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CHAPTER XI

FIRST FORAYS TOWARDS THE TROPICS

Dr. Lang had proposed a series of four colonies to replace "New South Wales" upon the eastern seaboard. He regarded them as natural subdivisions of the country marked off by the limits of growth of various kinds of vegetation and by geographical features.

The first, Phillipsland, was to include everything south of the Murrumbidgee River which is, itself, the limit of the swamp oak (Casuarina glauca); the second was to be New South Wales, limited northerly by the 30th parallel of south latitude (south of Grafton). This is also the limit of the Moreton Bay pine (Araucaria Cunninghamii). The third, Cooksland, was to extend north as far as the tropic of Capricorn—"the cotton growing colony of the future." (It is approximately the southern limit at which the coconut will bear fruit.) Above this, Lang thought there might be a tropical convict colony extending as far north as Cape York.

Each of these might be considered to have a coastline of 500 miles, and, situated centrally in the first three, were Melbourne, Sydney and Brisbane, respectively. It is interesting and significant to note that though his project was rejected, largely by the mercenary clamour of rabidly partisan interests, and the Murray (and not the Murrumbidgee) became the northern boundary of Victoria; the 29th (and not the 30th) degree of latitude the southern boundary of Queensland; and no tropical state has yet been formed, nevertheless demands (that have reached a crescendo at intervals) have been more and more urgently made for "New States" in those very areas: for one in the Riverina; for one in the New England district of Northern New South Wales; and for one (or two) in central and north Queensland. (See Text Figure 11(d).)

(Meanwhile, Brisbane remains at the bottom south-east corner of the vast territory of which it is the remote capital; and New England divorced from its natural linkage, feels its isolation from Sydney and Brisbane both, and its inability to open a local port as the natural outlet for its rich productions.)

Missions to Aboriginals

Dr. Lang had already attempted another project for the advancement of Moreton Bay and its earliest inhabitants—the blacks.

The missionary effort for moral reform that the convicts lacked
was offered vainly to the aborigines by Lutheran (Moravian) and Roman Catholic missionaries. Two German missionaries (Rev. Schmidt and Rev. Eipper) and ten lay helpers (eight of the party were married men) left Hamburg, Germany, in July 1837 for Scotland, where they were met by Dr. Lang, who had recruited them and had arranged for their passage to Australia by the “Minerva.” She sailed on 13 August and reached Sydney on 23 January 1838 with 235 immigrants and an epidemic of “ship fever” (typhus) aboard. Eventually, after quarantine formalities, the missionary party continued their journey to Moreton Bay by the “Isabelle” late in March, with letters for Major Cotton, the Commandant, who received them kindly. They were, actually, the first free settlers. They were allowed to occupy the abandoned huts at the Humpybong settlement, but the blacks were most mischievous and aggressive, and were such inveterate thieves that, with permission, the missionaries moved to “Zion’s Hill” or “German Station” (now Nundah), where they were allotted a block of Government land of 640 acres, close to the Eagle Farm female convict station, and north of “Kedron” Brook. This was made available to them for mission purposes only.

Dr. Lang had brought them out partly on humanitarian grounds and partly in relation to his proposal for developing “Cooksland” (Grafton to Gympie) as a tropic colony, settled by white men, devoted to the growing of cotton and other raw materials for Great Britain and also for local consumption and for export. A civilized native population could, he thought, be an essential factor to early success.

From their station at Nundah the Germans extended their explorations warily along Cabbage Tree Creek and the Pine River as far as Bald Hills, and north of these, in the general direction of Petrie, Kallangur, Burpengary and Caboolture—an “underground trail” of the natives. Their efforts, so far as the aborigines were concerned, were almost wholly ineffectual. The two clergymen, Rev. Schmidt and Rev. Eipper, ultimately withdrew, but Gerler, Rode, and most of the lay assistants remained and prospered: many of their worthy descendants are well-known and influential citizens of Queensland and of other States to-day.

Governor Gipps, one of the best of Australia’s early colonial governors, whose efficiency and impartiality won him the enmity of the more predatory elements (in high or low places) in the colony, has been accused of harshly telling these German missionaries they should go further out among the aborigines to pursue their avowed task of Christianising them and, also, of granting the mission only a small infertile area of land. The suggestion of official hostility is not supported by the original documents and plans. The land granted was neither “unduly small” nor “unduly distant from the settlement.” Governor Gipps’ suggestion that, to influence the moral welfare of the natives they should go further afield, was literally true (the blacks were far more numerous north towards Caboolture, and Rev. Eipper went there!). Gipps was also right in his opinion that Nundah would soon be suburban. (In the very early ’fifties Rode, Haussmann, Gericke, Zillman, Franz, Hartenstein and Gerler had all bought land there in allotments at the standard price of £1 per acre.)

Roman Catholic missions, inspired by Bishop Polding, were also set up (especially at Dunwich) to teach trade crafts as well as religion, but the native mind was too unstable and the effect of the disruption of their whole way of life by the overwhelming invasion of the whites was too great for them to arrive at a new equilibrium within a generation. Among practical difficulties was the natives’ ineradicable habit of going “walkabout”—something with which a clergyman with a fixed church site could not hope to cope! Both attempts failed.

