

QUEENSLAND.

AS early as the year 1822, the existing settlements in New South Wales were considered by the authorities to be inadequate to accommodate the increasing number of prisoners constantly arriving in Port Jackson. It was therefore deemed advisable to make an examination of the coast and inlets to the northward, particularly in the vicinity of Port Curtis, with a view to finding a suitable locality for the establishment of a branch colony. Sir Thomas Brisbane, the then Governor of New South Wales, acting upon instructions from England, despatched Surveyor-General John Oxley in the month of October, 1823, in the colonial cutter "Mermaid," accompanied by Messrs. Stirling and Uniacke, to examine and report upon the inlets of Moreton Bay, Port Curtis, and Port Bowen. Discovering and naming the Tweed River *en route*, Oxley first examined Port Curtis, but deeming the site unsuitable for settlement, he turned south, as it was too late in the season to make an examination of Port Bowen. Upon his arrival in Moreton Bay on the return journey, the anchor was scarcely let go when a number of natives were seen about a mile distant, and amongst them one whose appearance was not that of an aborigine. This man subsequently turned out to be one Thomas Pamphlet, who, with three others, had left Sydney in an open-boat to bring cedar from the Five Islands (Wollongong). They were driven out to sea by a gale, and suffered terrible hardships, one man of the party dying of thirst. At last they were shipwrecked on Moreton Island, and had lived there with the blacks for a period of seven months. Pamphlet and his two companions, Finnegan and Parsons, had once started out to reach Sydney overland, but Pamphlet and Finnegan separately returned, after going some 50 miles; and Parsons was suffered to proceed alone. Guided by Pamphlet and his comrade, Oxley and Stirling set out to examine the large river of which the castaways told them, and which emptied its waters, after a tortuous course, into the south end of Moreton Bay. The explorers found the river, according to their informants' report, and pulled up it in a whale-boat for a distance of about 50 miles. Oxley was not provisioned for a longer journey, so he turned back at this point. To the river he gave the name of Brisbane, in honor of the Governor of New South Wales. The two rescued men were taken on board the "Mermaid," and the return voyage was made to Sydney, which the party reached on the 13th December, 1823. In the month of September following, Governor Brisbane despatched Oxley to Moreton Bay in the brig "Amity," with Lieutenant Millar and a detachment of the 40th Regiment in charge of thirty prisoners to prepare for the establishment of a penal settlement.

Almost the first person Oxley met upon landing on the beach near his old station at Pumicestone River was Parsons, the shipwrecked companion of Pamphlet. He had started out the year before to walk to Sydney, and had been given up for lost.

The spot named Redcliff by Flinders, during his exploration of the inlet, was selected for the new settlement, and extensive buildings were erected there. The site was, however, found to be disappointing, and a new one was chosen on the banks of the Brisbane River, some time after Oxley's departure. While the Redcliff settlement was being prepared, Oxley, accompanied by Allan Cunningham and Lieutenant Butler, made a fresh exploration up the river, and this time went as far as his boat could be navigated. Here the Surveyor-General and Cunningham proceeded on foot, ascended an eminence, and obtained an extensive view over the whole of what is now the West Moreton district, extending as far as the Albert River.

In the year 1825, Major Lockyer made a long-boat excursion up the Brisbane River, and, the stream being somewhat swollen by floods, he was enabled to penetrate inland for nearly 150 miles. During the same year, Captain Logan, of the 57th Regiment, was sent up from Sydney to take charge of the little settlement. At this time the entire population was recorded as comprising only forty-three males and two females. In May, 1824, Sir Thomas Brisbane, Governor of New South Wales, had visited the place, and officially approved of the last selected situation. He appears, however, to have been absolutely oblivious of the great possibilities of the river for future development, and somewhat coldly discounted Oxley's enthusiasm in this direction. While visiting the new settlement, the Governor ordered the abandonment to the natives of the buildings at Redcliff; the aborigines seem, however, not to have greatly appreciated this act of generosity, for they made no use of the gift, and gave to the deserted structures the name of Umpie Bong (literally "dead houses"), an appellation still preserved in "Humpy Bong."

Captain Logan was a man of energetic and resolute character, but his rule was marked by excessive severity in the enforcement of discipline. Under his direction building, clearing, and cultivation were vigorously pushed forward. The alignment of what is now the principal street in Brisbane originated in the long façade of a massive range of buildings built by Logan to serve as prisoners' barracks. These buildings, before their ultimate demolition, served successively for the first House of Parliament and for the Supreme Court. Logan erected, on an abrupt and elevated knoll which dominates the city, a windmill, which subsequently served as an observatory for watching, and still serves as a tower for signalling, the approach of vessels. It is said, however, that his industrial projects were not always directed by a knowledge equal to their needs, and a story is extant of his having sown the prepared rice of commerce in expectation of its germinating. Logan, besides being a builder and cultivator, was a vigorous explorer and an ardent botanist. He discovered the river which bears his

name, and voyaged up the Bremer, the principal tributary of the Brisbane, and finding at the head of boat navigation plentiful outcrops of limestone rocks and many indications of coal, he sent up a party of prisoners to construct a kiln, and quantities of lime were thence conveyed for use in the buildings of the main settlement, which had now received the name of Brisbane, and the population of which, at one time during Logan's rule, had risen to between 1,000 and 1,500 inhabitants. These were, however, with the exception of the civil staff and a hundred or so of soldiers to preserve order, all prisoners; no free person being permitted to visit or to settle without a special permit.

In 1827, Allan Cunningham, who, in company with Oxley, had already had some experience of inland exploration, and had sailed round the continent with King, set out from the Upper Hunter at the head of an expedition, with the intention of reaching Brisbane overland along an interior route. At the outset of his journey, and to avoid having his movements hampered by its spurs and lateral offshoots, he crossed the dividing range, and, turning northward, skirted the Liverpool Plains. After traversing much unpromising country, he reached the banks of the Gwydir River, and afterwards discovered and named the Dumaresq, so called after the colonel who had filled the post of Commissioner of the Australian Agricultural Company. Cunningham pierced northward from the stream just named through a belt of very poor country, and emerged on the 5th June, 1827, on the famous Darling Downs (named after the then Governor of New South Wales). This discovery was destined to have a most important influence upon the pastoral industry of the southern settlement, and to form a centre round which gathered the elements of the future colony of Queensland. On the east the Downs appeared to be shut off from the coastal settlements by an impassable range of mountains. But here fortune favoured the explorer, as it had previously done in his discovery of Pandora's Pass, which opened a gateway through the Liverpool Ranges to the rich plains beyond; and on this occasion a route through the mountains was found, and received the name of Cunningham's Gap. After noting the whereabouts of this pass the explorer retraced his steps to Segenhoe Station, on the Upper Hunter, which he had left on the 30th April, and from which he had been absent about thirteen weeks. Besides the discovery of the Downs, the most important results of this expedition were the finding of the streams which are tributary to the Condamine, and of the Dumaresq, the Gwydir, and the Barwon—in short, of that network of rivers that forms the Upper Darling system and feeds the main stream.

During the year 1827, Governor Darling came up from Sydney on a visit to the settlement at Brisbane, and expressed dissatisfaction with its site. In a subsequent despatch to Lord Goderich he actually suggested the abandonment of the place, the tediousness and difficulty of the approach rendering it extremely inconvenient. He suggested the removal of the settlement to Dunwich, a knoll on the bay shore of

Moreton Island, and recommended Stradbroke Island as a station for the first reception of prisoners.

In the following year Cunningham, accompanied by Charles Frazer, the Colonial Botanist, proceeded by sea to Moreton Bay, with the intention of discovering a practicable route to the Darling Downs from Brisbane. On his arrival, Captain Logan, with characteristic activity, organised an expedition, in which he took a leading part, to further the object of Cunningham's visit. The party attempted, by following up the recently discovered river Logan to its sources in the mountains, to find a path to the plains beyond the range; but in this they were unsuccessful, and were compelled to retrace their steps to the settlement. Thereupon Cunningham made a fresh start from Limestone (Ipswich), on the Bremer, and on this occasion was entirely successful. He found the eastern outlet of the gap which bears his name, and then crossing the range he reached his old camp.

The young colony, deprived of the ministrations of religion during the first few years of its existence, was in 1828 provided with a chaplain, who after a very brief residence was withdrawn, owing to a difference with Commandant Logan.

