

PIONEER STEAMSHIPS IN QUEENSLAND WATERS.

(By A. G. Davies).

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My purpose in this paper is to give you a concise history of the building up of Queensland's maritime trade—or at all events the part which the steamship played in it. I, however, want first to refer in passing to two vessels using steam power which had nothing to do with mercantile activities. These were the "Sophia Jane" and the "James Watt," both of which were mentioned in my paper on "The Genesis of the Port of Brisbane." After having been engaged in the coastal trade, mostly in New South Wales, for a few years the "Sophia Jane" was broken up in 1845.

In the following year a wooden paddle steamer named the "Phoenix" was built in Sydney and the engines which had been taken out of the "Sophia Jane" were put into her. This vessel was engaged in the service between Sydney and the Clarence River for five years, and was then wrecked at the entrance to that river. All that is left, therefore, of the engines of the first steamship to come to Australia lies in the shifting sands in that locality.

When the s.s. "James Watt" was broken up in 1847, her engines were put into another vessel, the "Eagle," which had been built at Pyrmont, Sydney. The "Eagle's" first visit to Moreton Bay was made on August 8, 1849. She was then in charge of Captain Allen, who previously had been coming to Moreton Bay in the steamship "Tamar. The "Eagle" made numerous trips from Sydney to Moreton Bay, Maryborough and Bundaberg between 1850 and 1866 under Captains Warner and Chatfield.

The real pioneer steamer in the regular service between Sydney and Moreton Bay was the "Shamrock," which commenced to run in 1842. The Hunter River S.N. Coy. had been formed in 1840 with an original capital of £40,000 and had made a business-like start by sending orders to England for the construction of three iron steamers of the type considered to be best suited to the trade. Two of these, which were sister ships, built by Fairbairn and Coy.,

were launched at Poplar, on the Thames, in 1840 and named the "Rose" and the "Thistle." They were vessels of 275 tons, with engines of 100 horsepower.

Another steamship, the "Shamrock," of 322 tons, was launched from the yard of Paterson, Bristol, who three years later gained world-wide fame by building the mammoth steamer "Great Britain." The Hunter River Coy. also purchased the "Tamar," previously referred to. It would appear that on the "Shamrock's" first visit to Brisbane she brought Sir George Gipps, the Governor of New South Wales. up to the Moreton Bay Settlement. At that time the question whether Brisbane or Cleveland should be the port for Moreton Bay was being officially considered, and Governor Gipps decided to come up and make his own observations on the spot before reaching a decision. Sir George Gipps on that occasion was accompanied by Colonel Barney, and the party first visited Cleveland.

Landing at Cleveland.

An amusing story is told of the landing there. It appears that it was found impossible to bring the "Shamrock" close enough inshore to permit the party to land on terra firma; and an attempt was made to ferry them across in the ship's boat. The boat, however, stuck in the mud, and the Governor, and those with him, in all their smart array, were compelled to wade ashore. After matters at Cleveland had been investigated, the official party proceeded up the river to Brisbane, and reached the Settlement on March 24, 1842. The primitive character of the landing place at Brisbane in 1842—there was no wharf at that time—is described by the late J. J. Knight in his book "In the Early Days," in which he says that a huge tree trunk six feet in diameter, laid parallel with the river bank, served as a substitute for a wharf. From another account of this rough and ready landing, we learn that the steamers were tied up to what was known as Macintyre's gum tree on the river bank, until finally a dispute between the company and the owner of the gum tree put an end to the tree being used as a mooring place.

Company's First Wharf.

It was not until near the end of 1845 that the steamship company built its first wharf, which was

on the south side of the river. The "Shamrock," for the first ten years of her active life, was commanded by Captain George Gilmore, the commodore of the fleet, who later was the first to hold a similar position of distinction with the A.S.N. Company. Captain George Gilmore and his cousin, Captain Robert Gilmore, were for a number of years trusted officers of the Company. The "Shamrock" traded regularly between Sydney and Brisbane for several years and was afterwards put on the run between Sydney, Melbourne and Launceston, usually calling also at Twofold Bay. In 1857, the "Shamrock" was sold to Chinese owners and, after a couple of years' service on the China coast was wrecked on March 22, 1860.

A Tragic Wreck.

One of the most tragic events in the history of Moreton Bay was the wreck of the steamer "Sovereign" in the South Passage in March, 1847, with the loss of 44 lives. The "Sovereign," a paddle steamer of 119 tons net register, had been built at Pyrmont, Sydney, in 1841, and engines previously used in a steamer called the "William the Fourth" were put into her. The latter, which had been built in London in 1831, must not be confused with another vessel of the same name, of which more anon. The "Sovereign" was first employed on the Hunter River run; and, in February, 1843, was sent to Moreton Bay under the command of Captain Henry Cape, who was in the vessel when she was wrecked four years later. During 1845, the steamer service between Sydney and Brisbane was maintained chiefly by the "Sovereign" and the "Thistle," the latter being commanded by Captain Mulhall. After having been nearly 30 years in the service of the Hunter River S.N. Company and the A.S.N. Company, Captain Mulhall died in Sydney, in May, 1862.

"Thistle" and "Tamar."