Petrie, North and South of Brisbane

Just prior to the arrival of the Lutheran missionaries, Andrew Petrie (an earlier discovery of Dr. Lang’s) came from Sydney on the first steam vessel (the “James Watt”) to reach Amity Point, and via Dunwich (the timber depot of the settlement) to Brisbane, where he was established as foreman of works. Shortly after his arrival, Captain Foster Fyans was succeeded by Major Cotton (of 28th) as Commandant. The undeveloped state of the country in the immediate neighbourhood of Brisbane, after fourteen years as a penal settle-

(63) The name is variously spelled Eypert, Eiper, or Eipper in different records.
(64) Rev. Dr. John Dunmore Lang was born at Greenock, Scotland, 24 August 1799. He entered Glasgow University at twelve; was M.A. at twenty-one and was licensed as a Minister of the Presbyterian Church; D.D. at twenty-six. He arrived in Australia on 23 May 1823. He was clergyman, politician, social reformer, statesman, prisoner, unfrocked minister, separationist and leading anti-transportationist. In 1872 on his ministerial jubilee he was elected Moderator of the Presbyterian Church of Australia. He died on 8 August 1876. Although he was vigorously opposed to slavery in any form, Lang sympathized with the younger sons of West Indian slave-owners who, by the abolition of slavery in British possessions (1833) (but not in the United States where it continued for more than thirty years longer), were priced out of the cotton market, and ruined. He suggested they should be brought to “Cooksland” and should utilise there, their knowledge of tropical agriculture. The proposal was not taken up by the authorities, who had learned nothing by their failure to use the Loyalists thrown out of America (see previously: page 37). They failed again to appreciate the value these young British settlers from the West Indies could have been.
(65) Rode Rd., Gerler Rd., Zillmere and several other local names commemorate these earliest settlers, as does also a memorial cairn at Nundah.
(66) While white settlers were prohibited from approaching within fifty miles of the penal settlement at Brisbane, the aboriginals themselves were prohibited also from entering an area marked out on the first boundaries of the town. One of the delimiting posts was at what is now the railway culvert at the west side of Somerville House, Vulture Street.
ment, is strikingly illustrated by an incident that then occurred (1838).

Major Cotton, with Dr. Alexander (also of 28th), Andrew Petrie, an orderly, and a convict attendant, reached Ipswich by boat on a visit of inspection and decided to return by land. (Ipswich is eighteen miles from Brisbane as the crow flies.) They reached Redbank, where a station had been set up, and then made for Oxley Creek (now within the Brisbane suburbs). After a little aimless wandering they ultimately reached the camp there. Leaving for Brisbane, they promptly lost themselves again, wandered far past the settlement, south and east, and after three days in the bush blundered on to the river again near its mouth—at Lytton—and were brought home exhausted. Petrie had climbed a hill during the third day and identified the river by a gleam reflected from one of its numerous bends; the hill was gratefully recorded as “Mt. Petrie”; Mt. Cotton is close by. The same year (1838) Petrie visited the Maroochy area and discovered the bunya pine (“bonyi-bonyi”) which, from a specimen made available in England in 1843 by Surveyor Bidwill, was described and classified as Araucaria Bidwillii. As will be mentioned later, the nut of the bunya pine was of the greatest importance and significance in native life and ceremonial, the triennial bunya feasts being the occasions for a sort of third-yearly “Parliament” and “Olympic Games” among the tribes for scores of miles inland from the Maryborough-Tewantin area, and as far north as the Dawson.

Petrie found good cedar on the Mooloolah River near Mooloolaba (shown on maps even recently as “timber cutters’ camp”). He looked with increasing interest further north towards Noosa and Double Island Point from which Lieutenant Otter had returned shortly before with the survivors of the “Stirling Castle” and decided to explore that area. (The Petrie family had come to Australia on an earlier trip by that same doomed ship.)

However, a more significant item for the moment was a letter dated 1 July 1839 from Lieutenant Owen Gorman, the last of the commandants, to Governor Gipps. He wrote:

“The whole of the women, fifty-seven in number, have been withdrawn, and the male convicts reduced to ninety-four—a number which will be barely sufficient for the custody and protection of the property of the home Government, particularly of the flocks and herds which cannot be advantageously disposed of, until the country shall be opened to settlers.”

(66a) John Carne Bidwill (1815-53) acted as Government Botanist and Director of the Botanic Gardens, Sydney, from 1st September 1847 till January 1848, when the new Director (Charles Moses) took up the post. In 1848 Bidwill was appointed Commissioner of Crown Lands, and chairman of the bench of magistrates for the Wide Bay district. He died at Tinana, Wide Bay, on 16th March 1853. (He is said to have introduced the mango to Queensland.)
Cunningham's map of his explorations.

PLATE XVII.

(From "Early Explorers" by Ida Lee.)
The "Fortitude," 608 tons; Captain Christmas; arrived Brisbane, 20 Jan. 1849.

PLATE XX.

(Courtesy of K. McK. Smith.)
Squatters invade the Darling Downs

As it became known that the area would be opened, adventurous squatters entered it (before the actual proclamation!) to select grazing properties. Thomas Hall\(^{(67)}\) gives an entertaining account of a meeting called by Sir Robert H. E. Dalrymple at his ancestral home in Aberdeenshire, Scotland, and addressed by his son, Ernest Elphinstone (Disney) Dalrymple, a young officer on furlough from his Highland Regiment. (Thomas Hall’s father was present on that occasion in the late ’thirties of the last century.)

Young Dalrymple had no difficulty in persuading a group of high-spirited young Aberdonians to make up, with himself, a party to exploit the Darling Downs. The party included George and Patrick Leslie, George and John Gammie, George McAdam, James Fletcher, and others. Sir Robert Dalrymple, a keen and canny breeder of first-rate stock, presented his son with a poly Aberdeen Angus bull and two cows, and also two thoroughbred stallions, “St. Andrew” and “St. George,” all of which ultimately reached Queensland.