In 1828 Cunningham went on his third expedition—the last he was destined to undertake—in what is now Queensland territory. On this occasion, after proceeding to Moreton Bay by sea, he devoted six weeks to the exploration of the Brisbane River, and examined it to its source, tracing its head waters among the eastern slopes and spurs of the main range. In the year 1830 the labours of Commandant Logan were brought to a tragic close. He had, at the head of a small exploring party, consisting mainly of prisoners of the Crown, pushed on beyond the boundaries of location, and was not again seen alive. His companions returned to Brisbane with the story that he had left the camp alone on a botanising expedition, and had failed to return. The officer left in charge of the settlement, Captain Clunie (who filled the position of next commandant), sent out a search party to look for his absent chief. On the fifth day the searchers found Captain Logan's body pierced with a spear and battered apparently with waddies, or aboriginal clubs. The genuineness of the evidence was accepted without question, and the murder charged to the blacks, though it subsequently leaked out, in half-hinted fashion, that the ill-starred captain had fallen a victim to the vengeance of his bond followers. Logan's remains were brought to Sydney and interred with military honors at Garden Island, in the same tomb as that in which were deposited those of Judge Bent, a friend of his early youth. Somewhat over fifteen years after Logan's death the Colonial Office granted his widow a pension of £70 a year, in recognition of her husband's services. Under Logan's directions some experiments had been tried, and some progress had been made in the cultivation of cotton. A report sent to the Colonial Office in 1828 showed that a bag of cotton sent to London from Moreton Bay was of excellent quality.

Captain Clunie, of the 17th Regiment, succeeded to the control of the settlement at Moreton Bay, as it continued to be called, and the history of his administration is little more than a record of offences and offenders and the degrading details of prison management and mismanagement.

In 1831 the population had risen to 1,241, of whom 1,066 were prisoners, 40 being women. In 1833 there were 1,128 bond males and 38 free, 30 bond females and 13 free. Four years later the number of prisoners had been reduced to 300. Governor Sir Richard Bourke thought little of Brisbane, even as a place of penal settlement. He had adopted all Sir Ralph Darling's prejudices against the locality and supplemented them with some of his own, and he prepared gradually for its abandonment.

In 1836 Moreton Bay was visited by Messrs. James Backhouse and George Washington Walker, two quakers who had engaged in a seven years' examination of the penal settlements at the antipodes, seeking everywhere an opportunity, by the ministrations of religion, to alleviate the sufferings of the convicts undergoing sentence. After returning to England, Backhouse published an account of their experiences, in which, amongst other deplorable circumstances, he noted that on one occasion he saw forty women working in a field at Eagle Farm, some of whom were very young, while in several instances the unfortunate creatures were compelled to work in irons. It must not be forgotten, however, that Backhouse wrote at a period when the penalty of death was attached in the statute-book to no fewer than 223 offences, and when men were hanged in batches even in so advanced a centre of civilisation as the city of London.

Governor Bourke had determined, in 1835, gradually to diminish the deportation of convicts to Moreton Bay, and to close the settlement. This was finally accomplished about five years later. Captain Fyans was commandant in succession to Captain Clunie, and ruled from 1835 to 1837; and Major Cotton succeeded to the control of the rapidly dwindling settlement. Then followed Lieutenant Gravatt, whose term of office extended from May, 1839, to July of the same year. Lieutenant Gorman was the next and last commandant at Moreton Bay. He arrived in 1839, and was entrusted with the duties of clearing away the last relics of the penal establishment. The convict settlement was broken up about the middle of the year, and in 1840 the first free settlers arrived in Brisbane, although the enactment against free settlers was still nominally in force. In the meantime the country around Brisbane had been thoroughly examined, one of the most enterprising of the local explorers being Andrew Petrie, who had arrived in Sydney in the year 1835. His arrival in Brisbane is noteworthy on account of the circumstance that the vessel which conveyed him, the "James Watt," was the first steamship to enter Moreton Bay. Soon after coming to the young settlement Petrie explored the coast as far as the present northern boundary of the Moreton district, and made some

important discoveries of indigenous flora. During one of his expeditions Petrie effected a landing about half-way between Moreton Bay and the entrance to Wide Bay, and there found a convict absconder named Bracefield (called by the natives "Wandi"), living in savagery with the blacks. With Bracefield's assistance Petrie found another young convict who had escaped from the settlement so long before that he had almost forgotten his own language. His name was James Davis, otherwise "Durramboi," and the story of his experiences among the aborigines is of the most interesting character. Andrew Petrie was for some time acting as foreman of works of the Royal Engineer's Department, at Brisbane, and his knowledge of the country acquired in this service was of the greatest assistance to the first free settlers. During the year 1840 Surveyor Stapleton and his assistant were murdered by aborigines near the head waters of the Logan. The culprits were captured in the following year, and, after trial, were found guilty and executed. But this was only one of a series of similar outrages, the blacks in the earlier days of free settlement in Queensland being particularly troublesome. In 1840 Patrick Leslie crossed the Great Dividing Range through Cunningham's Gap, and formed a station on the Condamine River, and in the following two years a great deal of useful exploration was carried out by the brothers Stewart and Sydenham Russell in the Darling Downs, Wide Bay, and Moreton districts. New South Wales squatters followed in their wake, and much country was taken up and utilised for the depasturage of sheep and cattle. In 1841 the population of Moreton Bay numbered exactly 200, and of these only 67 were free. This enumeration probably included a little colony established by grudging permission within 7 miles of the penal settlement as a Christian mission to the aborigines. The colony was exclusively German, and included two regular ministers and some peasants and tradesmen, with their families. The Colonial Office allowed them £1,298 in four years for the maintenance of 19 adults and 11 children. No good accrued to the aborigines from their ministrations, as the blacks fought them instead of listening to them, and on one occasion the missionaries were driven to defend themselves with their muskets against their assailants. Government aid being withdrawn, the mission collapsed as a religious agency, and became a purely secular settlement. The German station is now an outlying suburb of Brisbane, where some of the mission station buildings may still be seen, while the descendants of the original party are numerous among the citizens. A contemporaneous mission of similar character, established by the Rev. Mr. Handt, of the Church of England, was also fruitless in the prosecution of the work of Christianising the aboriginal natives. Indeed the blacks at this time were too warlike to tolerate white approach in any guise.

In 1842 Governor Gipps, of New South Wales, visited Brisbane, and is said to have given directions to reduce the width of the streets in all subsequent surveys—a very short-sighted policy. His Excellency

subsequently reported to the Colonial Office the existence of forty-five squattages within 50 miles of Brisbane. In 1842 the export of wool was 1,800 bales. In the returns of 1844 the population is given as 471; and the stock consisted of 660 horses, 13,295 cattle, and 184,651 sheep. From the date of the Governor's visit a marked improvement in the progress of the settlement was apparent. Moreton Bay was opened to free settlement; and to provide the requisite holdings for expected immigrants, Brisbane was proclaimed a land district, the first sale of Crown Lands being held there on the 7th July, 1842. The first steamer of the Hunter River Steam Navigation Company which visited the harbour arrived the same year, and continued for a time to ply regularly between Sydney and Moreton Bay. The service was afterwards discontinued, one or two small sailing vessels being found sufficient for all purposes of trade. The prisoners had now been removed; the old penal settlement being a thing of the past, a military commandant was no longer wanted, and the principal authority was vested in a civil officer—Captain Wickham, R.N., being appointed first police magistrate;—and in 1843 Moreton Bay was granted representation in the New South Wales Legislative Council, as it existed under the old constitution.

In 1844 Leichhardt started out on his first expedition from Jimbone Station, on the Darling Downs, to Port Essington, by way of the Gulf of Carpentaria. Gilbert, the naturalist of the party, met his death at the hands of the aborigines during a night attack, and Leichhardt and his companions reached their destination after almost incredible sufferings. After an absence of nearly two years the explorers returned to Sydney by sea, and were received with the greatest enthusiasm. A public subscription was instituted, and a sum of nearly £200 was presented to Dr. Leichhardt. This was supplemented by a donation of £1,000 from the Government, and the thanks of the Legislative Council were voted to him and formally conveyed to the intrepid and successful explorer by the Speaker from the Chair. Port Essington was, however, subsequently abandoned as a port of settlement.

In the early days of free settlement a struggle, which continued for over twenty years, was begun between the squatters and the selectors for the possession of the public lands of the colony. This fight for the soil may be considered as having been definitely determined in favour of the selectors by the passing of the Crown Lands Alienation Acts of 1866 and 1868. Another question which gave rise to constant rancour was the employment of convict, as against free labour.