In 1846, the "Tamar" (Captain Allen) took up the running in place of the "Thistle," maintaining the service in conjunction with the "Sovereign." The "Tamar," which was a paddle boat of 130 tons, and 60 horsepower, was actually the second steamer to come out from Britain to Australia. After her launch at Greenock in 1833 she made the voyage

out direct to Launceston, Tasmania; but, on its being found impossible to employ her profitably there, she was brought to Sydney in December, 1834. Having been acquired by the Hunter River S.N. Coy. she ran for two years between Sydney and Newcastle after which her length (originally 99 feet) was increased by 30 feet. As already stated, she came regularly to Brisbane from Sydney under Captain Allen in 1846 and 1847. Later again, between 1849 and 1852 she made frequent trips in the same service under Captain Paine, in conjunction with the s.s. "Eagle" to which Captain Allen had transferred. The "Tamar" was afterwards used as a tugboat at Newcastle, and finally was beached in a leaky condition at Cabbage Tree Beach, and her machinery taken out of her.

A Historic Vessel.

The steamer "William the Fourth," which was put on the run to Brisbane in November, 1846, also had some claim to be a historic vessel. She was the first steamer built in Australia. Her construction had been commenced at Clarence Town on the Williams River, New South Wales, in 1831, prior to the arrival in Port Jackson of the "Sophia Jane." At that time it was not considered at all likely that two steamers could be found profitable employment in the Australian coasting trade and, when the "Sophia Jane" arrived, much sympathy was felt with Mr. J. H. Grose, for whom the "William IV" had been built, in having his speculation interfered with in that way. At any rate the building of the "William IV" was completed in October, 1831, and the vessel was utilised chiefly in the service between Sydney and the North Coast of New South Wales, with occasional diversions on to other runs. She came to Brisbane under Captain Wiseman. It speaks well for the faithful way in which she was built that after a 30 years' rough and tumble life on the coast, the "William IV" found a purchaser and went to China. In 1837 a wooden paddle steamer of 103 tons named the "Maitland," was built at Sydney for H. Cohen and others, Captain Parsons, her commander, being a part owner. After trading along the New South Wales coast for about ten years, she was bought by the Hunter River Coy. in November, 1847, and put

into the Moreton Bay service in which she continued for about two years.

Three Iron Steamers.

Of the three iron paddle steamers specially built in England for the Hunter River Coy.—the “Rose,” the “Thistle,” and the “Shamrock”—I have dealt with the lastnamed first, because she was the first of the three to come to Moreton Bay and was more closely associated with the port of Brisbane than either of the others. The “Rose,” however, was the first to reach Sydney from overseas, and was the first iron-built steamer to come to Australia. The “Rose” and the “Thistle” were fitted with two masts and had flush decks and round sterns, also the same huge paddle-boxes and high funnels as other steamers at that period. The “Rose” left the Thames on October 31, 1840, for Sydney. Meeting with heavy weather in the Bay of Biscay, she put into Lisbon to refit. On resuming, she made the voyage out under sail as far as the Cape of Good Hope, and under steam and sail for the rest of the way. When off Sydney Heads she was ordered on to Newcastle, where she arrived on April 7, 1841. The “Rose” was brought out from England by Captain Thomas Stewart, whose son, the late Mr. F. E. Stewart, was a one-time manager of Goldsbrough, Mort and Company, Sydney, and whose grandson, Dr. Cumbræ Stewart, was until recently Dean of the Faculty of Law at the University of Queensland. The late Mr. John Fyfe, who came out in the “Rose” as chief engineer, was afterwards superintending engineer to the A.S.N. Coy. The “Rose” was employed for several years between Sydney and Newcastle under Captain Pattison. In October, 1848, she was sent to Brisbane to take the place of the “Tamar”; and made what was then considered a very quick run of 53 hours on the return trip from Moreton Bay to Sydney. The “Thistle,” coming out from England, reached Sydney in April, 1841—a fortnight after the “Rose.” Under Captain Mulhall she was running regularly between Moreton Bay and Sydney with a few breaks between 1844 and 1848. Subsequently, the “Thistle” was in the Hunter River trade. In 1859 she was sold to a Melbourne firm by whom she was employed in the service between Melbourne and Port Albert.

A.S.N. Company Formed.

Another epoch in the history of Australian coastal navigation was entered upon in 1851 when the Hunter River S.N. Company ceased to exist and a new company was formed under the name of the Australasian Steam Navigation Company (popularly known as the A.S.N. Company) with an original capital of £80,000, and power to increase it to £500,000. The fleet of the old company was taken over in its entirety by the new, and it was augmented by the building on the Clyde of the steamers "Yarra Yarra" and "Waratah," of 500 and 350 tons respectively in 1851, and the "Telegraph" and "Boomerang," of 468 and 445 tons respectively in 1854. Mr. James Paterson, who had been manager for the Hunter River Coy. was appointed secretary to the A.S.N. Coy. He had been sent to Scotland by the old company to supervise the building of the "Rose," "Shamrock," and "Thistle," and he made another trip overseas to see that the four new ships for the A.S.N. Company were built faithfully and well. These vessels were all propelled by paddles, and all became well known in Queensland waters. Although the "Yarra Yarra" and "Waratah" were the first to reach Australia they were not put on to the Moreton Bay run until some months later. The "Boomerang" came out from Glasgow under the command of Captain James Munro, arriving at Sydney in August, 1854. Shortly afterwards Captain Munro was appointed marine superintendent of the company in Sydney, a position he held for 25 years. The "Boomerang" was immediately put into the Moreton Bay service with Captain Henry O'Reilly in charge.