Leslie Leads The Way

Patrick Leslie was first in the local field. With Peter Murphy (an assigned convict), a pack horse, and a sheep-dog he essayed the unknown. They carried bacon and biscuit, tea and sugar, guns for fresh meat, lines and hooks for fish; and a spare shirt, a spare pair of trousers and a single blanket each. They made a quick but thorough survey and, working south to the Severn River and Dobies’ camp on Bannockburn Plains, were met there by Walter Leslie on 12 April 1840, with 4,000 breeding ewes in lamb, one hundred ewe hoggets, one thousand wether hoggets, one hundred rams, and five hundred wethers three and four years old. They had also two teams of bullocks, seven bullocks in each team for two drays; a team of horses and dray; ten saddle horses and twenty-one more ticket-of-leave convicts—“as good and game a lot of men as ever existed.” On 3 May Leslie marked the first tree of “Leslie’s marked line” near Wyndham’s station on a branch of the MacIntyre—the furthest north station in the western New England district. Thence, they pushed their way to the Condamine (between Talgai and Tumma-ville), up that river by Canning Downs, Killarney, and Glengallan and Dalrymple Creeks as far as the junction of the Condamine and Sandy Creek—which they reached on 20 June—

“Here we made a temporary camp intended for our first sheep station and, for the protection of men and stock, made one station on the north bank of the river, and two others opposite one another

\(^{(67)}\) Hall, Thomas: “The Early History of the Warwick District and Pioneers of the Darling Downs.”
on either side of Sandy Creek, thus giving mutual protection and, at the same time, deep water between each camp. From this camp on the 21 June 1840 Walter Murphy and I struck across the Downs to the Northward, crossing by (what is now) Allora, Spring Creek, King’s Creek, and on to Gowrie, thence to One Tree Hill.

“Finding nothing we liked as much as Canning Downs, we returned as far as Glengallan Creek, ran the Middle Gap Creek up to Cunningham’s Gap, crossed it and followed a creek down to the Bremer River intending to go on to Brisbane, but, on second thoughts, we feared going without credentials. Recrossing the Gap, we returned to our camp... and moved down to Toolburra where (2nd July 1840) we formed our headstation” (for Patrick Leslie); “we then formed the Canning Downs headstation for Walter Leslie (7th July 1840). After that we took up the country from the bottom of Toolburra to the head of the Condamine, including all tributaries... I met Dalrymple on the 9th with our cattle at Quart Pot Creek and... arriving at the Severn River on 12th found Cox had formed a cattle station there since we had passed up... and next morning reached Blaxland’s station on Fraser’s Creek (also formed since we had passed up); on 14th July came on the Wyndham’s station where we commenced blaz ing our line on our way up 3rd May 1840.”

He met Hodgson and Elliot (former aide-de-camp to Governor Gipps) near a station belonging to Cash (of New Zealand), and found them uncertain whether to go on to the Downs or to try the Clarence River areas. He persuaded them to go on to what they called “Etonvale” (near the later railway station of Cambooya).

“Hodgson must have reached the Darling Downs early in September, being the first to go off on my line... I think King and Sibley were the next settlers, or probably Isaac, who went out with Hodgson and may have selected Gowrie before King and Sibley arrived. I am not sure of this but, if Isaac settled before King and Sibley, the latter had their stock up before Isaac.”

The three Leslie brothers, Patrick, Walter and George, belonged to a notable Scottish family, whose estate was Wartle (Wart Hill) of Aberdeenshire. Patrick Leslie’s diary is largely a laconic record of dates and stopping places with little reference to the difficulties that had to be overcome. The work was one for supermen; tracks had to be cut in advance over difficult country, thickly clothed with timber; axemen going ahead and felling the trees. In their wake came the creaking drays, a dozen yoked bullocks heaving and strains ing and yawing to right or left as the heavy iron-tired wheels bumped over the rough ground, striking sparks from the boulder-strewn beds of dry watercourses, or sinking deep in muddy creek bottoms, or inching up steep pinches in sandy or slippery soil—while the men, their corded muscles bathed in sweat, pushed and shoved behind the labouring teams. The men who faced the wilderness were like the trail-breakers of the Oregon, and the “voor- trekkers” of the African veldt. Sometimes they came back next season, their creaking drays piled high with bales of wool; some of them never saw the little bush shanties again—their bones bleached in the sun on the edge of some inland run, and their starving dogs hunted with, or were hunted by, the dingo packs.

For the horse-riding adventurers there was always the threat of attack and ambush by blacks, too. Smoke signals on the horizon were just as ominous to the squatter-overlanders as they were to the covered-waggon pioneers of the American West, who, at that very time, were on the march, too; the war parties of the aboriginal tribes were every whit as implacable and as cunning (and as unsuccessful!) in the defence of their tribal lands as the Sioux, Comanche and Navajo.

The Leslies, and those who trod closely on their heels, were actually trespassers, according to the rigid interpretation of the ban on free settlement. It was not until 15 February 1842 that Governor Gipps issued the order that henceforth “all settlers and other free persons shall be at liberty to proceed thither in like manner as to any other part of the Colony” (of “New South Wales”).

With the relatively few stock Patrick Leslie had, it was manifestly impossible for him to establish adequately his claim to so absurdly large a “run.” Soon after he had “squatted” at Toolburra rivals came crowding on his heels, jostling for the best of the sites that he disregored.

E. E. (Disney) Dalrymple (already mentioned) sat down at Goomburra, which had been part of Leslie’s original holding; John, Colin, and Archibald Campbell took Glengallan, another huge slice of Leslie’s original “kingdom”; John and George Gammie took Talgai, and John Thane, who came to the Downs with George Gammie in 1840-41, took up Ellangowan. John (“Tinker”) Campbell went to Westbrook in 1841. King and Sibley squatted at Clifton at the end of 1840. In 1841-42, Henry Dennis took up the vast Jimbour (Jimba) run for Scougall of Liverpool Plains (for a while the furthest-out station west); Myall Creek (Dalby) for Coxen; Warra for Irving; and Jondaryan for himself. Huge runs, the size of large English counties, were taken up by the Gores at Yandilla and Tummaville with Dr. Rolland (79) and Domville Taylor along...
the lower Condamine; by Hughes and Isaac at Gourie, and by Henry Stuart Russell at Cecil Plains.  