The aborigines continued to give the colonists trouble during the early years of the settlement. A new track had been formed to the Darling Downs, and along this route the blacks showed themselves especially bold and hostile. At a point which led from Ipswich to the mountains they boldly attacked a caravan of bullock drays, and the drivers and attendants fled for their lives. The drays were looted by the victorious aborigines, who burnt whatever they could not consume

Thereupon the squatters assembled in force to make reprisals, and organised a foray upon the plunderers. They found the tracks of the natives, and, following them up, forced the band to disperse and take refuge on Hay's Peak. Many of the natives were killed, but the survivors remained untamed; and it was found necessary to employ a detachment of soldiers as a permanent guard at the foot of the main range, in order to assure the safety of the travellers by this route. Elsewhere, however, the blacks could not be kept under control, and the early forties were marked by murders of settlers—men, women, and children—and wholesale outrage, incendiarism, and pillage.

Late in the year 1845 Major Sir Thomas Mitchell, Surveyor-General of New South Wales, started out on his famous exploration of tropical Australia, at the head of a little army. Edmund Kennedy was his second in command, and he took with him besides a surgeon, twenty-eight men, eight bullock drays, three horse drays, and two boats. He was absent about a year, and discovered many splendid rivers and a great deal of fine country; and his expedition did much to enlarge the geographical knowledge of Central Queensland.

The first Queensland newspaper, the "Moreton Bay Courier," began publication in 1846, and still exists as the "Brisbane Courier." Communication by steamer between the capital and Ipswich was established about the same time; and Moreton Bay was declared a port of entry, with resident Customs Officers.

At this time Mr. Gladstone essayed the formation of a colony at Port Curtis, to be called North Australia, to consist of "exiles," or criminals who had merited by good behaviour some alleviation of their lot, and Colonel Barney was sent out to establish this probationary penitentiary. However, the scheme fell through, and Barney was re-called.

Leichhardt again took the field, and left Jimbone Station, Darling Downs, in the month of December, 1846, just as Sir Thomas Mitchell was returning from his expedition to Tropical Australia. Leichhardt's intention was to cross the Continent from east to west, making for the settlement at Swan River, in Western Australia. The attempt, however, ended in failure; dissensions broke out among the explorers, the party became fever-stricken, a flock of goats had to be abandoned, most of the bullocks and some of the horses and mules were lost, and a retreat had to be made to the confines of settlement. Another expedition, made by Leichhardt to the Fitzroy Downs, discovered by Mitchell, was also unsuccessful in its results. A Government Surveyor named Burnett made a useful journey of exploration in 1847, which added greatly to the knowledge of the country forming the hinterland of Wide Bay. The Burnett River bears this explorer's name. In 1847, Edmund Kennedy was sent out to trace the course of the Barcoo of Mitchell, and to determine whether or not it was identical with the Cooper's Creek of Sturt. Kennedy soon set this question at rest, and discovered on his own account the Thompson, one of the principal affluents of the Barcoo, or Victoria.

The beginning of the year 1848 saw Leichhardt once more making a plunge into the unmapped wilderness, but this time he did not return. He set forth poorly provisioned, in all save live stock, and with an insufficient supply of ammunition, to realise his great trans-Continental project; and nothing more is known than that he reached the Cogoon River. The same year another ill-fated expedition set out; this time for the north. The leader was Edmund Kennedy, and his destination Cape York. He took with him eleven white men and a black boy. Of the whole party, only the black boy and two of the white men returned; the rest of the party perished, the leader having been speared by the natives.

A number of Chinese were imported in 1848 to act as shepherds to the squatters, there being at that time a great dearth of this kind of labour. Emigration from Great Britain of free colonists of a superior class was also encouraged, with a view to the counteraction of the evils arising from the convict system. Among the foremost leaders of this movement was the Rev. Dr. J. D. Lang, who had visited Brisbane in the year 1846. He was the means of introducing to the young colony hundreds of artisans and their families; but the promoter of this type of immigration frequently came into collision with the authorities at the Colonial Office. One of the ships chartered under his auspices, the "Fortitude," gave its name to Fortitude Valley, now a well-known section of the City of Brisbane.

For the next few years the history of the settlement is chiefly a record of disputes between the squatters, who were desirous of a renewal of transportation in order to obtain cheap labour, and the great bulk of the free population, who were decidedly averse to any such proposal. The outcome of this warfare between the two parties, combined with the rapid progress of the young colony, was the gradual growth of a keen aspiration for independent Government. The first public meeting held in Brisbane to discuss this matter was convened in January, 1851; and the movement thus inaugurated was continued until brought to a successful issue in the granting of separation by the Imperial authorities in 1859. Moreton Bay was raised to the dignity of a Residency in 1853, and the Police Magistrate, Captain Wickham, was appointed first Government Resident.

With the outbreak of the gold fever in 1852, there was a heavy exodus of population from the northern districts to Victoria. As happened in all the other colonies, ordinary business of all kinds was paralysed, and those who could not go to the diggings themselves organised and supported expeditions for vigorously prospecting all parts of the occupied districts which were regarded as likely to be gold-bearing. However, nothing substantial came of the researches made at this time in the Moreton Bay District, and it was long believed that northern Australia was destitute of rich deposits of the precious metal, an erroneous idea that was afterwards amply dissipated in the magnificent discoveries at Charters Towers, the Croydon, the Hodgkinson, the

Palmer, the Etheridge, the Gilbert, the Woolgar, Mount Morgan, and various other rich finds. In course of time people recovered their composure, and enterprise again flowed in its ordinary channels. The cultivation of cotton was attempted, but not on a large scale; the coal measures on the banks of the Brisbane and the Bremer were worked with redoubled energy, and wheat-growing and arrowroot culture were begun.

The aborigines continued to give trouble to the settlers in the frontier districts. On one occasion four or five hundred natives combined to attack a station in the Maranoa District, and were beaten off while attempting to storm the hut in which the hands had entrenched themselves. In 1851, the first wool ship from Moreton Bay sailed direct to London; and in the same year Brisbane became a place for holding a Circuit Court. The Judge sat in the chapel of the old convict barracks, an apartment which, after separation, was used as a Legislative Assembly Chamber; and again, until its demolition, accommodated the Supreme Court of Queensland.

The non-return of Leichhardt was a matter of grave anxiety to the colonists, and the most circumstantial rumours reached them that the intrepid explorer had met with an untimely end. These rumours became so prevalent and disquieting that at length Hovenden Hely, a former officer of the ill-starred Leichhardt, was sent out in January, 1852, to search for the missing expedition. He effected, however, nothing; and, his provisions running short, he was compelled to beat a retreat to the settlements. In 1855, A. C. Gregory took up the solution of the mystery of the interior, and made extensive explorations in north-west Australia and the country around the Gulf of Carpentaria; but, as far as the fate of Leichhardt was concerned, he was equally unsuccessful.

In the year 1855, the Fitzroy River was first navigated, and the adjacent country speedily taken up by the squatters. At Canoona, a station only 7 miles distant from the point of debarkation, a patch of rich alluvial gold deposits was subsequently found, and the discovery was so exaggerated by rumour, that a fleet of vessels from all the ports in Australasia made a speedy appearance in Keppel Bay, conveying an immense rush of diggers and adventurers from all quarters, even New Zealand being represented. A township immediately sprang up; but all the payable gold was soon exhausted, and starvation stared thousands of adventurers in the face. The country around was scoured for the precious metal, and was declared barren, though since then thousands of ounces have been taken from it. The diggers were at their wits' end, when the Governments of New South Wales and Victoria despatched steamers to take away such as had been unable to leave at their own cost, or with the help of the friends they had left behind them.

The memory of the lost Leichhardt was suddenly revived, in 1857, by the curious story told by a convict named Garbut, who had been a frontier bushman, and who offered the disclosure of a great secret as the price of his liberty. He stated that he had paid a visit, far beyond the

outposts of settlement ; in fact, in the very heart of the Continent, to a colony of absconders from the old penal dépôts. These outlaws had been chanced upon by Leichhardt in the course of his expedition, and they, fearing disclosure and punishment, had compelled him and his party to remain with them. Public sympathy eagerly caught hold of the fable, and Gregory was again sent out to search for the lost explorer. Garbut's fiction was easily exploded by a passage through his invented paradise, where the only thing the search expedition found, which could, by any possibility, be identified with Leichhardt, was the letter "L," cut into a tree growing near the Barcoo River. Gregory traversed a large area of unknown country, and was received in Adelaide with great enthusiasm.