Captain Henry O'Reilly.

Captain O'Reilly was probably more closely identified with Brisbane than any of the early A.S.N. "skippers," and members of his family are still living here. He was a native of Dublin, and was for some time in the service of the Dublin Steam Packet Company. Coming to Australia early in 1853 he first visited Moreton Bay as commander of the "City of Melbourne," in August of the same year. He afterwards came regularly to Brisbane for several years in the steamer "Telegraph," after which he was appointed to the position of Brisbane manager for

the A.S.N. Company. Captain O'Reilly died in Brisbane in February, 1877. His son, the late Mr. Charles O'Reilly, carried on a customs and forwarding agency in Brisbane for some years and this is now being conducted by his grandson, Mr. Harry O'Reilly. Captain O'Reilly's daughter, Mrs. Miller, relict of the late Judge Miller, is still living in Brisbane. From Mrs. Miller, in the course of conversation, I have heard many interesting details of conditions of life in Brisbane in the sixties. The mails from Sydney, which arrived weekly by steamer, were eagerly looked for and there was always a flutter of excitement when the insistent whistling of the steamer was heard as it came up the river.

Telegraphic Communication.

Mr. Nehemiah Bartley, in "Opals and Agates," mentioned that in 1855 news of the fall of Sebastopol was brought to Brisbane by the s.s. "Boomerang," which came up the river lavishly bedecked with bunting, and that a gun was fired from the ship in token of the general jubilation. Can you imagine the people of Brisbane to-day in these days of international unrest and anxiety, having to wait for weekly mails for news of the latest developments? Telegraphic communication between Brisbane and the Southern capitals was not inaugurated until late in 1861.

After the "Boomerang" had been running for several years on the Australian coast, she was lengthened at the A.S.N. Coy.'s works at Pyrmont, Sydney, and her passenger accommodation considerably increased. When the A.S.N. Coy decided to enter into the trade between Australian ports and New Zealand, the "Boomerang" was put on, and for a time ran a monthly mail service between Melbourne and Wellington. In 1880, when the A.S.N. Company withdrew from the Hunter River trade, the "Boomerang" was sold to the Newcastle Steamship Coy. Later she came down in the social scale and was used as a hulk in Sydney for some years, being finally broken up in 1898.

"Telegraph's" Long Career.

The "Telegraph" probably had a longer run in the Sydney—Brisbane service than any of the other early steamers. She was built of iron on the Clyde,

and came out to Australia under the command of Captain S. Paterson, formerly of the Cunard Company, arriving in Sydney on January 9, 1855. Her passage out, which was made principally under canvas, occupied 109 days. Probably the "Telegraph" nowadays would be regarded as a very unattractive sort of vessel in which to travel; but she was glowingly described in the newspapers of her day as "a splendid modern paddle-steamer" with "cabin appointments of the most elegant description, having ample space for 50 saloon, and 100 steerage passengers." Her saloon was said to be "panelled with birds'-eye maple and rich gold beadings and cornices—her staterooms and sofa berths fitted in a most costly manner—everything displaying the most perfect taste," etc., etc. The "Telegraph" was first put on the run between Sydney and Melbourne in February, 1855, under Captain George Gilmore; and early in 1857, took up the service to Brisbane under Captain Isaac J. Warner. Captain H. O'Reilly later assumed command and retained it until the time of his appointment as Brisbane manager for the company. Early in 1859 the "Telegraph" was sent to the A.S.N. Coy.'s works at Pyrmont, Sydney, where she was cut in two and lengthened by 28 feet. after which she returned to the Sydney—Melbourne run for a time. This was the first time such an operation had been performed on any ship in Sydney (or anywhere in Australia); but subsequently others of the company's earlier-built steamers were treated in the same way, and apparently in every instance with satisfactory results. The surgical operation to the "Telegraph" was an interesting one. Her engines were about amidships. The hull was first cut through just forward of the engine-room, and a new piece 14 feet in length was added. When this addition had been completed, the hull was cut through just abaft the engine-room, and a new portion, also 14 feet in length, was inserted, after which the after-end of the original hull was joined on again. It was believed that this lengthening of the ship would give her not only increased capacity but also greater speed, and this belief was fully justified by results. The "Telegraph" ended her career when she went ashore near Point Perpendicular on October 9, 1867, and became a total wreck.

So far I have dealt almost exclusively with the steamers of the Hunter River S.N. Company, and its successor, the A.S.N. Company. Although I will have more to say about some of these later, I want to refer briefly at this stage to one or two other vessels of historic interest.

“Cornubia’s” Visits.