King and Sibley sold King's Creek (Clifton) to Sir Francis Forbes, Chief Justice of N.S.W., who sold it to J. M. Marsh. In the 1870s it went to Phillip Pinnock, Police Magistrate at Warwick; “Tinker” Campbell sold Westbrook to Henry Hughes after the latter had dissolved partnership with Isaac at Gourie. In 1853 Hughes sold to Jock-solved partnership with Isaac at Cowrie. Campbell sold went to Phillip Pinnock, Police Magistrate at Warwick; “Tinker” Goomburra McAdam (who had taken over the Sovereign Hotel at Brisbane) died but not Goomburra; in 1855 they sold North Talgai to Hood and Douglas, from whom Massie and Walker acquired it. Clark and Gunn the southern part always known as North Toolburra. The Coulls family bought it subsequently, as Donald Gunn found it inconvenient to combine with Pikedale for working. Glengallan was sold by the Campbell brothers to C. H. Marshall and in 1855 John Deuchar bought into that property. (The Campbell’s party included Allan Melinnes and his wife—the first white woman on the Downs. Their son Donald (1843) was the first white child born on the Downs.) John Deuchar bought Canal Creek lying between Talgai and Glencel, while employed by Patrick Leslie at Goomburra. Goomburra was purchased by Leslie from the Dalrymple estate and, after he sold South Toolburra, he lived there until he left the Downs, selling to Robert Tooth, who later sold to C. S. Green. 

Germantown (Rosenthal) was given up by Leslie to the Aberdeen Co., afterwards the North British Australasian Co. Their principal were Beattie and Bettington and their first manager “German Fred” (Fred Bracker—a merino expert from Germany). Bracker came to Australia in 1829 with 200 stud sheep from Prince Esterhazy’s Silesian flock for Bettington. After managing Rosenthal, he took up Warroo in 1847-48. Bracker advised Alexander McLeod to select and take up Glenlyon (1844). 

Glencloch was taken up by H. Towns & Co. and sold (1860) to John Macarthur and A. Stuart; later resold to W. B. Slade, former manager of Glengallan. 

Gladdfield, an original Leslie holding, was later settled by F. R. Chester-Master; subsequently purchased by Neil Ross. 

Maryvale was first occupied by Cameron and Coulson in the early ‘forties. Ellangowan (after John Thane who was drowned at Talgai Crossing) was sold to Henry Hughes of Westbrook, who eventually sold to the Peel River Co. Tumaville, first known as Broadwater, taken up by Wingate in the early 1840’s was soon handed over to Dr. Rolland and Domville Taylor (the name is a corruption of Domville). It was amalgamated later with Yandilla which St. George Gore and Wm. Gore occupied in 1842. Bodumba station, near Gore railway station, was taken up by St. George Gore. (He was elected for Warwick in the first Queensland election; became Minister for Lands in the first Parliament, and, later, Postmaster-General: a monument exists at Warwick.) Pilton, part of Clifton originally, was occupied by Joshua J. Whitting; Stonehenge was purchased by Herbert Evans (later Police Magistrate at Warwick) and in 1874 was acquired by Beresford Hudson, a partner being W. M. Dickson. Scougall sold Jimbour to Thomas Bell (1843) with Henry Dennis as manager (drowned in the “Sovereign” 1847). His son Sir Joshua Bell became sole owner in 1874 and it remained in the family until 1892. The present (1959) owner is Charles W. Russell. 

Pikedale, taken up in the mid-forties by H. B. Fitz as agent for Captain Pike, was sold to W. B. Tooth and Cran about 1859 and passed to Messie and Walker and, later (1863), was bought by Donald Gunn (father of the author of “Links with the Past”). It was held in that family till 1886. Terrica was taken up first by Treverton; then by Captain Pike and in 1863 by Donald Gunn. Ballaneade was taken up in the ‘forties by H. H. Nichol; Callandoon (about 1846) by MacLeod; Umbereallie (1846) by Jonathan Young; and successively owned by George Dines, the Marshall Bros., and Messrs Bell (afterwards of Coochin Coochin) and Hide. Welltoon was occupied by Jacob Low in 1846 and officially granted in 1850. From 1846 to 1882 the Low brothers gradually increased their holdings till they comprised 800 square miles of country, with head station on the Weir River, and outstations at Pallarang, Walton, Tandawanna and Washpool (they sold to Messrs. Loughlin & Co. ultimately); and Talwood was taken up by Patrick Clynes, a friend of Jacob Low. 

The Pastoral Invasion of the Moreton, Logan, Upper Brisbane and Burnett Areas 

When the Leslies made their great pastoral foray, the boom in land speculation was at its height in the Australian colonies. “The years from 1839 to 1842,” wrote Judge Therry, a contemporary observer, “may be described as marked by prudence in no quarter, unbounded credit and extravagant speculation everywhere.” 

In 1841 the first symptoms of the great economic crisis, which lasted until early 1844, made their appearance. The price of sheep came tumbling down, and by 1843 ruin was widespread amongst traders, squatters, and bankers. Land became almost worthless; sheep sold at sixpence a head! 

But while these conditions had a profound effect on the squattting movement in the south, men’s thoughts nevertheless turned more and more to the lands of Moreton Bay, which were portrayed as the squatters’ “El Dorado” and as being quite in line with the essentials for expansion that Sir Thomas Mitchell, the Chief Government Surveyor, had outlined. The wave of settlement that swept across the Darling Downs in the wake of the Leslies continued east and south-east into the Logan and far to the north—until it touched Wide Bay—though shepherds were demanding as much as £150 per year and rations (even at that figure they were not eager to face the isolation and the very real menace of marauding blacks). The usual rate had been £30. 

As most of the Logan country south of the Brisbane River to the present border of Queensland came within the prohibited “fifty-mile limit” of “the Settlement,” no extensive settlement was possible until the area was thrown open. Prior to this, however, and in anticipation of it, a survey of Brisbane itself and of the Logan area was ordered in 1839.
Governor Gipps Visits Brisbane

Governor Gipps, impressed by the antagonism of the squatters to Brisbane Town as a capital, was little disposed to accept the town plan put before him by his surveyors—broad streets and avenues, parks, squares and crescents—for what might never reach the dignity nor size of a provincial centre. He blue-pencilled it heavily: cancelled its more florid features and reluctantly agreed to permit the main street to be eighty feet in width, others sixty-six, some mere lanes; while some allotments were diminished below a quarter acre to permit these inconsiderable increases in street widths. Gipps has been condemned for these defects, but he left a public quay on the north side to be continued as required from North Quay to Breakfast Creek, and an open space for a central square to replace the female prison and to extend from what is now the G.P.O. to the Central Railway Station. Coote says:

"The cupidity of some prominent residents subsequently teased the New South Wales Government with the idea of abandoning the idea of the quay and selling the site. In revenge for an electoral defeat, the first Queensland Ministry deprived the town of its central square, and divided most of the space into small and crowded allotments to the permanent damage and discomfort of the whole city. The principal initiators of those several injuries still enjoy the reputation due to wisdom and disinterestedness, while very generally Sir George Gipps bears the blame of proceedings directly in the teeth of his own wishes and decisions."

