

DISCOVERY OF THE SITE OF IPSWICH

The mouth of the Bremer River was noticed by John Oxley, Allan Cunningham and Lt Butler, on an exploring trip up the Brisbane River in September 1824.

Oxley recorded in his diary on September 19 that he had seen 'a considerable creek or stream' branching off the Brisbane River. On the return trip down-river on September 25, the men camped at the mouth of the tributary and this time, Oxley referred to it as 'Bremer River'. The name Bremer is assumed to honour Admiral Sir John Bremer who had sailed in the HMS Tamar to establish a settlement at Port Essington in northern Australia.

Near the Bremer Junction, the explorers saw a family of aborigines eating 'long worms' taken from decayed timber. The family ran away and the explorers examined their belongings - stone hatchets, spears and baskets. The explorers took nothing, conscious of the amount of work that had gone into making the implements and said they hoped this would reassure the aborigines of their 'good intentions towards them'.

The exploring party did not attempt to travel up the Bremer River but continued on back to Brisbane. In late 1826 or early 1827, the commandant of the penal settlement at Brisbane, Captain Patrick Logan, explored the Bremer. About 10 miles from its junction with the Brisbane River, he found hills of limestone. He was also struck with the appearance of unusual grass trees growing in this area. Stands of these trees still remain today in nearby Queens Park.

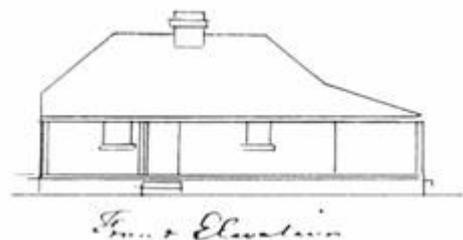
The site later proved to have other advantages:

- Moderate sized boats could come up the Bremer as far as the limestone deposits; just upstream of this point, there were shoals and rocks across the river which prevented any further progress.
- Near the lime deposits was a large natural basin in the river where boats could turn or anchor.
- And finally, beds of coal could be seen along the riverbanks nearby.

This all gave the site considerable strategic importance. The botanist Fraser predicted the spot would be 'the principal key to the internal commerce of this interesting portion of Australia'. Cunningham also saw the site as a potential inland port, which would handle produce from the interior and predicted 'It is therefore highly probable that upon the site of these Limestone Hills, a town will one day be raised'. This prediction came true and the town was named Ipswich.

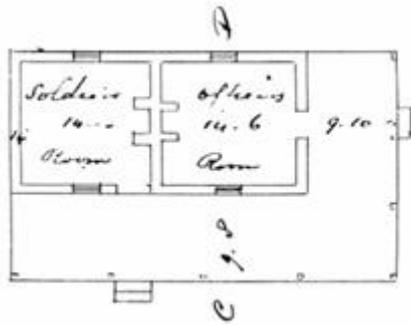
THE SETTLEMENT AT THE LIMESTONE HILLS

Captain Patrick Logan was very interested in the limestone deposits he had discovered. He had embarked on an ambitious building program for the convict settlement of Brisbane, but he was hampered by a lack of lime for making mortar. Convicts had been laboriously gathering seashells and burning them to produce a small supply of lime. His discovery offered him an easier source.



In April 1827, Logan sent a sample of the Bremer River limestone to Sydney for assessment, then about June or July, he sent a party of convicts to the site to begin lime burning. The party consisted of five convicts supervised by a convict overseer who had experience of tunnelling and mining. The men quarried the lime in the area of Ipswich, which is still called 'Limestone Hill'.

Aborigines visited the settlement and although Oxley's party two years earlier had expressed the hope that goodwill would prevail, relationships between the two races broke down immediately. The aborigines threatened the white people and took some of their tools. The white people saw this as theft. A corporal and three privates were then sent to Limestone to guard the settlement.



To house the soldiers, a brick cottage was built overlooking the Bremer River. It had two rooms, one for officers and one for soldiers. Each room had a fireplace, a door and a window, probably without glass. A verandah ran around two sides. Nearby, the soldiers cultivated a vegetable garden.

The position of this house was marked in early maps of Ipswich. It stood in Thorn Street, partly on the present-day footpath and partly in the front garden of number 2 Thorn Street.

The convicts were housed nearby in a slab building with one room for the overseer and one for prisoners. Another description referred to the convict quarters as 'a stockade'.