The steamer “Cornubia,” a wooden paddle boat of 97 tons, which paid one visit to Brisbane in November, 1846, and a second visit in February, 1848, is worthy of mention. On her first visit, she was under the command of Captain Thomas Stericker, well known in the Sydney—Brisbane trade; and, on her second, was in charge of Captain Louttit. Everyone who has taken any interest in early Australian history knows something of the big part played by the Boyd Brothers in the development of the pastoral and the whaling industries. Ben Boyd and his brother Mark came out to Australia in the famous yacht “Wanderer,” arriving in Melbourne in June, 1842; but the steamers “Sea Horse,” “Juno,” and “Cornubia,” sent out as part of their pioneering enterprise, had reached Sydney before them. Any further elaboration of the romantic story of the Boyds would be hardly justified here; but it certainly invests the “Cornubia’s” visits to Brisbane with more than ordinary interest. It should be remembered, too, that two years previously, in September, 1846, the “Cornubia” had taken Col. Barney and staff up to Port Curtis in connection with the North Australia convict settlement fiasco. In 1849, the “Cornubia” was converted into a sailing vessel and put into the South Sea Island trade.

Spasmodic Competition.

In the early fifties there were quite a number of small steamers in Australian waters which, after having come out from England, had been unable to find profitable employment. One or two of these were sent to Moreton Bay in the hope of securing some share of the trade of which the A.S.N. Company then had a virtual monopoly. Among them was the iron screw steamer “Fettercairn” of 330 tons, which had been built at Dundee in 1851 for George Patullo, of whom more will be heard later in my story. The “Fettercairn” is said to have been orig-

inally intended for the Baltic trade; but in 1853 she was sent out to Australia, and was engaged for a time in the trade between Sydney and Melbourne. She made two trips between Sydney and Brisbane in February and March, 1854, in charge of Captain Allen, who had been previously in the "Tamar," "Eagle," and other steamers under the Hunter River Coy.'s flag. In the middle of the following year, the "Fettercairn" was sold and sent away to Manila. Another vessel which made a few experimental trips between Sydney and Brisbane early in 1854 with a view to getting a share of the trade, was a paddle steamer called the "Manchester," of 157 tons, and engines of 90 horse-power, commanded by Captain T. B. Harrison. She came out from England to Port Phillip in August, 1853, and was plying between Melbourne, Portland Bay and Port Fairy. She left Sydney on April 21, 1854, with passengers and cargo for Moreton Bay and made several subsequent trips; but apparently the measure of success attained was not sufficient to justify her continuance. The opposition which vessels like the "Fettercairn" and the "Manchester" offered to the A.S.N. Coy. in the Moreton Bay trade was, of course, of a spasmodic character, and such as was hardly likely to cause any grave concern to the company. There, however, were other movements, organised with greater elaboration and of more serious import, which the A.S.N. Coy. could not afford completely to ignore.

Monopoly Challenged.

There is no record of any attempt having been made in Queensland to form a company in opposition to the Hunter River S.N. Company; but very shortly after the A.S.N. Company had taken over the fleet and other assets of the old company in 1851, the idea of challenging the monopoly began to be talked about. At what was described in the newspapers of the day as a "largely-attended" meeting held at the old Sovereign Hotel in Brisbane on May 26, 1852, with Mr. H. Hughes, M.L.C., in the chair, a resolution was carried affirming the desirability of forming a company to be called the Moreton Bay Steam Navigation Company for the purpose of purchasing in England "a steamboat of proper power and speed to run from Brisbane to Sydney or elsewhere, the capi-

tal of £15,000 to be raised by the distribution of 1500 shares of £10 each, one half to be paid up on allocation, the other moiety by a call or calls, after an interval of 12 months." Provision also was made for an increase of capital, if required. A committee was appointed to make the necessary arrangements, and it was stated that upwards of £6,000 of the proposed capital was subscribed at the meeting.

A few days later a meeting also was held at Ipswich at which a similar resolution was carried, and additional capital subscribed. By the end of August, it appears, more than two-thirds of the required capital had been raised and it was resolved to proceed at once to allotment. In October a further meeting was held, when a call of £4/10/- per share was made, estimates prepared and the usual preliminaries to definite action gone through. Unfortunately when success seemed assured, something happened which caused the whole scheme to be abandoned.

"This ignominious breakdown," says William Coote in his History of Queensland, "may have resulted, as was suggested at the time, from the dissensions between the country and town shareholders, or it may have been that subscription was more easy than payment." Coote expressed the opinion that the failure to establish this company would place another weapon in the hands of the Sydney opponents of Separation; and this opinion was fully borne out by arguments subsequently advanced in the Sydney newspapers, all of which were fighting the Separation movement tooth and nail.

Several years passed before anything more was heard of an attempt to organise an opposition steamship company.

Queensland S.N. Coy.

The next proposal for such a venture gained publicity in a report which appeared in the Ipswich Herald of March 2, 1860, in which it was disclosed that the well-known firm of Robert Towns and Coy. were the originators of the movement. At a public meeting held in the Clarendon Hotel, Ipswich, on February 28, 1860, consideration was given to a circular from R. Towns and Company relative to the proposed establishment of a company to be known as the Queensland Steam Navigation Coy.

