Burdekin.

Robert Gray went with him to the north, and settled on the Flinders, calling his station Hughenden, from the old Hughenden in Buckinghamshire, the home of Edward Burke and Lord Beaconsfield, and at one time of Gray's and Henry's mothers.

Robert Gray held Hughenden until 1912, when he sold out and went Home. He is still living near London. His contemporaries, Robert Stewart of Southwick, Robert Christison of Lammermuir, the Henrys, Roger Sheaffe, J. G. MacDonald, and all the other pioneer northern squatters are gone now.

In "Pioneering Days: Thrilling Incidents Across the Wilds of Queensland with Sheep to the Northern Territory in the Early Sixties,"* Mr. George Sutherland, of Leichhardt Street, Spring Hill, has written an interesting account of the pastoral development of the North. Mr. Sutherland belongs to the Highlands. His father saw the attempt made

*W. H. Wendt & Co., Brisbane, 1913.

by the Duke of Sutherland to improve his estates by draining, and introducing sheep farmers from the border, Rutherfords, Telfords, and others. Mr. Sutherland saw the next generation transferring their activities to Australia with better success than in Scotland. First in Victoria and Riverina, and then in North Queensland, the Scots aided in the development of sheep husbandry.

The story that Mr. Sutherland tells of hardship and endurance, of ill requited toil, of refusal to despair, is a noble record of our race which the town dweller would do well to ponder.

In "Pages from the Journal of a Queensland Squatter"* Mr. Oscar de Satge, who landed in Brisbane in December, 1854, has given to us his recollections of 30 years of life and adventure in Queensland. Oscar de Satge and his brother were Rugbeians of the days of Tait and Goulburn, and on leaving that famous school took ship in the *Essex*, Captain Martin, afterwards lost in command of the *London*. de Satge went on to Moreton Bay, but Oscar remained in Victoria for a time, and then went on to join his brother, who was managing Mangoola for Francis Robert Chester Master, brother of the Chester Master killed with Lady Mary Fitzroy.

He travelled up in the *Boomerang*, having as a fellow passenger Sir Stuart Donaldson,† the Archbishop's father. Mrs. F. R. Chester Master was one of the daughters of Hannibal Macarthur, and on their station, young de Satge learnt the art of management of a cattle station and then turned to sheep. Mr. de Satge's memories are of great interest for the history of the Darling Downs, and indeed of the whole of Queensland, pastoral and political, till he went home in 1876 after 22 years' residence in Australia.

He returned in 1878, but his recollections of the later period of his life are more general. He does not dwell so much on the personal side and, therefore, for our purpose he loses in interest. The greatest fault his book has, is that it has no index, but it is one of the best of its kind, and it is dedicated to one of the best men who ever lived in Queensland, the late Sir R. G. Wyndham-Herbert. A much less pretentious book than that of de Satge's, Charles H. Eden's "My Wife and I in Queensland,"‡ has the advantage of possessing an index. It is useful for the years 1864 to 1871 in the North, especially in regard to the introduction of Polynesian labour. C. H. Eden came out in the

* Hurst and Blackett, London, 1901.

†(1812-1867), see D.N.B.

‡ London, Longmans, Green & Co., 1872.

Queen of the Colonies in 1863. Mrs. Eden was a fellow passenger—a sister of Mr. W. R. O. Hill.

Edward L. Kennedy's "The Black Police of Queensland"* contains a good deal of information, but relates principally to the black troopers and their officers, and to the aboriginals whom they kept in check.

The reminiscences† of Mr. W. R. O. Hill, formerly Police Magistrate and Gold Warden, show life in Queensland from a point of view other than that of the pastoralist or merchant. Mr. Hill was one of three brothers, sons of Captain Hill of H.M.'s 10th Foot, who in 1846 was governor of Clerkenwell Gaol. Mr. Hill's earliest recollections include the Charlest riots of 1848, the funeral of the Duke of Wellington in September, 1852, the great fight between Tom Sayers and Heenan on 17th April, 1860, and the great Volunteer Review of 1861, in which he took part as bugler of the 39th Middlesex R.V. In June, 1861, he and his brothers sailed for Brisbane in an immigrant ship. It was rough and dirty, so bad that an inquiry led to amended regulations. After some colonial experience in Port Curtis, Mr. Hill was, on 4th June, 1863, appointed a Cadet in the Native Police.