Moreton Bay entrance was the scene of a deplorable shipping disaster in 1856, when the immigrant vessel, "Phœbe Dunbar," grounded at Amity Point, Stradbroke Island. In the same year, eleven persons were murdered by the aborigines at Hornet Bank, on the Dawson River. On the 6th September, 1858, Brisbane was proclaimed a municipality. On the 10th December, 1859, the whole of New South Wales north of Point Danger was proclaimed a separate colony under the name of Queensland.

The work of exploration continued to be pushed vigorously forward. In 1858-9, William Landsborough explored in detail a considerable stretch of territory on the Isaacs and Suttor Rivers ; and George Elphinstone Dalrymple organised an expedition by land, and ran down the Burdekin towards the sea, while a schooner sailed up the coast to meet him at Upstart Bay. In 1861, Burke and Wills, after traversing the continent from Melbourne to the Gulf of Carpentaria, perished from privation on the return journey in the Great Stony Desert of Sturt. This ill-starred expedition crossed and re-crossed the only portion of Queensland which, up to then, remained unexplored, viz., the extreme west, from Cooper's Creek to the great Gulf ; and three relief expeditions simultaneously set forth from bases of operations widely apart to rescue them, or to ascertain their fate, and these added greatly to the growing knowledge of the interior. The relief expedition under McKinlay, with whom was W. O. Hodgkinson, started from the south, and ultimately reached the coast, where the party found Captain Norman, R.N., on the Albert River with H.M.S. "Victoria," and the wreck of the tender "Firefly" moored as a hulk in the stream. The second relief expedition, led by Commandant Fred. Walker, started from the Bauhinia Downs, on the Dawson River, on the 7th September, 1861, and proceeded north-westerly, *via* the head-waters of the Alice and Thompson Rivers. Walker discovered and named the Norman, and after considerable exploration in the north-west of the colony, made his way by the Gilbert Ranges and the Burdekin River to Port Denison. Landsborough, the leader of the third relief expedition, did not succeed in tracing the route of Burke and Wills, but he was, nevertheless, received in Melbourne with every mark of public appreciation.

A noteworthy expedition of this period was that of the brothers, Frank and Alexander Jardine, who essayed the transport of a mob of cattle to Somerset, Cape York, and who literally fought their way through hordes of hostile blacks, ultimately arriving at their destination in safety. In 1866, a man named Hume, pretending to have authentic information concerning the fate of Leichhardt, managed to induce a couple of believers to accompany him to Cooper's Creek. Reaching the creek the travellers for four days journeyed inwards without water, and then they separated, each man hunting for the precious fluid by himself. One was fortunate enough to find water, and returned to the rendezvous only to discover that his comrades had departed; so he went on to a station for help. Searchers sent out with succour found the body of Hume beside that of his horse, which he had killed in order to drink its blood. The corpse of the other man was afterwards discovered in another direction. Some years later a person named Skuthorpe, frontier bushman and squatter, also professed to have found relics of the lost explorer, but he never suffered them to be seen, and his assertions were received with incredulity.

The Royal Letters Patent creating the colony of Queensland were issued, as already mentioned, on the 13th May, 1859. The first Governor appointed by the Crown to the superintendence of the young province was Sir George Ferguson Bowen, who arrived in Brisbane by the war corvette "Cordelia," on the 10th December, 1859, and, on landing, formally proclaimed the colony, amidst universal jubilation.

The territory over which Governor Bowen had been appointed to rule was noble as regards area and magnificent in point of resources. It extended for 1,300 miles from north to south, and 900 miles from east to west, including great varieties both of soil and climate, and furnishing the products both of the temperate and torrid zones. It occupied the north-eastern portion of the continent, and comprised an area of 668,497 square miles, being thus more than twice the size of New South Wales and nearly eight times that of Victoria.

Besides the Royal Letters Patent creating the colony and appointing its Governor, there was a second order which invested His Excellency with specific powers to make laws and provide for the administration of justice, while the Governor of New South Wales was empowered to create a nucleus of a local Parliament by appointing for four years such persons as he might deem qualified to sit in the new Legislative Council. The Governor of Queensland was charged with the task of completing the *personnel* of the Council by additional nominations of members with life tenure. With respect to the election of members to form the representative chamber, the Legislative Assembly, the franchise was limited to such residents as had at least the qualification of a £10 annual lodger's tenancy. Great dissatisfaction was expressed in the new colony at the exclusion from its territorial area of the rich territory comprising the Clarence, the Richmond, and the New England Districts; and, for years after, this north-eastern portion of the mother

colony indulged in sporadic outbreaks of quickly subsiding agitation for union with Queensland.

The population of the new colony at the date of its separation was about 25,000. The pastoral industry was almost the only one deserving the name, agriculture being limited to the cultivation of maize and of hay, and mining was represented by a couple of coal pits of small output. Three-fourths of the richest pastoral land in the colony were untenanted save by aborigines; and, though population was increasing, it was but at a slow rate. At the time of the establishment of separate government, there was not a seaport town in the colony to the wharfs of which a laden ship of 1,000 tons could approach; and there was also scarcely a made road in the whole territory, although the city of Brisbane had been proclaimed a municipality on the 6th September of the year preceding.

With the Governor came Mr. Robert G. W. Herbert, who had, like His Excellency himself, served as private secretary to Mr. Gladstone. This gentleman was appointed by Sir George Bowen to act as Colonial Secretary and First Minister. On his return to England some few years later, Mr. Herbert became Permanent Under Secretary of the Colonial Office. The elections for the first Legislative Assembly were held early in the year, and the first Parliament was opened on the 29th of May, 1860, ninety years and a few days after the date when Captain Cook visited Moreton Bay.

During the tenure of office of the first Herbert Ministry, legislation dealing with primary and secondary education was adopted. The former was undertaken by the State, and the administration delegated to a nominee board, while provision was made for the latter by affording facilities for the founding of grammar schools under trustees, with endowments from the consolidated revenue. On the 6th November, 1860, State-aid to religion was withdrawn. In 1861, laws of equal importance were passed; among them measures providing for municipal government, and for the transfer of real estate, the latter founded on the Torrens system. The first census was taken on the 7th of April, in the same year, when the population of the colony was found to be 30,059. The first telegraph message was despatched on the 10th of the same month. The first State trial (*Regina v. Pugh*) took place in 1861, the question at issue being the right of free discussion, and resulted in favour of the defendant. The first Queensland Exhibition was opened on the 29th October in this year.

During the provincial connection of Moreton Bay with New South Wales, thousands of immigrants were constantly being poured into Sydney, the northern colony having, perforce, to be content with an occasional shipload. With the advent of separate Government, Queensland inaugurated an independent immigration system, selecting Mr. Henry Jordan, who proved a particularly efficient agent, to advocate in England the advantages of the colony as a sphere for enterprise. Special inducements were offered by the Legislature to desirable immigrants.

To those who defrayed the cost of their own passages orders were granted available in payment for lands, representing to each adult £18 on arrival, and £12 additional after two years' residence, two children being accepted as equal to one adult. An extensive traffic in these orders immediately sprang up. The newly-arrived immigrants uncertain where to proceed or how to act under their altered condition of life, were easily persuaded to sell their orders at less than their value, and the purpose for which they were issued was thus defeated, while the newcomers drifted into hired service or hung about the towns; though a certain proportion did take up land and settle down. Later on a Land Act was passed which made provision for the establishment of agricultural reserves, each containing 100 acres, at East and West Moreton, Wide Bay, Port Curtis, and Keppel Bay; and reservations for settlement, 10,000 acres in extent, were to be defined within 5 miles of every town of 500 inhabitants. These lands were made available to selectors at £1 per acre, payable by instalments. As a result of its immigration policy, the colony soon received a large accession to its population; in the first four years alone the number added was not less than 46,422.

During the first years of responsible government the pastoral industry was exceedingly prosperous. Settlers were constantly pushing forward the frontiers of settlement, though greatly harassed by the hostility of the aboriginal inhabitants. Murders by the blacks of solitary shepherds and straggling stockmen were constantly being reported, without, however, exciting much more than passing interest and annoyance. The colony was greatly shocked, therefore, when a massacre occurred on a larger scale, and a whole family named Wills, together with their station hands, nineteen persons in all, were slaughtered by the aborigines in one night. This outrage was followed by an act of vengeance by the whites, the police, assisted by volunteers, killing some 170 aborigines whom they pursued to the Midway Ranges.