According to the report in the newspaper there were about thirty persons present, including representatives of the various interests in the town and district. Mr. Walter Gray, who was voted to the chair, pointed out that such a venture would have no hope of success unless the squatters—the great producers of the colony—could be induced to become shareholders and thus have an interest in the success of the company. Towns and Coy., in their circular, offered to advance £20,000, and the point was raised by Mr. H. Buckley, a prominent business man, as to what interest that firm would expect to be paid, and whether there would be any further charges on the company. A number of those present agreed to take up shares and the meeting then adjourned pending the receipt of further information which was desired. Matters were advanced at a later meeting, and in the issue of the Moreton Bay "Courier" on May 22, 1860, the prospectus of the proposed company, which was called the Queensland Steam Navigation Company, was duly advertised. In the prospectus it was stated that the subject of the establishment of a local steam navigation company had, at various times, occupied the attention of persons interested in the advancement of Moreton Bay; and that the change by which it had become the colony of Queensland seemed to point to that being an opportune time for the formation of such a company. As an encouragement to possible applicants for shares, mention was made of the "very large revenue" which the A.S.N. Company was deriving from its Queensland trade, and of the fact that the rapid settlement of the northern portion of the colony, and the contemplated occupation of extensive areas of country on the Burdekin and Isaacs rivers held out a further inducement to make Brisbane the centre of a system of steam navigation linking together the various ports of Queensland and connecting them with Sydney. The capital of the company was stated to be £50,000 in 2,000 shares of £25 each, and it was proposed to commence with three sea-going boats—two to run between Brisbane and Sydney, and one to connect Brisbane with the ports of Maryborough, Gladstone and Rockhampton.

In due course the company was successfully floated, and almost the first important step taken

early in 1861 was the appointment, as its superintending engineer, of Captain George Patullo. To him—in some respects, a remarkable man—the success which attended the company in its early stages was very largely due.

The three steamers, which were built in accordance with the company's original plans, were designed by Captain Patullo, and their construction carried out under his supervision.

Captain Patullo's Death.

Unfortunately, Captain Patullo died under particularly tragic circumstances just as the last of the three vessels was completing its maiden voyage out from the Clyde to Sydney in November, 1864. The loss of Captain Patullo's services was a severe blow to the new company and possibly may have influenced the directors and shareholders in agreeing four years later to its absorption by the A.S.N. Company.

Captain Patullo, who was a native of Glasgow, was trained as an engineer, and it was in that capacity that he entered the service of the A.S.N. Coy. about 1846. He served as engineer on various steamers on the coast and was on the s.s. "Tamar" when the "Sovereign" was wrecked near Amity Point, Moreton Bay, in 1847. In 1855 he was appointed master and engineer of the s.s. "Brisbane," in which, it is said, he made 500 trips between Brisbane and Ipswich. Later he became master of the s.s. "Ipswich," which was engaged on the same run on the Brisbane and Bremer Rivers, until he resigned from the A.S.N. Coy.'s service to throw in his lot with the new company. Captain Patullo, having had charge only of river steamers, did not possess a master mariner's certificate for deep sea voyaging. While in Glasgow superintending the building of the "Queensland," the first ship for the Queensland Steam Navigation Coy., however, he qualified as a master mariner and was able to bring the new ship out to Australia.

The "Queensland" was a smaller vessel than the two which followed. She was an iron paddle steamer of 287 tons net register and 120 horse power, and was launched from the yard of Barclay, Curle and Coy., Glasgow, on September 16, 1861. The company's decision to have this comparatively small

vessel built first, and two larger ones later, seems to suggest that the opening up of trade between Brisbane and the ports of Maryborough, Bundaberg and Rockhampton was regarded as a more urgent need than that of competing with the A.S.N. Coy. in the Sydney to Brisbane service. Accommodation was provided in the "Queensland" for 30 cabin and 30 steerage passengers.

Pioneer Ship's Arrival.

There was great excitement in Brisbane on June 3, 1862, when the pioneer vessel of this new steamship company arrived and berthed at Raff's wharf, near the foot of Creek Street. She was the first steamer which had been built overseas specially to the order of a Queensland company and, according to the description published at the time, her saloons and cabins were more ornate and luxurious than anything previously seen in Brisbane.

After leaving the Clyde, the "Queensland" had called at Queenstown (Cork), taking a departure thence on December 1, 1861. The passage out to Sydney, made mostly under canvas, took 154 days.

When tenders were called for a wharf to be used by the new company the offer of George Raff and Company was accepted, much to the chagrin of J. and G. Harris, and a bitter controversy was waged in the local press. There were then two daily newspapers in Brisbane—the "Brisbane Courier," and the "Queensland Daily Guardian"; in addition to one in Ipswich—the "Queensland Times," previously known as the "North Australian." The fact that Mr. George Raff was the chairman of directors of the company, and that the tender of his firm had been accepted, seemed to give the rival firm of J. and G. Harris, something to argue about. It was also alleged that Mr. John Petrie, another director of the company, was deriving monetary benefit from the use of his Kangaroo Point wharf for coaling purposes. This, however, was flatly denied by Mr. Petrie and the whole wrangle proved to be little more than a storm in a teacup.