In those days the Native Police were appointed by the Governor-in-Council, and were regarded more as an irregular fighting force than as ordinary police. There was no regular police force. The Local Benches of Magistrates appointed chief district or ordinary constables. No written instructions had ever been issued for the guidance of these constables, who considered themselves as solely under the control of the Bench by whom they were appointed, and quite independent of all other control. But a change was brought about by the Police Act of 1863, which came into force on 1st January, 1864. Under this Act, Mr. D. T. Seymour, of the 50th Regiment, was appointed Commissioner, and the force organized. This was unfortunate for Mr. Hill, and his duties were terminated. This was, however, only for a time, and he was re-appointed in 1866. In 1868, Arthur Palmer gave him a billet in the Colonial Secretary's Office in Brisbane and soon after promoted him to be Clerk of Petty Sessions and Mining Registrar at the then newly discovered Cape River gold-fields. From the Cape he went to Ravenswood and the Palmer, then in 1878 to Ravenswood again as Police Magistrate. In 1882 he was transferred to the Etheridge, owing

*London, Murray, 1902.

† Forty-five years' experience in North Queensland, 1861 to 1905, with a few incidents in England, 1844 to 1861. By W. R. O. Hill, ex P.M. and Gold Warden. Brisbane, H. Pole & Co., Printers, 1907.

to what, from his account, seems to have been an act of revenge on the part of a miner who became a politician. However, when Cairns got a Police Magistrate in 1884, Mr. Hill was sent there. After two years he went to Spring-sure and Charleville. He was Police Magistrate at Gayndah from 1888 to 1892, and, after a turn as relieving Police Magistrate, he was at Peak Downs and then Mackay until 1905, when he retired on pension after 43 years, during the course of which he had seen the wonderful development of Northern Queensland, and had been in personal touch with practically every man who had done anything to aid that development. Mr. Hill is still happily with us.

Mrs. MacManus' *Reminiscences of the "Early Settlement in the Maranoa District"** deals with a portion of Queensland that has no other annalist. Mrs. MacManus is a daughter of Stephen Spencer, who bought Mt. Abundance from Allan McPherson in 1857. In the following March, Stephen Spencer and his family, including Mrs. MacManus, came up from New South Wales to Western Queensland, and there Mrs. MacManus has lived ever since.

It is hard to conceive of the utter isolation of the Western pioneers of 60 years ago, when everything had to be brought 300 miles by bullock dray, and where for many years there was no coined money, its place being taken by the "Calabash" or "Shin plaster." I have just learnt that in the far West at Bedourie and other places the "Calabash," or I.O.U., still flourishes, and that postal notes are used for current coin.†

Mrs. MacManus gives an excellent account of the daily life of the early West. When Mt. Abundance ceased to be the furthest out station, it became the place of call for all the places beyond. Thus Mrs. MacManus has met every one of the Western people and has remembered them.

She is still living at Mitchell, and I think that we must elect her to the Honorary Membership of our Society as one who has rendered valuable service in furtherance of the objects of the Society.

James Samuel Hassall, Rector of Sherwood from 1873 to 1899, published in 1902 some records and reminiscences from 1794, under the title "*In Old Australia.*"‡

* (Brisbane, E. A. Howard, 1913).

† See articles on calabashes in *Daily Mail* of 21st September and 26th October, 1918; and P. J. Marks, *History of Paper Currency in Australia*, R.A.H.S., August 27th, 1918.

‡ *In Old Australia, Records and Reminiscences from 1794*. By the Reverend James S. Hassall, Brisbane. R. S. Hews & Co., Printers, Elizabeth Street, 1902.