THE PLOUGH STATION

The settlement at Brisbane was short of supplies and several times had to go on half rations until further food was sent up from Sydney.

The authorities in Sydney instructed the commandants including Captain Patrick Logan to try to become self-sufficient. Soon after the Limestone Station was established, Logan decided to also establish a farm and a sheep and cattle station there. Eagle Farm had already been set up in Brisbane and it is not clear why Logan decided to start this extra farm at some distance from the main settlement.

Possibly, it was to spread the risk, guarding against disease spreading among the animals or a total crop failure. The Moreton Bay settlement was set up for convicts who had committed another offence after their arrival in Sydney. They were sent to Moreton Bay as a further punishment and their conditions were deliberately harsh. On arrival, males wore leg irons for the first nine months. The irons were then removed unless they were punished for further misconduct.

According to Government regulations, prisoners in Brisbane worked from dawn to dusk, with one hour for breakfast and one hour for dinner in winter, two hours in summer. Hoes and spades were to be used rather than ploughs to keep the convicts occupied.

It is unlikely that conditions at the Limestone Station were as strict as at Brisbane. It was an outstation, well away from the main settlement. The first convicts sent there were considered to be more reliable prisoners and this probably continued.

The restriction on convicts using hoes appears to have been relaxed because Logan sent working bullocks to Limestone. The farm was called 'the Plough Station' reinforcing the idea that it was run more efficiently using a bullock and plough. The Plough Station was on the fertile river flats beside Bundamba Creek, and bounded by present-day Cascade Street, Raceview Street and Robertson Road.

WHAT THE CONVICTS AND SOLDIERS WORE

Convicts at Moreton Bay generally wore loose shirts and simple trousers. They also wore an unusual cap made of leather.

Convicts who were wearing leg irons had to wear trousers with buttons right up the sides. The buttons were circles of stiff leather with two holes in them. Tom Petrie described how the leg-irons were put on:



'The leg irons for prisoners were made in the lumber yard (in Brisbane) by a blacksmith prisoner there ... the rings which went round the man's ankle were made in two half circles the size of the leg, the ends flattened having holes punched in them for rivets. One end was riveted loosely so that it would act as a hinge, then the man standing near a small anvil put out his foot and the blacksmith fitted the iron on and riveted the other end. When both legs were fixed up, a piece of leather, made round like the top of a boot, was put in between the iron and the man's leg so that the skin would not be so readily chaffed...

'The chains were some two feet long between the legs and in the middle of each was a small ring with a string through it, which, being connected to the prisoner's belt, kept the irons from dragging on the ground'.

Captain Logan and his soldiers were members of the 57th or West Middlesex Foot Regiment, which served in Australia from 1826 to 1831.

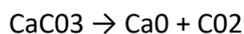
Logan wore a double-breasted coat of red wool with collar and cuffs in lemon-yellow. The coat was ornamented with gold lace and gold buttons and fringed gold epaulettes. His trousers were called overalls because they were worn over his boots like modern trousers, not tucked into boots. On his head, he wore a hako or hat, which had a metal plate at the front bearing the regimental number.

THE LIME KILN

The limestone in Ipswich was formed during intervals of volcanic activity. Material from the weathering of basalt was deposited in freshwater lakes, which once existed in the Limestone Hill area, and this became limestone.

Some of the limestone is hard and glassy as the limestones have been strongly silicified and are veined by chalcedony and fine-grained quartz.

Limestone is calcium carbonate. To produce lime for use in mortar, the limestone has to be heated, producing calcium oxide or quicklime.



The convict lime kiln is marked in early maps. It was still useable in 1849 when a bricklayer named Edhouse used it to produce lime to build two cottages in East Street.

The kiln was located just inside what is today the grounds of 'Claremont' on the edge of the railway embankment. It was probably destroyed when the railway line was built to Brisbane in 1875.

Although we don't know exactly what it looked like, most lime kilns of that era were built on the same basic principal. In England, many simple kilns were constructed on building sites. The typical English kiln was often dug into the ground or into the side of a hill. It was shaped like an inverted cone and was lined with bricks or rock. At the bottom was a grating of loose iron bars.

The kiln was loaded with layers of limestone pieces and fuel which would have been wood in the early days. The limestone was burned as the quicklime was formed, it dropped through the grating and was removed through a side tunnel. More limestone and fuel could then be added at the top.