A few days after the first arrival of the s.s. "Queensland" at the Brisbane wharf she left for Maryborough, Bundaberg and Rockhampton. Captain Patullo continued in command, having with him

as his chief officer, Captain W. A. Curphey, who previously had been "skipper" of several sailing vessels engaged on the same run.

The "Lady Bowen."

Nearly two years passed before the second steamer ordered by the company—the "Lady Bowen"—arrived in Queensland. She was an iron paddle steamer of 425 tons net register and 150 horse power, built by A. and J. Inglis, Glasgow. She took her departure from the Clyde on March 1, 1864 and arrived on July 1, her outward voyage having taken longer than the average of the sailing ships which were bringing out immigrants in the sixties.

The "Lady Bowen" was brought out to Australia by Captain Henry Barnett. When she was put into commission on the run between Sydney—Brisbane and northern ports, Capt. Curphey was placed in charge, and a little later the command was given to Captain Philip Quayle.

Coming out from Glasgow the "Lady Young" called in at Melbourne on October 17, 1864, and left two days later for Brisbane. Unfortunately Captain Patullo, who was in command, died as the vessel was coming up the coast, and the steamer put into Sydney on October 23. While in Sydney the "Lady Young" was docked and thoroughly overhauled, and she was then brought on to Brisbane by Captain Curphey.

"Platypus" and "Emu."

The three steamers mentioned were the only passenger-carrying ships built for the Queensland S.N. Coy. which, in 1868, was bought out by the A.S.N. Coy. There, however, was a cargo steamer, the "Platypus"—a vessel of 164 tons, screw-propelled, which left the Clyde about the same time as the "Lady Young," and belonged to the same company. The "Platypus" came out entirely under sail, and the voyage was a very protracted one, extending over nearly eight months. She sailed from Greenock on June 23, 1864, under the command of Captain Blix, and was then rigged as a three-masted schooner. It was soon found, however, that this rig was unsuitable, and Captain Blix decided to run for Pernambuco with the object of having the vessel re-rigged as a barque. This change was duly made, and

the "Platypus" resumed her weary way, finally reaching Sydney on February 9 of the following year. Stowed away in the hold of the "Platypus" were the parts required for the construction of another iron vessel. These were put together in Brisbane, and the new craft imported in that way took the water under the name of the "Emu." The "Platypus" was sold to the Queensland Government, and the "Emu" did good service in the Brisbane River until, in 1868, she was sold to the Port Jackson Steamship Company, of Sydney, by whom she was employed in the Manly steam ferry service. Later, her name was changed to "Brightside," and for a few years she was reduced to the rank of a cargo boat, running between Sydney and Manly. She was finally broken up in 1909. The three passenger ships of the Queensland S.N. Coy—the "Queensland," "Lady Bowen," and "Lady Young"—passed through varied experiences in their lives afloat, but it would be impossible for me in the time at my disposal to tell you much more about them.

The "Queensland," after many ups and downs, became unseaworthy and was converted into a hulk at Townsville in 1888; but a few years later she was cast aside in the shallows at the southern entrance to Ross Creek. The "Lady Bowen" was sold in 1882 to the Hunter River New S.N. Coy. In 1890 she was purchased by B. M. Corrigan and Coy., of Sydney, who had the engines taken out of her and had her rigged as a four-masted schooner. When bound from Dungeness to Sydney she was wrecked on Bramble Reef on August 19, 1894, the crew landing at Cardwell.

One other attempt to compete with the A.S.N. Company was made in the sixties, though it proved a mere flash in the pan. This also was due to the initiative of R. Towns and Company, whose offer of financial backing had led to the formation of the Queensland Steam Navigation Company. In November, 1861, a monthly steam service between Brisbane and Adelaide via Sydney and Melbourne was inaugurated by the s.s. "Balclutha," of 750 tons, Captain F. H. Trouton. Her first trip, however, was her last as on December 11, of the same year, she was bought by the A.S.N. Coy. The "Balclutha" was a steamer of a very fine type, which previously had

been employed in carrying the mails between Melbourne, Adelaide and King George's Sound, connecting with the P. and O. steamers from the latter port to England. Captain Trouton afterwards became general manager of the A.S.N. Company, a position he held until 1887 when the old company and the Queensland Steamship Coy. were both taken over by the Australasian United Steam Navigation Company.

Three Times Wrecked.

A remarkable career was that of the *City of Melbourne*, a wooden steamer of 144 tons which came to Brisbane under the A.S.N. Coy.'s flag in August, 1853, with Captain Henry O'Reilly in command. She was the first steamer with a screw propeller to come up the Brisbane River, and it was stated in the M.B. "*Courier*" at the time that "her appearance caused considerable astonishment to the aborigines who, not being able to observe her mode of progression, made many inquiries as to what had become of her paddle-wheels, like it wheelbarrow." A few years later, the "*City of Melbourne*" was altered into a sailing vessel, and rigged as a barque. As a sailing vessel she carried the first shipment of Kanakas from the South Sea Islands to Rockhampton in December, 1867. She had the unique experience of being three times wrecked and salvaged—once on King's Island, Bass Strait, once at Newcastle, and once on the Wide Bay bar. In 1871 she was owned by E. Priddy, of Maryborough and finally, when the property of Pettigrew and Coy., of Brisbane, and on a voyage from Mackay to Melbourne in ballast, she was wrecked finally and completely six miles north of the Burrum River entrance on December 28, 1873.