Unfortunately Mr. Hassall says little about his life in Queensland, and so his memoirs do not come within my present limits. But he came in personal contact with many who were connected with the early days of Queensland. He was at the King's School with the sons of John Oxley and Major Lockyer. He spent holidays with the Hannibal Macarthurs at The Vineyard, now called Subiaco.* He visited Edinglassie, the property of Chief Justice Forbes, and he was at a private tutor with James and Albert Norton at Campbelltown, when J. G. MacDonald, James Tyson, and Harry Hammond† were lads there. Later on he met John Douglas, then sub-commissioner, at Major Creek diggings, and Mr. and the first Mrs. Douglas were very kind and helpful to him when he came to Queensland in 1873. His connection with Australia went back to 1796, when his grandfather, Roland Hassall, one of the missionaries who came out in the *Duff* to Tahiti, settled at Parramatta. His father, Thomas Hassall, then three years old, afterwards, in 1822, married the eldest daughter of the Rev. Samuel Marsden. J. S. Hassall was the first child of this marriage. He had at his disposal a diary kept by his father, but he records that a diary kept by his grandfather, Samuel Marsden, during his second missionary journey to New Zealand, in 1819, was submerged in the great flood in the Brisbane River in 1893, and is now quite illegible. Mr. Hassall resigned his cure at Sherwood in 1899, and died there in 1905.

I have hitherto dealt with landsmen, but Britannia Rules the Waves, in spite of Von Tirpitz and the Admiral of the Atlantic, and we must never forget our seamen.

Early in the year 1862, a small craft of 25 tons called the *Ellen Collin* arrived in Moreton Bay. She was in charge of William Collin, who settled at Petrie's Bight, and formed the shipping firm of Wm. Collin & Sons.

Capt. Colin lived in Queensland for 52 years, and shortly after his death, which took place on 3rd January, 1914, at the age of 80, his reminiscences were published by George H. Collin.‡ They form a most interesting record not only of adventure in many lands, but of hard pioneering work in Queensland.

Captain Collin was born at Great Watering, two miles from Shoeburyness, in Essex, on 30th August, 1834. The

*See Journal of Australian Historical Society, vol. iv., p. 385.

†Of Curriwillinghi, Balonne River, from 1861-1878, where he employed aborigines for all station work with success. See *Courier*, 25th October, 1873. He died in Sydney in 1909, aged 82.

‡Life and Adventures of an Essex man, Captain William Collin, a Queensland Pioneer. H. J. Diddams & Co., Printers, Brisbane, 1914.

Thames has produced many fine sailors, and the sea service claimed young Collin at a very early age. He had his share of hardships and ill treatment, and in 1854 found himself in Port Jackson with £3 in his pocket. One of these was stolen, and after buying a pair of boots he had 25s. left, which paid for a week's board, and then he was thrown on his own resources. His first berth was with Captain Towns. It is interesting to note his opinion of old Bobby Towns. "He bore," says Captain Collin, "a very hard name as an employer, but I can speak well of the bridge that carried me over. I found him a good, honest employer so long as a man honestly did his work."

Captain Collin's earliest home in the colonies was at Botany, and it was there that he fitted out the *Ellen Collin*, leaving on 22nd February, 1862. The run to Moreton Bay took three weeks. At that time the entrance to the Brisbane River was marked by the lightship *Rose*. It was before the dredges had been set to work, and there was not more than 3 feet 6 inches of water at low tide at the Eagle Farm Flat. There is now 23 feet.

Brisbane was a very small place then. There was but little wheeled traffic apart from bullock drays, and other heavy contrivances, whilst grass was growing in some of the principal streets. Among Collin's first acquaintances were William Thornton, the Collector of Customs, and John Petrie, the builder, of whom he speaks well.

His first engagement was to convey the employees and machinery of the Manchester Cotton Company to Nerang Creek. The channel after passing Cleveland Point was difficult, and the pilot a blackfellow, put the *Ellen Collin* on to a mudbank, and there she lay for a fortnight. They did not arrive at their destination until three weeks after leaving Brisbane. Freight from the town to the Bay was 7s. 6d. per ton.