In 1861, Governor Bowen paid a visit to Cape York with the object of selecting a station to replace that so long uselessly maintained at Port Essington. Nearly every commander of a Queen's ship exploring in the seas lying to the northward of the colony had condemned it, and expressed a preference for Port Albany. His Excellency confirmed their recommendations, and appointed as Government Resident Mr. Jardine, who was established with a small detachment of marines at Somerset, a harbour of refuge on the inner side of Albany Island. By this time pastoral settlement had spread all along the coast as far north as Cardwell; inland, the Thompson River was being rapidly occupied; and northward, the country watered by the Flinders River; the Plains of Promise were occupied by cattle, and the hinterland of the Gulf of Carpentaria was rapidly taken up for squattages. Extensive deposits of copper ore had been discovered in the Peak Downs District, and active mining operations were proceeding.

The second Parliament met on the 22nd July, 1863, and did not dissolve until the 29th May, 1867, and, during the greater part of its

term, the Hon. Robert Herbert retained the confidence of the representative legislature. On the 21st September, 1863, the Queensland Bank Act was passed, and the first bank having its headquarters in the colony was established under its provisions. The bank began business in October, but had only a brief life, being overwhelmed in the financial cataclysm of 1866.

Just after the accomplishment of separation, a movement was initiated by a public company to construct a tramway to facilitate traffic between the Darling Downs and the Bremer at Ipswich, to which point river steamers daily plied from Brisbane. This project collapsed, and the conception of a railway took its place. The starting of construction was, however, delayed for several years, owing to the contentions which arose between Brisbane and Ipswich as to the proper point of departure. At length the squatting party in Parliament, seeking to deal out a rebuff to the capital, which represented the democracy (mainly immigrant) of the colony, decided on Ipswich, and the work of construction was begun. The gauge adopted was the 3 ft. 6 in., and the line was opened from Ipswich to Grandchester on the 31st July, 1865. Brisbane obtained, as some compensation, a measure for improving the access to the town, and the river bar and the flats were dredged with the view of cutting a deep-water channel. Sugar culture was encouraged by liberal arrangements for the acquisition of plantations on the alluvial lands along the coastal rivers and creeks; and the first sugar from Queensland cane was manufactured on the 9th September, 1864. The growth of cotton was effectually stimulated by liberal bounties granted by Parliament on the export of the staple. Between 1867 and 1874 no less than 10,023,585 lb. of cotton were grown and exported, but later the practice of paying bounties ceased and the cultivation died out.

The revenue of the young colony was not, of course, adequate for defraying the cost of founding its institutions and carrying out great public works, and recourse had early to be had to the money market of London, where, during the years 1861-3-4, loans had been authorised and negotiated aggregating £1,856,236.

From January, 1860, to the end of September 1865, over 46,000 immigrants had been added to the population of the colony; the Bank of Queensland, with local share-holding and a local directorate, had been established, money was plentiful and credit readily obtained, building societies had been established, and business enterprises of all kinds were flourishing. In 1865, however, the colony was forced to repeat the bitter experience of South Australia in 1841, of New South Wales in 1842, and of New Zealand in the cold days of financial collapse that succeeded the Vogel policy of national expansion and construction of public works. There can be no doubt that the expenditure of borrowed money had been extravagant and in not a few instances unjustifiable. The waste of money on railways and in dredging was enormous, and the stoppage of this extravagance was coincident with one of those

waves of depression which, from time to time, afflict the commercial operations of the world. Its effects were felt with emphatic severity in Queensland; prices of pastoral products fell; the banks stopped the granting of credit and called in their advances. Parliament naturally turned its hand against the Herbert Ministry which was driven from office. The new Ministry was led by the Hon. Arthur Macalister, and attempted to stem the torrent of disaster, but confusion reigned supreme, and after six months it was swept aside. The Hon. Robert Herbert again essayed the task of governing the country and again succumbed after three weeks' trial. On the 7th August Macalister once more accepted office amid the wildest public panic. The failures in Great Britain of the banking firm of Overend Gurney, and the great contractors, Peto, Brassey, and Betts, who had the contract for the railway then being constructed, and also for the Victoria bridge, had greatly intensified the crisis in Queensland; but it was hoped that the storm might be weathered with the help of a freshly authorised loan. The Sydney agency of the Agra and Masterman's Bank had already undertaken to make the necessary advances, when the news from London of the collapse of that institution brought total wreckage in its train. The Bank of Queensland closed its doors; investment society after investment society rapidly went to the wall, insolvencies followed each other in bewildering succession, and the whole fabric of social polity seemed to be absolutely disintegrating. The Treasury was totally depleted—trust funds, saving banks' deposits, and ordinary revenue had alike disappeared. Tenants ceased to pay their rents, and thousands were discharged from employment, or had to forego the receipt of their salaries; even the navvies engaged in railway construction were turned adrift by the contractors who could no longer pay their wages. The discharged navvies thereupon collected in a menacing body, seized a train going to Ipswich, and marched upon the city of Brisbane, heralded by rumours of the most alarming description. Reports circulated among the citizens that the malcontents had sworn to loot the shops and the banks, to burn down Government House, and to hang the Ministers of the Crown. The members of the Government were panic-stricken, and behaved as if they were demented, their abject terror serving only to augment the public alarm. The police were, however, armed, and the members of the Civil Service provided with batons, and sworn in as special constables. Many citizens were also sworn in, but the only things served out to them for the protection of the community were badges and rosettes. When the navvies arrived they were found to number only 125 very weary famished men; but they were speedily reinforced by many of the local unemployed. The Riot Act was read, the police loaded their rifles with ball cartridges, and the men were headed off to a vacant reserve on the flank of Windmill Hill, where they were furnished with food and addressed by the Roman Catholic Bishop and others. Employment was found for them on relief works, where they received 5s. a day and rations, and the difficulty was tided over.

This diversion gained for the Ministry a little breathing time, of which they proceeded to make immediate use. Parliamentary sanction was obtained, and £300,000 of Treasury bills at short dates, and bearing 10 per cent. interest, were issued, and realised £298,671, thus staving off the total collapse which apparently was imminent. One hundred thousand pounds of Treasury notes of £1 each, serving alike as relief to the Government and as a currency, were also put into circulation, and other devices were resorted to in order to avert financial ruin. Just prior to this great crisis, Kanakas to work on the sugar plantations were first introduced into the colony, and the germ of a disintegrating social factor was thus sown which was destined to produce unpalatable fruit in later years of development. In the month of September, 1867, a miner named James Nash, while wandering in the Wide Bay district, found indications of gold, and in a day or two had washed out sufficient of the precious metal to represent a value of some £200 or £300. The news soon became known far and wide, and the discovery was announced to the authorities. Nash led the Gold Commissioner and nearly the whole population of Maryborough to the scene of his fortunate find. The whole of Queensland was in a turmoil, and thousands of impoverished settlers gathered to the new "rush." Then was unearthed the Curtis nugget, containing £3,000 worth of gold, and a tremendous influx of diggers set in from all parts of Australia and New Zealand. The town of Gympie sprang up, and many localities in the neighbourhood were found to contain gold in alluvial deposit. The discovery was opportune, and gave a new impetus to the hopes of the colonists. The field was situated about 100 miles north of Brisbane, and has since proved one of the most important gold-producing centres of the colony.

During the Macalister *régime* a Stamp Duties Act was passed, also an important measure dealing with the alienation of the Crown lands ; but the result of the general election failed to confirm Mr. Macalister's policy, and his Ministry was succeeded by that of the Hon. Robert R. Mackenzie, who, retaining office for a little more than a year, appealed to the country, and, on the meeting of the fourth Parliament, was defeated. In spite of the political instability, the colony was now, once more, upon the upward grade. The new Land Act gave greater facilities for settlement, and the sugar industry began to give signs of importance, and to replace the languishing cotton plantations. By the end of 1869 there were in the colony twenty-eight sugar-mills at work.

Sir George Bowen surrendered his office just on the eve of the new era of promise and financial confidence, leaving the colony on the 4th January, 1868. The Government was administered till the 14th August following by the Hon. Colonel (afterwards Sir) Maurice Charles O'Connell, President of the Legislative Council. Sir George Bowen's successor, Colonel Samuel Wensley Blackall, assumed the responsibilities of office on the 14th August, 1868.

The Hon. Charles Lilley's Ministry succeeded that of Mr. Mackenzie on the 25th November, 1868, and lasted till the end of May, 1870. During its term of office the Civil Service Act was repealed, a number of measures dealing with court procedure were passed, and amendments were made in the electoral laws. The tenure of pastoral leases was changed by making provision for the resumption, at the discretion of the Government, of lands as required for settlement, subject, however, to the approval of Parliament.