Allan Cunningham said 300-400 baskets of lime were produced at Ipswich in 1828 and sent to Brisbane Town each week.

An Ipswich contractor William Hancock built another kiln in 1864 on Limestone Hill near Cunningham's Knoll. This kiln still exists but it is now in ruins and scarcely recognisable.

TRAVEL ON THE RIVER

The Bremer River was the first 'road' to Ipswich, and remained the most important link until the 1870s. When Captain Logan first found the site of Ipswich, he came by river. He probably used the commandant's gig, 'a fine boat of eight oars'. This was a form of whaleboat, about eight metres long, fairly narrow and pointed at both ends. It was rowed by a crew of six or eight convicts who would set up a slow steady pace, which allowed them to cover considerable distances.

After a settlement was established at Limestone, Logan made regular inspections and travelled there by boat, sometimes bringing important visitors such as the botanists Cunningham and Fraser. Fraser recorded that this river trip took 11 hours.

The whaleboats could not carry much cargo. To carry the lime, flat-bottomed barges or punts were used. There is no record of large sailing boats having been used for the trip.

The punts had a very shallow draught and were steered by a large sweep oar, probably controlled by two or three men. To reach Brisbane, the punts simply floated down on the outgoing tide.

When the tide turned, they tied up against the bank, waited for several hours during the unfavourable tide, then continued their journey. In this way, the trip between Limestone and Brisbane could take several days.

SIX CONVICTS WHO WORKED AT THE LIMESTONE STATION



We do not know a great deal about the convicts who worked at the Limestone Station. Allan Cunningham said the first group to establish a settlement at Limestone consisted of five convict workmen with an overseer who knew about sapping (tunnelling) and mining.

This seems to indicate that the men were considered trustworthy because no soldiers were sent with them. According to Cunningham, it was only after disagreements with local Aboriginal people that soldiers were sent to Limestone and their job was to protect the workers, not to guard them.

Later, sheep and cattle were sent to Limestone and convict shepherds were employed to care for them, and a farm was started at Raceview (The Plough Station) so the number of convicts probably increased.

A good guide to the years 1828 and 1829 is a diary kept by Lt Spicer at Brisbane. This records many details such as the stock numbers eg. February 23rd 1828: Increase of stock, 10 lambs at the Limestone Quarry.

Unfortunately, the diary does not record the names or details of convicts employed at Limestone. However, if a convict ran away, his name was recorded. The name can then be matched with details from the Convict Register.

Six convicts escaped during the periods recorded in Spicer's Diary, three of them running away together. It has been possible to collect information about these convicts, from their original crime to the colour of their hair and eyes.

The six convicts who escaped were:

George Carter: Chimney sweep of Bristol. Convicted at the Bristol Quarter Sessions on 8 April 1814, offence not recorded, sentenced to seven years. Transported to NSW in the ship 'Baring'. Age 24, 5ft 2ins tall, ruddy complexion, brown hair, hazel eyes.

In the Criminal Court Sydney, convicted again on 4 September 1825 for stealing a cask. Sentenced to seven years at Moreton Bay. Worked at Limestone, ran away on Tuesday 18 November 1828 carrying four days' rations. Apparently never seen again.

Nicholas Collins: Shoemaker in Dublin in Ireland. On 4 July 1823, sentenced to seven years for stealing money. Came to NSW on ship 'Prince Regent'. Age 22, 5ft 5ins tall, fresh freckled complexion, brown hair, grey eyes, Roman Catholic religion.

On 29 February 1828, convicted in Sydney of running away and having stolen money in his possession. Sentenced to three years at Moreton Bay.

Worked at Limestone. Ran away on 18 November 1828 with four days rations with him. On December 8, he returned and gave himself up. He served the rest of his sentence and was sent back to Sydney in April 1831.

Michael Kain: Native of Tipperary, Ireland. A soldier who was court martialled at Fort William, Scotland and sentenced to life imprisonment, crime not recorded.

Age 33, 5ft 8ins tall, dark complexion, black hair, hazel eyes, Roman Catholic religion. In April 1828, sentenced at Parramatta to three years at Moreton Bay for robbery.

Worked at Limestone, ran away with Carter and Collins. He was never seen again, the last comment in his record was the word 'run'.