Captain Collin had had some experiences of the famous Thames barges, and he determined to build one and try her on the Brisbane.

In partnership with T. B. Ward, he started operations at Kangaroo Point on the spot where his son, George Collin, now lives, and in July, 1864, he launched the famous *Enterprize*, 80 feet long by 20 feet beam and 6 feet deep, ketch rigged with a very high mast. The wisecracks laughed and said she was bound to capsize. But Collin knew better, and one morning after a westerly had been blowing hard all night, he hauled out from Raff's Wharf in Eagle Street, lowered his lee board, and soon had her sailing up the river like a revenue cutter against the tide and close-hauled. He rounded Garden Point, but the telegraph wires which

then crossed the river where Victoria Bridge now stands, stopped further progress. So he put up his helm and brought her round, and raced back with wind and tide and all sails set to her moorings at the Bight. The critics were silenced, and for 20 years the *Enterprize* did good service.

Those were the days when the Black Ball liners were bringing out immigrants, and there was a great deal of lightering, so that the *Enterprize* and her skipper were never idle. Operations extended as far as Ipswich. The navigation had been greatly improved in the early sixties, and by the end of 1866, all the obstructions were removed, and in that year, the Engineer for Harbours and Rivers was able to report that the importance of the Bremer and Brisbane navigation was daily increasing, and that there were then engaged in the river trade 18 steamers, 18 sailing vessels, 23 barges, and about 70 market boats.

But the crisis of 1866 was a severe blow to the colony, and Collin was forced to seek other fields. He obtained a cargo of flour for Maryborough from George Raff, and in spite of many prophecies of disaster in the much dreaded Wide Bay, he arrived safely after a rattling passage, and astonished the Maryborough people with his strange craft and her lee-board.

In the year 1865 the coal fields on the River Burrum had attracted notice in consequence of discoveries made by William Morris and John Cameron, and Mr. W. H. Walsh, of Degilbo*, had become interested in this new industry. Collin then took the *Enterprize* to the Burrum and carried coal, until want of capital brought things to a stand-still at the mines.

The Lower Burnett was then being opened up. Kolan station had been formed for Robert Tooth by Thomas Alford. The Hassalls hit upon Tantitha in 1862, and a man named Roberts went up the Burnett River in a small sailing vessel. In 1864 Mr. Nugent Brown rode over the site of the future Bundaberg, laid out afterwards by Mr. Surveyor Anderson, and named from its native designation "Bunda." Collin was employed by John Pettigrew to bring timber from the Burnett River. When he first went to the Burnett River, he landed at what is now known as North Bundaberg. At that time there was not even a single hut at what is now the city of Bundaberg on the southern bank of the Burnett. The inhabitants of North Bundaberg were one woman and three white men,

* Mr. Nugent Brown, brother-in-law of Mr. W. H. Walsh, states that Degilbo is the native Duggilbo, the hard place, there being a mass of very hard rock there. Duggil is anything hard; the natives call money duggil.

Mrs. Thomas Watson, Thomas Watson, and two brothers, John and Gavin Stewart.

These brothers were sons of Alexander Stewart, of Brownlee and Middlethorpe, in Lanarkshire, cadets of the Stewarts of Allanton.

They came to Australia in 1848, and before settling on the Burnett, had done much pioneering work on the Clarence. Subsequently they settled at Allanton on the Daintree River, Port Douglas, where John Stewart died in 1889. His brother Gavin died on 16th April, 1896. They were first cousins of the late Alexander Stewart, of the Q.N. Bank. Thomas Watson died recently in North Bundaberg.

In 1874 there were hardly a dozen houses in North Bundaberg, and the Stewart Brothers had only just finished their sugar mill, the first on the Burnett. The Rubiana estate with all its improvements was in that year sold for about £1 an acre.*

Captain Collin helped to fell the timber on the site of the Bundaberg Railway Station, and the *Enterprize* made many voyages to Gladstone and the Fitzroy River. Then the Gympie gold fields were discovered, and another field was open. Cargoes of stores and machinery were carried up the Mary River to Tiaro, and found their way from there to the diggings.