During Sir Maurice O'Connell's administration, and early in the year 1868, the Duke of Edinburgh, who was making the tour of the Australasian Colonies, paid a visit to Brisbane, and was received with great enthusiasm.

The colony continued to advance, and it owed no little of its prosperity to the successive discoveries of gold made within its borders. One after the other, the new fields afforded scope to the energies of the digger, and opened up fresh avenues for the employment of the capital of the speculator. Ravenswood, the Cape River, the Gilbert, the Etheridge, Charters Towers, and Cloncurry, are all gold-bearing areas, still worked, which were opened up about this period, and attracted population and invited investment. There was, however, the germ of future trouble which became more serious as the years went by. This was the presence among white people of an alien and coloured race. The expansion of the sugar industry had created a demand for cheap labour, available for employment on the plantations. An old South Sea whaling Captain, named Robert Towns, who had accumulated great wealth in trading with the South Sea Islanders prior to settling in Sydney, was among the earliest to engage in sugar-cane growing on a large scale. He first took up a plantation on the Logan River; but is best known as the founder of Townsville. With a view to working his plantation more cheaply he quietly brought to the colony a shipload of Kanakas, as the South Sea Islanders are termed; and it was not long before other planters began to follow his example. In 1868, an attempt was made to legislate restrictively with regard to the traffic in this class of labour; but the sugar interest had become politically powerful, and the Legislature confined its action to passing an Act to regulate recruiting for labour in the South Seas, and the conditions of the contracts made with the Islanders. The early records of "black-birding" cruises, and the scandal connected with the *Hopeful* case, have cast a cloud of suspicion upon the entire system. The ships of Her Majesty's Navy eye with severe scrutiny the doings of the labour boats; and the white workers in the colony resent the competition and the presence among them of an inferior and an alien race. They allege, that cheapness is the only cause of the employment of savages in a civilised community and the capitalists retort that the work is such that Europeans could not perform it, and that the employment of Kanakas has enabled an industry to be developed, which otherwise, like the cultivation of cotton, would not be possible—an industry, moreover, which indirectly

furnishes employment to large numbers of white labourers in other departments of production and distribution. Some notion of the proportions rapidly attained by the traffic in South Sea Island labour may be formed from a consideration of the fact that in 1868 (when official statistics first became available) six vessels brought 437 males and two females; in 1869 five ships brought 276 males and two females; and in 1870, nine ships brought 1,294 males and 18 females.

In the year 1869 another step was made in the progress of public instruction, provision being made under State subsidy for secondary education by the establishment of the Brisbane Grammar School. In the month of May, 1870, the Hon. Charles Lilley had no longer the command of a majority in the Legislative Assembly, and resigned. The Hon. (afterwards Sir) Arthur Hunter Palmer was thereupon summoned to form a Ministry, and two months later he obtained a dissolution. On meeting the new Parliament, Mr. Palmer found that his policy had been confirmed by a majority of the electors; and he was able to retain office until the 8th January, 1874.

Governor Blackall, the most popular and the most deeply regretted of all the representatives of Royalty who had ruled the colony, died in office on the 2nd January, 1871, and the Government was administered by the Hon. M. C. O'Connell, President of the Legislative Council, until the arrival of the Marquis of Normanby on the 12th August following. In the month of June of the same year, after a life of rather more than six months, the fifth Parliament was dissolved; but the succeeding one, opened in November, brought no change in the administration.

The Queensland National Bank, which has been a fertile source of political trouble, and in connection with which there has been such a vast amount of litigation, was founded in 1871, and was opened on the 2nd of June that year.

In the year 1872 immense deposits of tin were discovered near the south-eastern border of the colony, at a place now famous as Stanthorpe, and almost simultaneously attention was directed to the extensive lodes of copper ore in the Mount Perry Run, Burnett District. The existence of opal in the northern part of Queensland was also brought to light, followed shortly afterwards by the discovery of extensive beds of this gem on the Bullo, in the Warrego District. The mineral discoveries at Stanthorpe and Mount Perry were only the precursors of others equally rich and extensive, and the colonists found that they were dowered with every kind of hidden wealth that only awaited their exploitation. A heavy fall in the market price of tin and copper somewhat checked the extravagances of their day dreams, and great losses were experienced by many who had indulged in too eager speculation. In 1872 the discovery of coal in the Wide Bay District added a further area to the proved coal measures of the colony; but the mineral discovery of the most sensational character during this year was that of the Palmer gold-field by Mr. William Hann, who had been despatched to explore

and prospect for minerals in the wild country outside the limits of settlement, in the base of the Cape York Peninsula. Mr. Hann had associated with him Mr. Taylor, a geologist of established reputation, while Dr. Tate accompanied the party in the capacity of botanist. Prospecting was conducted over a very wide area of country, and several important geographical discoveries were made, one of the most notable being that of the Palmer River, named after the Premier. Here prospects of gold were found by Mr. Warner, the surveyor of the expedition, a discovery which subsequently resulted in the development of one of the richest gold-fields in Australia, though the man who chanced upon it thought himself fortunate in being rewarded by half a pound of coarse fig tobacco. In 1873 James Venture Mulligan took up the work of prospecting for gold at the point where Hann had left off, and was fortunate in finding payable "shows" for some 40 miles in the bed of the Palmer River. Acting on Mulligan's advice the Government opened Cooktown, and sent up officers to that gold-field. After prospecting and finding gold for 80 miles along the course of the Palmer, and for a radius of 40 miles outside the Palmer, Mulligan's party applied for and obtained the Government reward of £1,000. The fame of Cooktown spread far and wide throughout the civilised world, and a great "rush" set in, thousands of diggers swarming to the spot in a fleet of vessels, which were moored or anchored hard by the estuary of the Endeavour River, where Cook had beached his battered barque over a hundred years before. Among the invaders came hordes of Chinese, and the friction caused by their intrusion on the field occasioned legislative action, which excluded men of that race from all gold-bearing areas until a certain period had elapsed after discovery.

Up to this time Ipswich had been the terminus of the railway nearest the coast, but it was now resolved to remove the absurd anomaly of leaving the metropolis and principal seaport still disconnected from the railway system of the colony, and in January, 1873, the extension of the railway from Ipswich to Brisbane was begun. In June of the same year Captain Moresby unfurled the Union Jack in New Guinea, and formally read a proclamation taking possession of it in the name of Queen Victoria; his action, however, was not confirmed. During this cruise the blacksmith on board H.M.S. "Basilisk," Captain Moresby's vessel, reported the discovery, a few miles inland, of gold-bearing quartz. This discovery has since been confirmed by numerous visits of gold-hunting diggers, particularly to Sudest and Woodlark Islands. In the following year the Hon. Henry Parkes, at that time Colonial Secretary for New South Wales, addressed a minute to Governor Robinson, advising that an effort be made towards the colonisation of New Guinea under British auspices, but no definite answer was received from the Home Government.

Mr. George E. Dalrymple was again sent out by the Government in 1874 to extend his researches along the north-eastern seaboard. He left

Cardwell with a party of twenty-six men, including thirteen well armed native troopers, in the cutters "Flying Fish" and "Coquette" — crafts of some 10 or 12 tons burden. He made many and important discoveries, passing and naming rivers, harbours, and roadsteads, and finding large areas of rich alluvial coast lands, which proved of great subsequent value for the cultivation of tropical products. In 1875 the settlement at Port Albany, lying too far from the route of vessels navigating Torres Straits, was abandoned by the Admiralty, the marines were withdrawn, and a new station was established by the Government of Queensland on Thursday Island, one of the Prince of Wales Group, in Torres Straits, a change which has worked very satisfactorily.

In 1875 the question of the annexation of New Guinea again came to the front, while a large public meeting held at Sydney, in the parent colony, also declared in favour of the proposal. The "Chevert," fitted out by the Hon. William Macleay, M.L.C., to explore south-west New Guinea, made no new geographical discoveries, but it brought back an immense collection of specimens of the greatest interest to naturalists.