William Higgins: Came to Australia as a free man at the age of 17 with his mother who was a convict. A labourer, 5ft 1ins tall, fresh complexion, light hair, blue eyes.

On 12 October, sentenced in the Windsor Quarter Sessions to seven years at Moreton Bay for larceny (theft).

Worked at Limestone, ran away on 22 December 1828 carrying five days rations. Gave himself up on 2 January 1829, served the rest of his sentence and was sent back to Sydney in 1833.

Jeremy Mallowney: Blacksmith, native of Tipperary, Ireland. Sentenced at Waterford in March 1824 for seven years, crime not recorded. Came to NSW in the ship 'Hooghley'. Age 26, 5ft 10ins tall, dark complexion, brown hair, hazel eyes.

In December 1826, sentenced at Windsor to three years at Moreton Bay for theft.

Worked at Limestone, ran away in November 1828 but was recaptured two weeks later on December 3. Sent back to Sydney in 1829.

William Powell: Bricklayer of Essex. Sentenced to life imprisonment at the Essex Assizes in 1810 for housebreaking. Age 35, 5ft 6 ins tall, sallow complexion, dark brown hair, hazel eyes.

In Sydney, convicted twice for further crimes. In October 1826, sentenced to seven years at Moreton Bay for larceny. Ran away on 22 December 1828 but returned on 2nd January 1829. Served rest of sentence, returned to Sydney in October 1833.

In November 1834, sentenced at the Windsor Quarter Sessions to another two years at Moreton Bay for larceny. Served this sentence and returned to Sydney in December 1836.

END OF THE CONVICT ERA

In 1839, the convict era at Moreton Bay officially ended. Most convicts were sent back to Sydney and the authorities began to prepare for free settlers to arrive. The Limestone Station could not be abandoned

because sheep and cattle were kept there and the farm was still operating. A few convicts remained behind and in June 1839, George Thorn was appointed as superintendent to take charge of the small settlement.



An illustration from 'A complete Exposure of the Convict System' by Thomas Cooper, about 1839.

Thorn was a former soldier and had been working as superintendent of horses in the Department of the Town Surveyor in Sydney. He arrived at the Limestone Station with his wife Jane and baby son George junior. The family lived in the cottage that had been used by the soldiers.

A second son Henry was born in 1841. We know about their life between 1839 and 1842 because they were described by many visitors.

During the convict era, there was a 50-mile exclusion zone around Brisbane and no one could enter without permission. However in 1840, the Leslies and other adventurous people established sheep stations on the Darling Downs, which was beyond this limit. They had travelled inland from Maitland in New South Wales so for a short time, the authorities at Brisbane did not know they were there.

The Darling Downs squatters soon needed more supplies. It was a long way to return to Maitland so they decided to visit Brisbane. They reached the Limestone Station where they surprised George Thorn and had to be stopped from going further until formal permission was sought. Once this was obtained, the squatters frequently travelled to Brisbane via Limestone.

They became great friends of the Thorn's and described them and their home. They said George Thorn had three dogs, a tame kangaroo and a tame emu, which went with him to the Plough Station (today we would say they went from Milford Street to Raceview).

The Plough Station was growing corn but the wheat crop had failed. The squatters thought the sheep owned by the Government were 'leggy coarse-wooled brutes, a cross, I believe, of Merino and Teeswater'. There were also cattle, 'nice but a bit old'.

The Thorn's soon began to cater for the squatters and kept a few supplies such as working clothes to sell to them. They also used a hut beside the cottage to accommodate overnight visitors. In 1842, when free settlement became official and settlers began to arrive, Thorn resigned. He bought land at the first land sale and opened The Queen's Arms hotel on the corner of East Street and Brisbane Street.

The family were to become very important in Queensland - in 1860, George was elected to the first Parliament in Queensland; in 1876-1877 George junior became a Premier of Queensland and three other sons were also members of Parliament at various times.

Although the convict era theoretically had ended in 1842, it lingered on in Ipswich. The Plough Station continued to operate and more stock arrived from Eagle Farm in Brisbane. The stock was supposed to be sold but this was not done. Prisoners were used to care for the stock and in 1844, there were still three officers and 59 convicts in Ipswich. The convicts were still flogged for offences, although a doctor had to be present.