In 1870, Captain Collin salvaged the *Dawn*, which had been wrecked under Double Island Point, with a cargo of mining machinery, and bought the vessel for £400 after he had got her off. Finding her a regular clipper at beating to windward, he traded with her as far as Normanton, freight to which port were £7 10s. per ton. This left a good margin of profit. There was other work for the *Dawn* when Captain Heath, the Harbour Master, employed Collin to lay the beacons to mark the channel through Torres Straits. The whole of the beacons were erected within ten months, in spite of very great difficulties, and Captain Collin proved that he had all the qualities of the race of British seamen to which he belonged.

On 24th February, 1875, the steamer *Gothenburg*, from Port Darwin to Adelaide, was wrecked on the Barrier Reef, 24 miles to the east of Cape Upstart, when 102 lives were lost and a large and valuable cargo, including a box of bullion. Captain Collin determined to attempt salvage and went to the wreck in the *Dawn*. His practised eye soon saw that some one had been before him, and he did

* Australian Pioneers, p. 249.

not get the gold—worth about £43,000—but the attempt was not altogether unprofitable.

Other salvage work included the re-floating of the *Norseman* wrecked on the Bunker Group. He then sold the *Dawn* and bought the *Norseman*. His day of sails was over. Henceforth he was in steam, and in 1876 became commander of the *Tambaroora* steamer of 900 tons, belonging to Parbury, Lamb & Co. But he preferred to be his own owner, and he was soon back again in the *Norseman*. He settled in Bundaberg, which had by that time become a rising town. There he traded between Bundaberg, Baffle Creek and Brisbane, occasionally taking temporary charge of larger steamers for the British India Company.

Returning to Brisbane in 1881 he found plenty to do, and requiring another vessel, he re-purchased the old *Enterprize* and used her as a lighter, fitting her with a propeller driven by a steam winch, an ingenious arrangement which made him independent of wind and tide.

In 1884 it was decided to improve the entrance to Mourilyan Harbour, discovered by Captain Moresby in the *Basilisk* in 1872, and the Government chartered the *Enterprize* to convey the divers and explosives to the spot and carry out the work, a dangerous and arduous service which took five months to complete. Thus, says Captain Collin, ended the ocean going career of the first successful large barge ever built in Australia, a vessel which did an immense lot of hazardous work in her time. She was the pioneer vessel of many of our northern creeks and rivers, landing great quantities of heavy machinery for saw mills and other work of all descriptions. She remained useful for many years after this, for in 1894 she was owned by the Moggill Quarrying Company, and for years afterwards was engaged in heavy cargo work in the river. She ended her days as the pontoon for the kiosk at the Hamilton, and when she eventually disappeared the roof of the kiosk was used for a house at Bulimba, a peculiar structure which stands as a memorial of the good old barge.

Then came the building of the *Lady Musgrave*, a steamer 144 feet long and 20½ feet beam, with 50 horsepower direct acting compound engines, built by J. W. Sutton & Co., at Kangaroo Point, in 1884.

Captain Collin's sons were now growing up. It is said that it is the ambition of every British sailor to see his son commanding one of his father's ships at 21. This was given to Captain Collin, and Captain Wm. Collin the second became master of the *Lady Musgrave*.

The old skipper's active sea life was done, but he added 30 years of usefulness to his adopted country before he was

called to his rest. His sons have maintained his good name, and his grandsons have added to it in the land service under the old flag. One of them, Leslie Norman Collin, Lieut. 9th Batt., A.I.F., fell at Gallipoli.

There are a number of unpublished diaries and memoirs, but they are outside the scope of this paper. I have seen Canon Glennie's diary, J. B. Fewing's manuscript history of his district, Toowong, and Mrs. D. C. McConnell's privately printed "Recollections." They are valuable where every scrap of information is valuable. This country will never be settled over again by our race, and we who have entered into the labours of the pioneers owe a debt of gratitude to those who have left us the record of the work they did in the olden days.