The Marquis of Normanby had departed from the colony on the 12th November, 1874, and until the arrival of his successor, Mr. William Wellington Cairns, on the 23rd January, 1875, the Government was administered once more by the President of the Legislative Council, the Hon. M. C. O'Connell. Governor Cairns left the colony on the 14th March, 1877, to take up the rôle of Administrator of South Australia, and the Hon. M. C. O'Connell filled the vice-regal chair until the 10th of April following, when Sir Arthur Edward Kennedy, G.C.M.G., C.B., took up the responsibilities of Governor. During Sir Arthur Kennedy's absence on leave, from the 19th March, 1880, till the 22nd November of the same year, the Hon. Joshua Peter Bell, President of the Legislative Council, administered the Government. Sir Arthur Kennedy left the colony on the 2nd May, 1883, and the Government was administered by Sir Arthur Hunter Palmer, K.C.M.G., the President of the Legislative Council, until the arrival of the next Governor, Sir Anthony Musgrave.

The most important political event of 1878 was the restriction of Chinese immigration into the colony. At that time it was estimated that there were about 18,000 or 19,000 of these aliens distributed about the various mining fields. At Maytown, in the year 1878, a serious fracas took place amongst the resident Chinese, resulting in the deaths of several of their number.

In the year 1879 Mr. Thomas McIlwraith succeeded the Hon. John Douglas as Premier, and immediately revived the project of a trans-continental railway on the land-grant system. The new Ministry had no difficulty in carrying through Parliament a Railway Companies Preliminary Act, which conferred upon the Government power to enter into treaties for the construction of railways, subject, however, to the confirmation by Parliament of any arrangement that might be

made with contracting syndicates. An association of British capitalists was soon negotiating terms with the Government for the construction of the long canvassed line from Charleville to the Gulf of Carpentaria, with a terminal station at Point Parker; and General Fielding was sent out in charge of an expedition of engineers to report upon the proposed route. This report was so favourable that a preliminary agreement was, after some delay, signed and sealed between the Government and the contracting syndicate. The squatting interest in Parliament became alarmed, however, at the large resumption from squattages that a land-grant system of railway construction would involve. They, therefore, withdrew their allegiance from the Government and formed a third party. The Opposition was led by Mr. (afterwards Sir) Samuel W. Griffith, a gentleman who was at first favourably inclined towards the land grant railway scheme, but who afterwards opposed it most strenuously. The combination of the regular Opposition and the third party was able to defeat the Government, and the McIlwraith Ministry was succeeded by one led by the Hon. S. W. Griffith.

Before relinquishing his hold of the Colonial Treasurer's portfolio, Mr. McIlwraith made his historical attempt to seize New Guinea in 1883. Tired of long and vain solicitations to Lord Derby, then Secretary of State for the Colonies, to take formal possession of the island, he quietly instructed Mr. Henry M. Chester, the Police Magistrate at Thursday Island, to cross Torres Straits and on behalf of Her Majesty's Government in Queensland, to hoist the British Ensign and proclaim the annexation to the colony of that part of the island not claimed by the Dutch. This proceeding was not authorised by the Colonial Office, and after some hesitation the Imperial authorities repudiated the annexation. Lord Derby, however, in 1884, declared a British Protectorate over a part of unannexed New Guinea, and Germany thereupon seized the remainder. During the McIlwraith Government the Queensland and South Australian boundary was fixed by Messrs. Winnecke and Barclay, two surveyors who had been despatched by the South Australian Government in 1878 to reach the Queensland border from the transcontinental telegraph line. The expedition of 1878 was fruitless, but a second attempt in 1880 proved successful.

Sir Anthony Musgrave, G.C.M.G., who had previously governed South Australia from 1873 to 1877, relieved Sir Arthur H. Palmer of the responsibilities of administration on the 6th November, 1883. During the absence, on leave, of Governor Musgrave from the 19th April to December, 1886, the Government was again administered by Sir Arthur Palmer. During Sir Anthony Musgrave's régime several events of importance occurred. On the 1st October, 1884, one of those sensational "crushings" took place which tend to keep alive and fan to flame the gold-hunter's enthusiasm, no less than 2,249 ounces of the precious metal being obtained at Gympie from 107 tons of stone. The main political event of the year was the meeting at Townsville, the headquarters of the Separationists, of the Separation Convention, on the

10th April. The centralisation of power and influence in the Southern corner of the colony had been productive of discontent in the Central and Northern parts of Queensland, and for years intense agitation was carried on for the division of the territory into three, or at least two, distinct colonies, with separate responsible Governments. In order to promote the objects of the Separation League, a committee was formed in London on the 2nd October, 1885, and the work of agitation was vigorously proceeded with. Railway extension was now being pushed forward rapidly, and various sectional lines were opened and given over to traffic. On the 25th January, 1886, the first meeting of the Federal Council of Australia was held at Hobart, thus preparing the way for what was later on to take form in an earnest movement towards complete federation. Queensland was represented in this and all subsequent meetings of the Council.

Early in 1887 the Queensland Government appointed Mr. Clement Wragge to the position of Meteorological Observer, and from that time onward the regular publishing of meteorological data has proved of great advantage not only to the shipping interests of Queensland, but to Australia generally.

The beginning of the year 1888 saw railway communication between Sydney and Brisbane established. During the month of February disastrous floods occurred at Rockhampton, no less than 21 inches of rain falling in a space of time little over twenty-four hours in duration. In the fall of the year Dr. McGregor, appointed Administrator of New Guinea, proclaimed British sovereignty over the British section of the Island.

In 1888 the deaths of two prominent men occurred. The first was that of the Governor, Sir Anthony Musgrave, at the age of 60 years; the second, that of Mr. Frank C. Gregory, at the age of 68. Sir Anthony Musgrave died in office on the 8th October, universally regretted in the colony as a Governor of marked ability, and a gentleman of gracious social manners. Mr. Frank Gregory had accomplished excellent exploratory work in Western Australia. General Sir Henry Wylie Norman succeeded to the Government of Queensland on the 1st May, 1889, and continued in office till the 15th November, 1895.

A terrible marine catastrophe took place on the 28th February, 1890, when the R.M.S. "Quetta" struck upon an uncharted rock off the coast of Northern Queensland. She sank in a few minutes after striking, only 137 persons being saved out of a total of 283. The month of March, 1890, was exceptionally tempestuous. Extensive floods devastated large areas in Queensland and the northern districts of New South Wales, causing fearful damage to property. A terrific hurricane occurred at Townsville, and lasted two days, occasioning great loss of property, both in houses and shipping, and heavy rains and floods in both colonies were attended by serious losses.

The Morehead Ministry, which had succeeded that of Sir Samuel Griffith on the 30th November, 1888, came to a dramatic termination on 7th August, 1890, when it was saved from defeat on a want of con-

fidence motion only by two votes, the number of votes recorded being thirty-five to thirty-three. Five days afterwards the second Griffith Ministry was formed, and Parliament was adjourned until the 16th September.

The year 1890 saw something of a crisis in the industrial history of Australasia. On the 19th August the great maritime strike began in Sydney, and soon became general throughout the colonies. In a previous chapter dealing with New South Wales will be found a short account of the developments in the period of industrial warfare which was ushered in by this episode.

The Queensland Premier, Sir S. W. Griffith, so far entertained the proposals of the Separationist Party—or was so far swayed by their agitation—that he proposed, in the month of November, 1890, to divide the Colony into three semi-independent States.

In March and April, 1891, a parliamentary convention was held in Sydney for the purpose of drawing up a federal constitution. The work of the Convention is elsewhere described.

The squatters, but more particularly the planters, had ever kept a longing and interested eye on cheap alien labour, and it is possible that such industries as the growing of sugar-cane could not be conducted without it. The great bulk of the white labourers, however, held particularly strong views against the introduction of alien races of any kind, but especially of kanakas: and they received, therefore, with no good grace the remarks of Sir Samuel Griffith, when, speaking on the 18th March, 1892, at Maryborough, the centre of a sugar-cane growing district, he advised the re-introduction of Polynesian labourers. The representatives of labour in Queensland entered a vigorous protest against the proposals of the head of the Government, but this protest was of little avail, for, on the 14th April following, the Pacific Labourers (Extension) Bill passed both Houses of Parliament.

On the 14th September, 1892, Mr. Justice (afterwards Sir) William Windeyer proceeded to Brisbane at the invitation of the Queensland Government, and by special permission of the Government of New South Wales, and sat in the Supreme Court to adjudicate in the Queensland Investment Company's cases. On the 11th January Sir Samuel Griffith resigned his position as Premier of the Colony to become Chief Justice, the Right Hon. Sir Hugh Miller Nelson, P.C., undertaking the duties of Acting Chief Secretary until the arrival of Sir Thomas McIlwraith from Europe, which event followed on the 19th of the same month.