Wide Bay and Port Curtis.

A regular steam service between Sydney and Brisbane had been established for 10 or 12 years before an attempt was made to open up steam communication between Sydney and any other port north of Moreton Bay. The s.s. "*City of Melbourne*" (Captain F. C. Knight) was put on the regular run between Sydney and Wide Bay, leaving Sydney on December 7, 1854. Shortly afterwards, the "*Yarra Yarra*" (Captain W. Bell), and the "*Waratah*" (Captain Isaac J. Warner) were put on, running a weekly service from Sydney to Wide Bay and Port Curtis.

Steam communication between Sydney, Moreton Bay and Wide Bay, however, was actually pioneered by the "William Miskin," an iron screw steamer of 124 tons gross which left Sydney on November 11, 1854, for Moreton Bay, Wide Bay and Port Curtis, with Captain Slocombe in command. After making three round trips with a fair measure of success, the "William Miskin" was withdrawn from the trade.

Beginnings of Rockhampton.

The rush caused by the gold discovery at Canoona in 1858 attracted a lot of ships, both steamers and sailing craft, to Keppel Bay; and although the rush "petered" out with disastrous consequences to large numbers of people, it really gave a start to what afterwards became the city of Rockhampton. Among the steamers which took some of the early goldseekers to Keppel Bay was the "City of Sydney," one of the finest vessels of the A.S.N. Company's fleet at that time; but which had not previously visited Queensland. She was in command of Captain R. T. Moodie who (according to a statement made by Mr. J. T. S. Bird in his book, "The Early History of Rockhampton") remained in Rockhampton to look after the interests of the A.S.N. Company. The "City of Sydney," which for the most part was engaged on the run between Sydney and Melbourne, ended her career by being totally wrecked on the rocks three miles from Green Cape, N.S.W., on November 5, 1862. Fortunately, no lives were lost, all the passengers and crew being safely landed on the beach. Soon afterwards the unfortunate vessel capsized and sank. The "Eagle," the "Cawarra," the "Telegraph," the "Leichardt," the "City of Brisbane," the "Collaroy," the "Diamantina," "The Clarence," and the "Florence Irving," were all regular traders between Sydney and Queensland ports about the middle "sixties," the best known of the company's commanders being Captains W. Cottier, W. Millman, F. C. Knight, W. Smith and J. Moppitt.

In the year after Queensland's separation had been achieved Sir George and Lady Bowen paid their first visit to Maryborough, Port Curtis and Rock-

*The name of this steamer (Leichardt) appears to have been mis-spelt from the first with only one "h" instead of two, and in all the shipping records it is shown in that way.

hampton, travelling on the s.s. †“The Clarence,” which was then commanded by Captain Cottier. A newspaper report relative to the trip mentioned that the sea was smooth as a millpond the whole way, and that the Governor and his lady “had had the felicity of entering each of the three ports in the daylight.” “The Clarence” and “Florence Irving” were both built originally in England for the Clarence and Richmond Rivers Shipping Company, but later were purchased by the A.S.N. Company. The “Cawarra,” which had been launched on the Clyde for the A.S.N. Company, was brought out on her maiden trip from Glasgow to Sydney by Captain Robert Cairncross, arriving in December, 1864. Captain Cairncross, who previously had been Commander of the immigrant ships “Queen of the Colonies” and “Cairngorm,” settled in Brisbane shortly after bringing out the “Cawarra,” and was appointed master of the Government steamer “Platypus,” which had been purchased by the Queensland Government from the Queensland Steam Navigation Company. The “Cawarra” came to grief through stranding on the Oyster Bank at Newcastle in July, 1866.

Northwards To Cairns.

It is a moot point as to just how far I should go in dealing historically with the “pioneer steamships in Queensland waters”; but probably the pioneering stage may be said to have passed after about 1870, at least so far as Southern and Central Queensland was concerned. By that time Townsville (Cleveland Bay) had its regular steam service with Brisbane and Sydney; and within the next few years, this had been extended, first to Cooktown and then to Cairns.

One of the vessels prominently associated with the trade to North Queensland ports in the sixties was the “Diamantina,” an iron paddle steamer of 239 tons net register, and 120 horse power, and of very light draught, rendering her particularly suitable for bar harbours. The “Diamantina” was built at Newcastle-on-Tyne in 1861 for the A.S.N. Coy. She arrived in Brisbane on April 20, 1862, and made a few trips between Sydney, Brisbane, Maryborough

†This steamer was christened “The Clarence,” the article being an integral part of her name.

and Rockhampton, after which, for a time, she was transferred to the service between Sydney and the Manning River, New South Wales. Then she came back on to the Queensland run, and brought the first shipment of wool, consisting of 40 bales, down from Cleveland Bay to Brisbane in July, 1869. She made several trips from Rockingham Bay, Cleveland Bay and Mackay to Brisbane in the latter part of that year. She was then sold to the Clarence and Richmond Rivers S.N. Coy., who put her again into the service between Sydney and the Manning River; but shortly afterwards she went ashore at the entrance to one of the rivers. There she lay for some months before being refloated. Subsequently she was converted into a schooner-rigged sailing vessel, and in 1885 was owned by Burns Philp and Coy., of Sydney. Later she became a hulk at Townsville, and finally was broken up. Her best-known commanders in the Queensland trade were Captains T. A. Lake, W. Smith and J. H. Peake.