(72)

Gipps is accused of restricting the width of the streets of Ipswich in the same way, but it is rarely realised that the Governor regarded the present site of that city as tentative only. He wrote:

"An accurate survey should first be made of all the country on the right bank of the Bremer, for about a mile above and two or three miles below Mr. Thorn's house, and for about three miles along the high road in each direction—that is to say, towards Brisbane on the one side and towards Darling Downs on the other. . . . The broken nature of the ground is the only difficulty which opposes itself to the selection of the site for the town. The plateau on which the shearing sheds stand seems to be the best, and this must be adopted, unless Mr. Wade should find one lower down the river, to which a decided preference should be given." (Quoted by Coote from an official copy of this minute in the possession of the late Surveyor Warner.)

Special instructions were also given to connect the road leading to Brisbane and the Darling Downs, but "unfortunately these instructions met with the usual fate of even gubernatorial wishes when the central authority is remote." Coote continues:

"The district surveyor did not look for a site lower down the river and did not lay out the roads, but local personal interests and influences were allowed . . . to supersede the essential considerations suggested by the Governor's minute, and the present inferior site for the town was retained."

In the next nineteen out of twenty towns laid out in Queensland, after the departure of the Governor, the same defects were perpetuated—mute evidence of the bureaucratic immobility of the New South Wales Survey Office rather than of any peremptory bias of the Governor.

But this is running ahead of the story: for the moment settlement was rapidly spreading and was seeking linkages for security and convenience of transport.

Crossing the Gap

Patrick Leslie, in 1840, had passed from the Downs through Cunningham's Gap and almost to Ipswich when he began to have doubts about his reception at the Government station there, and retraced his steps. (Men had a healthy fear of Governor Gipps.) But Gilbert Elliot had been his aide-de-camp, and this perhaps emboldened him to carry a similar venture through. With Hodgson, he reached Brisbane, interviewed the Commandant (Owen Gorman), and enlisted his aid by representing the need for an outlet for wool and an entry point for stores. With Gorman and "Boralchou"* they found "Gorman's gap" at the head of "Hodgson's Creek," by which the drays of the party (which had slithered down the rocky slopes of Cunningham's Gap from the Downs) were enabled to return by the new route on 12 November 1840. For seven years (73) this was the usual road though it sometimes took three days (and thirty-six bullocks to a dray!) from Hell Hole to the top of Gorman's Gap!

* J. Baker, who lived with the aboriginals for fourteen years.

(73) In 1847 Henry Alphen, a stockman in the service of the Leslies, discovered a new way two and a half miles south of Cunningham's Gap (one of Cunnings were the first to bring one down to Ipswich.

(72) It may be added that when it was possible some twenty years ago to revive this concept and to give Brisbane just such a noble central square, narrow political prejudices and the fear that opponents might make a political profit, left Brisbane only with the rump of the proposal—the truncated tragedy of Anzac Square.
Practically the whole of the Darling Downs was seized and settled in twenty months and another road to the coast was imperative. Indeed, settlement was already flowing eastward across the Range from “The Springs” (Drayton) and “The Swamps” (Toowoomba) (74) to Grantham, Helidon, Tent Hill and beyond. It is said that John Cameron (Cameron and Coulson of Maryvale (Millar’s Vale) on the Darling Downs) was the first man at Fassifern. He had a pasturage licence there in 1842; it was, however, 1848 before the partners took up Fassifern Run, and they occupied Tarome about the same time. Meanwhile “Cocky” Rogers had taken George Mocatta’s sheep to Grantham, and Somerville had occupied Helidon for Richard Jones of Sydney, who had also taken up Tent Hill. John “Tinker” Campbell accompanied the first party and nearly lost his life in an affray near Flagstone Creek. To his dismay his party fled and he found himself opposed to twenty armed aboriginals. He managed to escape only by seizing a native and holding him as a hostage until out of range of the spears.

John Campbell stated he was the first settler in the Logan River district. His friend Walter Smith required a run and Campbell accompanied him to the Logan River in 1842. Walter Smith took up Bromelton, which, as his stock did not arrive as expected, he afterwards sold to Aikman. After marking trees upon this run the party went up the river and Campbell marked Tamrookum for himself. Campbell knew that Messrs. Mocatta had gone out earlier and hastened to Brisbane where Dr. S. Simpson, the Crown Lands Commissioner, granted the runs to Smith and Campbell—the first on the Logan waters.

Beaudesert was occupied in the same year by Edward Hawkins, who called the station after his birthplace Beau Desert Park in Staffordshire, England; Kerry, further south, was taken up by Henry Manning; and Nindooinbah by P. and C. Lawless (ancestors of the best-known family in the Burnett district, the owners of Booubyjan station).

Telemon, south of Tamrookum, was taken up by George Mocatta. On the Albert River, the early pastoralists were H. P. Hicks, Tambourine; William Humphreys and Henry Herbert, Mundoolan; and Whitting and Hicks, Tabragalba.

Almost immediately after John Campbell had taken up Tamrookum, he sold it to William Barker, who in later years employed the gifted poet, Brunton Stephens, as private tutor to his children. It was at Tamrookum that Brunton Stephens wrote some of his best work, including the dramatic poem “Convict Once.”