Terrific storms raged over a great part of Queensland on the 31st January, 1893, the rainfall registering from 3·18 to 4·8 inches in twenty-four hours. From the 4th to the 6th of the following month South-eastern Queensland was devastated by unprecedented floods, Brisbane and Ipswich suffering in particular. The Oxley and Victoria bridges in the metropolis were destroyed, the damage done to property in this city alone being estimated at £2,000,000. South Brisbane was completely isolated by the flood waters. On the 19th February there

was another phenomenal flood, not only in Brisbane, but in Grafton, Lismore, and other north-eastern towns of New South Wales, all telegraph lines north of Newcastle being interrupted.

On the 23rd February a Bill for laying a cable between Queensland and New Caledonia was adopted by the French Chamber of Deputies.

The banking crisis that afflicted Australia in 1893 did not spare Queensland. On the 15th May of the year mentioned the Bank of North Queensland and the Queensland National Bank both closed their doors, and, two days after, the Royal Bank of Queensland suspended payment. The Bank of North Queensland re-opened on the 31st July; on the 2nd August the reconstructed Royal Bank of Queensland followed.

As a direct result of the strike of 1890, a movement was set on foot having for its object the founding of a sort of communistic colony, where the settlers should be free from the strife and troubles incidental to existing social conditions. The leader of the movement was a Mr. William Lane, a Brisbane journalist, and he devoted himself with whole-souled energy to preaching the blessings of the new Promised Land, and collecting funds to enable the colony to be started. After much negotiation, the position of the settlement was chosen in Paraguay, in South America, and on the 16th July, 1893, the first detachment of New Australians left Sydney in the "Royal Tar." Other consignments of intending settlers sailed in succeeding ships; but, though the settlement is still in existence, it has, as is usual with such Utopian schemes, fallen sadly short of the ideals which led to its foundation. Some of the disillusioned emigrants were assisted by the Queensland Government to return to their old homes; others managed to get away without assistance, while those that remained were for the most part plunged in continual bickerings with one another. The latest available news gives the number of settlers now at Cosme as eighty-three, consisting of twenty-nine men, seventeen women, and thirty-seven children. The Government originally granted 25,000 acres to the colony, exempted the settlers from all direct taxation, appointed locally-nominated magistrates, established a postal service, and recently, through the State Bank, supplied, on favourable terms of repayment, machinery for the development of its resources.

The year 1893 was full of interesting events, though none of them of first importance. On the 23rd August a resolution was carried in the Assembly that the question of Separation of Central Queensland should be submitted to a referendum; on the 29th instant, a resolution in favour of a Bill raising the salaries of members from £150 to £300, though opposed by the Government, was carried in the Assembly by 27 votes to 22; on the 18th September, the Governor, Sir Henry Norman, declined the position of Viceroy of India; on the 25th, the bridge over the Logan River, South Queensland, sank bodily for nearly 3 feet while a train was passing over it; on the 13th October, stonewalling of the Sugar Works Guarantee Bill was resorted to all night by the labour

party, to prevent the employment of Asiatics in the mills—the Bill was ultimately read a third time and passed. Towards the close of the year, the cable connecting Bundaberg, Queensland, with New Caledonia, was opened for the transmission of messages.

The angry feelings which had culminated in the Great Strike, and those engendered by this industrial demonstration, urged men from time to time to acts of folly and recklessness. Free labourers were waylaid and maltreated; station buildings were burned down; and various other proceedings, partaking of the nature of serious outrage, were indulged in. On the 13th July, 1894, the Legislative Assembly unanimously carried a motion,—"That the time has arrived when Parliament should take steps to prevent industrial disputes." On the 11th September, while the Peace Preservation Bill was being considered in Committee, eight members were removed and suspended for one week. On the following evening, a public meeting was held to criticise the Parliamentary proceedings of the previous night, and a motion was carried condemning,—“The unconstitutional manner in which the Coercion Act has been forced through the Legislative Assembly by the Government and their supporters,” and expressing sympathy with the suspended members. On the 12th, the Peace Preservation Bill passed through Committee, and the Opposition, with three exceptions, rose in a body and left the Chamber. On the 18th, the suspended members presented themselves in the House as a protest, but were conducted from the precincts of the Chamber by the Sergeant-at-Arms. On the 27th, seven members issued writs against the Speaker, claiming damages for assault, trespass, and false imprisonment, in connection with their suspension, and the first of these cases (*Brown v. the Speaker*) began on the 13th May of the year following. On the 14th November, 1894, the Legislative Council rejected the Payment of Members' Bill on a motion for the second reading by 24 votes to 2. On the 2nd March, 1895, an area of 1,500,000 acres of grazing farm land, hitherto unavailable, was thrown open in Queensland for selection, and attracted a large number of selectors, some of whom came long distances and from other colonies.

The year 1895, especially the earlier months, had been marked by some disastrous weather conditions, causing serious floods and loss of life, especially in the north-east coast districts. Early in the following year there were terrific gales and floods along the northern coasts of Queensland, which wrought considerable damage to shipping and other property. On the 13th February, 1896, a terrible accident occurred at Brisbane through the capsizing of the ferry steamer “Pearl,” twenty-eight lives being lost.

On the 27th March, Lord Lamington, Governor Designate of Queensland, arrived at Thursday Island; on the 9th April he was sworn in at Brisbane. Sir Henry Norman was appointed Agent-General for Queensland on the 25th November of the same year.

It has been mentioned that when Sir Samuel Griffith assumed the position of Chief Justice on the 27th March, 1893, he was succeeded by

Sir Thomas McIlwraith. On the 27th October, 1893, the Hon. H. M. Nelson became Premier, Sir Thomas McIlwraith occupying the position of Chief Secretary and Secretary for Railways in the Ministry. This Administration was succeeded in turn by one under the Premiership of the Hon. T. J. Byrnes, on the 13th April, 1898, and on the 1st October, 1898, the Hon. J. R. Dickson, C.M.G., assumed the Premiership. The Dickson Ministry lasted till the 1st December, 1899, when it was succeeded by a Labour Administration under the leadership of Mr. Dawson. The term of office of this Ministry, however, was exceedingly short, as it collapsed on the 7th December, 1899, on which date the Ministry of the Hon. R. Philp was inaugurated, and is still in office at the date of publication of this work. In July, 1900, one of the most notable figures in Queensland history passed away, in the person of Sir Thomas McIlwraith, who was Premier and Colonial Treasurer during the period from 1879 to 1883, and was also the head of the Ministry in 1888 and 1893. Amongst the more noteworthy of his political acts was the annexation of New Guinea, which, had it been confirmed by the Imperial Government, would certainly have prevented the firm foothold which Germany acquired not only in New Guinea but throughout the Western Pacific.

In the following table will be found a list of the Ministries which have held office in Queensland from the inauguration of responsible Government up to the date of publication of this volume:—

No. of Ministry.	Name.	Period of Office.		Duration.	
		From—	To—	Months.	Days.
1	Herbert	10 Dec., 1859	1 Feb., 1866	73	22
2	Macalister	1 Feb., 1866	20 July, 1866	5	19
3	Herbert	20 July, 1866	7 Aug., 1866	0	18
4	Macalister	7 Aug., 1866	15 Aug., 1867	12	8
5	Mackenzie	15 Aug., 1867	25 Nov., 1868	15	10
6	Lilley	25 Nov., 1868	3 May, 1870	17	8
7	Palmer	3 May, 1870	8 Jan., 1874	44	5
8	Macalister	8 Jan., 1874	5 June, 1876	28	28
9	Thorn	5 June, 1876	8 Mar., 1877	9	3
10	Douglas	8 Mar., 1877	21 Jan., 1879	21	13
11	McIlwraith.....	21 Jan., 1879	13 Nov., 1883	57	23
12	Griffith	13 Nov., 1883	13 June, 1888	55	0
13	McIlwraith.....	13 June, 1888	30 Nov., 1888	5	17
14	Morehead	30 Nov., 1888	12 Aug., 1890	20	13
15	Griffith	12 Aug., 1890	27 Mar., 1893	31	15
16	McIlwraith.....	27 Mar., 1893	27 Oct., 1893	7	0
17	Nelson.....	27 Oct., 1893	13 April, 1898	53	17
18	Byrnes.....	13 April, 1898	1 Oct., 1898	5	18
19	Dickson	1 Oct., 1898	1 Dec., 1899	14	0
20	Dawson	1 Dec., 1899	7 Dec., 1899	0	6
21	Philp	7 Dec., 1899