The "Leichardt," an iron paddle steamer of 459 tons, was built at Pyrmont, Sydney, in 1865, and was at once put into the trade between Sydney, Brisbane, Maryborough and Rockhampton under Captain W. Smith. She took passengers to Cooktown at the time of the rush to the Palmer goldfield in 1874. She was the first coastal steamer to call at the new port of Trinity Bay (Cairns) on October 8, 1874, on her way southward from Cooktown—though the steamer which actually inaugurated the regular mail between Brisbane and Trinity Bay was the "Florence Irving," which left Brisbane on October 14 of the same year, and reached Cairns on October 19. Subsequently the "Leichardt" underwent extensive alterations, being lengthened and converted into a screw-propelled vessel. Her end came when she was broken up in Brisbane in 1902. During her career on the Queensland coast the "Leichardt" was commanded by Captains J. H. Peake and J. T. Durrell.

Another steamer well known on the Queensland coast in the late sixties was "Black Swan," an iron screw steamer of 309 tons and 60 horse-power, built at Paisley, Scotland, in 1853, and originally owned by the Launceston and Melbourne S.N. Coy. In July, 1867, she was sunk in Port Philip Bay; and, after being raised, was purchased by the A.S.N. Coy. The

“Black Swan” carried the mails between Sydney and New Caledonia for a time and was then put into the Queensland coastal service under Captain Robert Edmonstone. The “Auckland,” an iron screw steamer of 504 tons, and 150 horse-power was built at Low Walker on Tyne in 1863 for the Panama, New Zealand and Australian R.M. Company. Six years later she was added to the A.S.N. Company’s fleet, and made numerous trips on the Queensland coast. She was wrecked near Cape Everard, Victoria, on May 25, 1871. The “Egmont” was acquired by the A.S.N. Coy. at the same time as the “Auckland” when the Panama Coy.’s fleet was disposed of. She was lengthened in 1875, and for several years was running between Sydney, Brisbane and northern ports, as far as Cooktown. Later she served in the humble capacity of a hulk for some years before going to the shipbreakers. The s.s. “You Yangs” had an interesting history. She was specially built on the Thames to the order of the British Government as a supply ship in the Black Sea at the time of the Crimean war. Her name originally was the “Kief,” but she was purchased by Captain Howard Smith who changed the name to “You Yangs.” She was the pioneer of the Howard Smith line of intercolonial steamers, and while running to Queensland ports in the eighties was commanded by Captain E. J. Boulton, afterwards harbour master at Maryborough and Captain J. H. South, later well known in Brisbane as master of the Government yacht “Lucinda.” The “City of Adelaide” was an iron screw steamer of 779 tons, built at Govan, Scotland in 1864, for the A.S.N. Coy. After 27 years of usefulness as an intercolonial steamer she was converted into a sailing vessel and rigged as a four-masted barque. Having served for five years as a hulk in Townsville she was scuttled in 1915.

I have covered as comprehensively as possible the developments, so far as the intercolonial steamship services (directly affecting Queensland) are concerned, up to about 1870. In the early sixties an attempt was made to establish a regular service between Grafton, N.S.W., and Brisbane, and the s.s. “Grafton” of 212 tons (Captain Maides) was thus engaged for a few months, after which the service was discontinued. Mention might also be made of the

s.s. "Gneering," which began running in the timber trade between Mooloolah and Brisbane in 1863, and the "Tadorna Radjah," which was first employed carrying timber from Maryborough to Brisbane in 1866.

In the period with which I have dealt there had been no attempt to inaugurate any trade by steamships from overseas ports to Brisbane. It is true that, as early as 1853, a steamer had come to Moreton Bay from San Francisco, but she was really bound for Sydney, and came in to Moreton Bay because of a shortage of fuel. The vessel in question was the "New Orleans," a paddle steamer of 761 tons register, driven by a beam crank engine. The "New Orleans," which had 109 passengers on board, anchored in the bay on May 3, 1853. Her passengers were mostly gold-diggers who, disappointed with their efforts to win wealth on the Californian goldfields, were bent on trying their luck in Australia. An attempt was made to bring the "New Orleans" up the river on the high tide, but this was not successful. The coal she required was carried down to the vessel at the mouth of the river and, after bunkering she went on to Sydney. The "New Orleans" had been out to Australia in the previous year, and had gone back to London with passengers and a shipment of gold. From London she went to San Francisco and left that port for Sydney. The "New Orleans" was sold to the Sydney and Melbourne Steam Packet Coy., then newly formed, and her name was changed to "Governor General." She was put under the command of Captain R. F. Pockley, afterwards a well known marine surveyor in Sydney, and was running for a few months between Sydney and Melbourne. She then was purchased by the A.S.N. Coy., who kept her in the same employment under Captain Watts and Captain Cottier. In 1855 the "Governor-General" was sold and sent to China.