After many years Tamrookum was eventually acquired by the Collins family. (75)

Bromelton in 1848 was owned by Aikman and Prior (per T. L. Murray Prior who arrived from Somerset, England, in 1839). Subsequently he owned Rathdowney and he also became the first Postmaster-General in Queensland (a daughter, Mrs. Campbell Praed, was a novelist of merit). Campbell McDonald acquired Bromelton in 1859.

Beaudesert, by 1845, had passed to J. P. Robinson, and later to his (then) partner, Hon. W. D. White, who eventually sold it in blocks, so that it no longer exists as a station. Kerry by 1848 was owned by Francis Clark; Nindooinbah in 1847 went to Messrs. Jones and Comptigine; Telemon changed hands quickly, from Robert Cameron in 1845 to Captain Collins (not of the Collins family at Mundoolan). Tambourine was held by Donald Couts in 1848; controlled for the Bank of Australasia in 1864 by de Burgh Perce; sold in 1865 to Chas. Williams, who resold it to J. H. Delpratt in 1870. Tabragalba was sold in 1846 by Whitting and Hicks to Dugald Graham; to James Henderson; and, in 1866, to de Burgh Perce who lived there until his death in 1922. Mundoolan (Moondoolan; Mt. Martin) was taken up in 1842 by William Humphreys, and Nindooinbah by Paul and Clement Lawless who accompanied him. His accounts of the area prompted John Collins to purchase a share and to come to “the Albert” in 1844 with his wife. In 1847 he bought Humphreys’ share (Humphreys went to “the Burnett” where he formed Wetheron). The Collins family extended their pastoral interests throughout Queensland and the Northern Territory; Tamrookum, Rathdowney and Nindooinbah remaining theirs in the original area of settlement, where they still flourish.

The Fassifern Valley is now largely occupied by small holders; Boonah is its centre. (76)

In the area first occupied from the Downs, stations, as elsewhere, changed hands quickly. Helidon by 1845 was owned by J. C. Pearce who sold to H. Turner in 1849; Tent Hill, taken by Richard Jones, was by 1848 owned by Philip Friell. These, it will be recalled, had been the localities where John “Tinker” Campbell, on his first visit, narrowly escaped death. He arrived at Grantham to find two shepherds literally cut to pieces. The following day his party had to rescue those at Tent Hill who were besieged. At Helidon later, Pearce’s shepherds were slaughtered and a fierce series of attacks led to an armed escort fleeing for safety and drayloads of stores being seized by the blacks. A posse of squatter “vigilantes” pursued the robbers, but was repulsed at Hay’s Peak (Table Mountain) by the blacks, who rolled rocks down upon them (though this defeat was grimly revenged). Six soldiers of 99th Regiment were stationed at the “Rocky Waterhole.” The soldiers’ barracks were near the spot

(75) "Pioneering: the life of Hon. R. M. Collins" by Henry C. Perry.

(76) On 13 September 1958, the Lands Minister (Mr. Muller) announced the Nickel Government’s intention to construct a concrete dam 105 feet high and 600 feet across the top on Reynolds Creek, near Aralula, to store 19,000 million gallons of water for the irrigation of the whole of the Fassifern Valley and its large farming areas and towns.
where the sawmill stands beyond the Withcott Hotel, at the foot of the Toll Bar road. The name Soldiers' Flat is equally reminiscent.

In the Fassifern area Macquarie McDonald and Campbell McDonald took up 50,000 acres at Dugandan in 1844 (Boonah was within it). Mary Jane Haygarth, daughter of the Macquarie McDonalds, born in 1845, was, it is claimed, the first white child born in the district. Dullhunty Plains was taken up early by G. F. Burgoyne and his son, S. H. Burgoyne. John Kent took it over in 1845 and it passed later to Wm. Bundock, who renamed it Coochin Coochin, and to a series of owners until J. T. M. Bell acquired it in 1883 at the time the big leaseholds were being resumed for closer settlement. The 6,643 acres of the Coochin Coochin estate were cut up and sold at auction in 1915, the homestead block being retained and converted into model dairies and agricultural farms.

Fassifern eventually became the leasehold of the Wienholt Estates Co. Ltd., and on the expiration of the lease in 1907 was opened for closer settlement by the Government. Maroon originally called Melcombe was occupied by John Rankin, son-in-law of John Cameron, first owner of Fassifern, and with Teloon was acquired by Capt. Robert Collins who transferred Maroon to his son, James Carden Collins. It was sold in 1864 to T. L. Murray Prior in whose family it remained until, in 1914, it was subdivided for closer settlement.

In the Laidley area J. P. Robinson occupied Laidley Plains in 1845 but the first grant (150,000 acres) was made to R. J. Phelps in 1848 with the name Laidley-Franklin Valley. Mrs. Henry Mort, daughter of James Laidley (Deputy Commissary General at Sydney), came to Franklyn Vale in 1849—the first white woman to settle in the Esk district. Henry Mort (who had been manager at Cressbrook—see below—for McConnel) remained for about ten years and then rejoined his brother of the well-known pastoral firm, Thomas Mort, in Sydney. This station is still (1959) held by the same family.

The Upper Brisbane River Area

The McConnels of Cressbrook were the first settlers on the Upper Brisbane River. David Cannon McConnel selected it on 15 July 1841. It was held by D. and J. McConnel until 1861 when David retained it, John taking over Durundur, which was purchased from the Archer brothers about 1848.

David McConnel, the first settler on the Upper Brisbane River, was closely followed by Sir Evan McKenzie and Colin McKenzie at Kilcoy; (77) by Frederick (big) Bigge and Francis (little) Bigge (nephews of Bigge the Commissioner who harried Governor Macquarie), at Mt. Brisbane; by John and R. Balfour at Collinton; and David Archer at Durundur (all before the end of 1841). The Archers (78) were fifth in the area; afterwards their lease went to John McConnel as mentioned above. Soon afterwards, James Ivory and David Graham settled at Eskdale, and Andrew and Gideon Scott at Mount Esk.

Fernie Lawn was the nearest station to Ipswich on the Brisbane River, and occupation was possible when the embargo on settlement within fifty miles of the Moreton Bay Penal Settlement was lifted in 1842. Fernie Lawn was purchased by the North family from the Uhr brothers early in 1843. Before the sale one of the Uhr brothers had been killed by the aboriginals while working sheep in a yard near the site of the present Lake Manchester, where he was buried.

Wivenhoe, the adjoining station higher up the Brisbane River, was held by the surviving brother Uhr and J. S. Ferriter, a retired Royal Navy man, who also owned an interest in Barambah Station in the Burnett district.

Wivenhoe station is situated about a mile from the old Wivenhoe Inn, a well known stopping place, as it was on the road to the Upper Brisbane, Dawson and Burnett districts. Wivenhoe was also bought by the North family in 1849, and another property named Northbrook on the east side of the river was also secured. Joseph North lived at first at Fernie Lawn, but afterwards on Wivenhoe. One of his daughters married Frederick Orme Darvall (Registrar-General, and later, Auditor-General of Queensland). The other daughter married Frank Vileneneuvie Nicholson, who afterwards purchased Humberstone (part of Durundur) and changed its name to Villeneuve.

Taromeo was occupied by Simon Scott in 1842, and his son Walter lived there after him for forty years.

From Brisbane to the Bunya Mountains Overland

When in May 1842 Moreton Bay was thrown open to free settlement, it was realised how little was known about the immediate hinterland of Brisbane northwards—the “prohibited area.”

Lieutenant Owen Gorman, the last of the Commandants, had handed over his authority to Dr. S. Simpson in March 1842 and Captain J. C. Wickham had been appointed police magistrate in November of that year—a post he held until in 1853 he combined it with that of Government Resident. (79) He held the latter office until Separation on 10 December 1859.

Dr. Stephen Simpson wrote an interesting “Journal of an Excursion to the Bunya Mountains country, situated twenty-six miles to the North of Moreton Bay District, New South Wales.” He was a medical man who had been surgeon to the 14th Light Dragoons and had come to Australia with a letter of introduction to Governor Gipps. He was promptly appointed Land Commissioner at remote Moreton Bay by the Governor. He made his home at Woolston (Wolston), near Woogaroo (now Goodna), halfway between “The Settlement” (Brisbane) and “The Limestone” (Ipswich).

On 10 March 1843, accompanied and guided by Rev. Eipper of Zion’s Hill (“German Station”—Nundah), with four mounted members of the Border Police and six convicts servicing the party, and

(77) The mass poisoning of some unfortunate aboriginals by arsenic in flour left by a low-class white employee of the McKenzies at Kilcoy where it could be stolen during the absence of the McKenzies and without their knowledge was one of the causes of the “Black War” (see later). Blacks, for years, when given flour asked as they took it gingerly: “Baal one McKenzie sittim down along flour!” (“There’s no poison in the flour, is there!”)

(78) First settlers in the Rockhampton area.

(79) W. A. Brown replaced him as Police Magistrate later, and was in office at the time of Separation.
with a dray drawn by ten bullocks, he left to define the northern boundary of his land district (which was known as the “limit of colonisation” and the boundary of the first electorate). The party passed from Brisbane to Mt. Brisbane; to what is now Kilcoy; to Durundur; crossed over the Conondale Range and the Great Divide, and, finally, reached Eales’ holdings at Tiaro. (Eales himself lived at Duckenfield on the Hunter River, New South Wales.) Hearing that the “Edward” was moored in the Mary River (it was the first boat to come up it) he went with it down to tidal waters. It was a most remarkable trip for a “new chum.”

From Brisbane to Wide Bay and “The Burnett” by Boat

The first people, apart from “Duramboi” (J. Davis) and other absconding convicts, to reach the Wide Bay and Mary River area were Andrew Petrie, Henry Stuart Russell of Cecil Plains (and later of Burrandowan in the Wide Bay area), Wrottesley, and Joliffe, overseer for John Eales of Duckenfield, Hunter River, New South Wales. They went in, in 1842, with Davis (“Duramboi”) and Bracewell (“Wandi”) and were attracted by the country round Mt. Bopple (Bauple) (Beppo). In late 1842 Joliffe was sent off again from Hunter River with 20,000 sheep and several drays and established a head station for Eales at Tiaro with outstations at Gigooman, Girkum, and Owanyilla (later head station of the local Native Police). The venture failed. Joliffe handed over to Last; the blacks killed every shepherd they could surprise or overwhelm and Eales withdrew. He was followed by George Furber, who reoccupied Eales’ deserted run at Girkum. (Furber and his son-in-law Wilmshurst were murdered by the blacks in 1850; an earlier attempt had left Furber gravely injured and another white man—Barron—dead.) Edward Aldridge, first white settler at Baddow (now a suburb of Maryborough), and Palmer, who came with him, came next.

Burrandowan was occupied by Henry Stuart Russell in 1843 and was claimed as the first place settled. (If, however, the horse register of Tarong can be trusted, J. J. M. Borthwick of that station antedated him, for it records its first foals for 1842.) Borthwick was originally at Buaraba, near Ipswich, with W. E. Oliver (as is confirmed by the 1842-43 volume of Depasturing Licences, Colonial Secretary’s Papers) and took up Tarong in the extreme southern corner of the Burnett River district. George Clapperton managed Tarong for some years and then bought it, and a namesake (grandson) still holds it (1959). Oliver in 1842 took up Nanango but sold it later to the Barkers, who resold to Clapperton in 1862, and it passed to Millis in 1873. In 1846 C. R. and O’Grady Haly settled Taabinga, taking in the whole of the Stuart River watershed from the Bunya Mountains to Home Creek, Tingoora; it went through the hands of Thomas Alford (1875) and Charles and Walter Markwell (1878). A half resumption (1886), and purchase of the head station and the “Kingaroy Paddock” by Arthur Youngman, led to a gift by the lastnamed of land for a post office, police paddock, etc., and so decided the site for the Town of Kingaroy.

As mentioned previously Barambah was taken up in the early 1840’s by J. S. Ferriter and Edmund B. Uhr, from Wivenhoe. The latter sold his interest to Richard Jones of Sydney, whose interests in the Logan and Albert areas have been mentioned.

(Incidentally 1847 “The Sisters,” a ketch, arrived at Furber’s wharf, at Old Maryborough, and shipped sixty-five bales of wool, twenty-six of which were from Ferriter and Uhr of Barambah.)

When Ferriter retired from the firm Clapperton became the partner of Jones’ son (Thos. Jones) till 1871 and then sole owner. Messrs. Isaac and Hugh Moore bought it in 1876, and that family still owns it. Boonare was taken by Ned Hawkins in 1847; he went to California in the gold rush (1849) with Thos. Archer, but was drowned there. David Jones (of the Sydney firm of that name) bought it for his sons, David Mander Jones and G. H. Jones. It is still (1959) in the possession of the Mander Jones family.

In the same year (1847) Paul and Clement Lawless, Humphreys, Herbert, and Reid left the Logan and came to “The Burnett.” Clement Lawless occupied Boobya by and Paul Lawless, among other leases, held Winder. Humphreys and Herbert took up Ban Ban (Back Creek) was tendered for by T. Herbert, and Walla East by H. and T. Herbert in 1853). This area was later named Coulston Lakes by N. Wade Broun. Ban Ban passed to John Edwards (1859), McDonald Smith & Co. of Sydney, T. Evans, St. John and others, and so to Nugent Wade Broun in 1889.

Humphreys took up Wetheron (releasing his share in Ban Ban) and sold it in 1859 to Hon. B. B. Moreton (later Earl of Dulee) and Brock; Brock was bought out by Hon. Seymour Moreton. J. B. Reid, the last of the group, took up Ideroway (near Gayndah) in 1847 and later J. J. Cadell (whose family is well represented in the district) became owner.

Ferriter and Jones also occupied Mondure late in the 1830’s, and from them it passed to Capt. Wm. Bligh O’Connell, a son of Sir Maurice O’Connell. It was later sold to McEwan and Wm. Green, the latter also owning Goomburra on the Darling Downs. It was eventually sold and cut up into farms.

J. B. Reid made a notable contribution to the development of “The Burnett” by attracting the enterprising Archer family to it—probably the most notable family of pastoralists in Queensland. Leichhardt (see Chapter XII) spent eight months at Durundur in 1843, and after his celebrated exploratory trip overland wrote to the Archers describing the Dawson, Comet, and Mackenzie Rivers, which interested them in Central Queensland. Durundur had 33,400 acres, Cooyar 64,000, and Emu Creek (Duan Tuan or Wooroonandie) 32,000 acres. Sheep were run at the last two and cattle at Durundur. Thomas Archer, at J. B. Reid’s prompting, explored the Upper Burnett and, though it compared unfavourably with land he had recently seen in the Maranoa area, its relatively easy access to Maryborough and Gladstone decided him in its favour.

On 14 May 1848, leaving Cooyar, they proceeded to select sites for stations and chose Edswood (named for a small town in Norway) and Coonambula (“Two pine trees”). Cooyar and Durundur were sold. In 1850 Charles Archer explored the lower Dawson River and in 1852 applied for Callide, Grevillea, Krommbit, Karihoe, and
Prospect (which include the present-day towns of Biloela and Thangool).

Colin Archer, another brother, arriving in Australia towards the end of 1852, in 1855 built and sailed the ketch “Ellida” up the Fitzroy River—the first vessel to navigate it. (He later achieved fame by designing the “Fram,” the ship of the Arctic explorer Nansen.) The runs now sought by the Archers took in almost all the country between Emerald and Clermont, including among others, Gordon Downs, Emerald Downs, and Peak Downs.

James Archer, father of Alister Archer, the present occupant of Gracemere (named in compliment to Thomas Archer’s wife) arrived at Coonambula in 1855 at the age of eighteen. For over a century this family has held a position in the forefront of pioneering work, pastoral exploration, and development in Queensland.

Stations of interest and importance include Degilbo (Perrier Bros.) to W. H. Walsh; to A. J. Single; to Kent and Wienholt; to subdivision for closer settlement. Mundubbera, allocated by Thomas Archer to his friend E. Pleydell Bouverie in 1848, was sold to Peyton and Netterfield; who resold to Rutledge and Knox (later Knox and McCord); who worked it with Coonambula which they had also bought so that it lost its identity. Cooranga was occupied by Robert, William and Archibald Strathdee in 1848 and worked till 1878, when it was sold to the Scottish Investment Co., together with Dykehead, Brovinia, etc., additional areas which increased it to 703 square miles. Wigton, taken up by Mocatta and Piggott in 1849, was sold to Dugald Graham of Tabragalba in the Logan area; then to Tidswell and G. H. Jones (Boonara); and in 1878 to John Fox. Hawkwood was taken up in the late ’forties under a depasturing licence till transferred to John Walker (1849), and later (1854) to H. A. Thomas, who sold it the same year to T. L. Murray Prior of the Logan. (He made a loss on it owing to scab among the sheep, and hostile aboriginals, and sold out in 1858 to Ramsay and Jopp, later Ramsay and Hope. Ultimately it went to the de Burgh Persse family where it remained for fifty-two years. Other leases such as Auburn, Cadarga, Coondarra, Rawbelle, etc., changed hands rapidly. (At Rawbelle A. H. Trevethan, who took it up in 1848, was murdered by blacks in 1852.)

But the tide of settlement flowed ever faster despite murder and retaliatory massacre in various newly settled areas. The handicap to settlement was still lack of convenient ports for the import of goods required and the export of wool, hides, tallow and wood. The tide of settlement reached flood repeatedly, and seemed about to ebb: but opportunity and considerations of international importance spurred it on whenever it lagged.

Behind it was the half-formed idea that the conquest of the tropics was essential to profitable trade with India and China; if another Murray River leading north (not south) could be discovered, men said, what a transformation might be effected!