In 1847, Ipswich residents complained about the Government farm. They said it was unfair competition for local graziers and it closed off the only area close to town where stock could graze. By this time, the small herds had increased to 1500 cattle and 2500 sheep. They were sold in February 1848 and the convict era finally ended.

CUNNINGHAM'S DESCRIPTION

Explorer/botanist Allan Cunningham described the Limestone Station (Ipswich) in a report to Governor Darling in December 1828. 'In the course of the last year Captain Logan, in tracing the Bremer from its junction with the Brisbane, discovered at ten miles through its many windings from that point, the calcareous hummocks on its right bank, now named the 'Limestone Hills'.

Landing, he was much struck with the singular appearance of the lofty Xanthorrhoea or grass trees which abound on the open flats, low hills, and forest grounds at this particular point, and which the Commandant had not inaptly compared to beehives elevated on stools.

Some months after this discovery, a kiln was built and a party of convicts, consisting of an overseer (acquainted with the operations of sapping and mining) and five men were stationed at these hills to commence lime burning. It was not long before the station was visited by the wandering aborigines, who, after threatening the lives of the white men, seized the first opportunity to run off with their tools.

To protect the limeburners from further molestation by these savages, a corporal and three privates were stationed on the spot, and from that period no natives have ventured to approach the huts of either soldiers or people, although they have been repeatedly seen prowling through the adjacent woods.

From three hundred to three hundred and fifty bushels of excellent lime (I was informed) are burnt weekly at this station, which is regularly conveyed down by boat to Brisbane Town, and there used in the buildings in progress.

The limestone of Bremer's river is very different in appearance from the calcareous rocks of Argyle, Bathurst, or Wellington Valley. From these it differs, not simply in colour, which is either yellowish brown or brownish white, but also in its quality, it containing much earthy matter, without impressions of shells or organic remains.

As far as the hills have been opened, no stratification has been observed; on the contrary, it appeared in irregular masses mixed with reddish earth and large blocks of a blackish flint. In some specimens of the latter rock, which I caused to be broken, I found beautiful specimens of chalcedony, containing cavities filled with groups of minute crystallised quartz.

Chalk is also found among the hills, in which are nodules of flint. A stratum or seam of coal has been observed on the Bremer, both immediately above and below the station, and as that mineral was noticed three or four miles to the north, in the steep banks of dry creeks dipping to the Brisbane, and again in another mile in the bed of that river, it is highly probable that the seam extends nearly horizontally throughout.

The soil of these hills and adjacent country is of a black colour and, if one might judge from the luxuriant growth of vegetables cultivated in a small patch of garden ground, belonging to the soldiers, is of a rich quality.

The flats and undulated grounds are well clothed with grasses, and as they are not in any circumstances of season, other than of a dry character, they form a sound range of sheep pasture, at present supporting a small flock belonging to the Government.

During my stay of five days at this station, in which period the rest and good pasture afforded my bullocks most materially benefited them, I determined its geographical position From a hill in the immediate vicinity of my tents, I took bearings to points in the southwestern country about to be examined.

I now close this lengthened communication with a few remarks on the future importance of Bremer's rivers as a navigable stream, and the direction to be taken in the construction of a line of road from the Limestone Hills, southerly to the Pass and Great Western Downs.

During my stay at the Limestone Hills, and just previous to my return to Brisbane Town in September last, I traced the Bremer through its various windings, to its junction with the Brisbane, measuring on its bank the length of each reach; and from the material I then collected, I have now constructed the accompanying outline, to which I beg to refer your Excellency.

Bremer's River, which at its mouth is about forty yards wide, preserves a uniformity of breadth of thirty and thirty-five yards - the Limestone Station, which point may be considered the head of navigation, for, almost immediately beyond, ledges of rocks occupy the bed of the river, which at length rises and separates the fresh water from the salt.

To this station (up to which the tide flows) the Bremer is of sufficient depth to be navigable for boats or craft of thirty or forty tons, and as it expands and forms a natural basin a short distance below the station of upwards of one hundred yards in width, and with a depth of water sufficient to float a large ship, the importance of building a wharf on the right bank at this basin, to which the produce of the interior might be conveyed to be embarked, will be at some future day seen.

The circumstances, moreover, of this river being thus far navigable for craft of a certain class, and the consequent saving to the farmer of that expense which is necessarily attendant on the wear and tear of long land carriage of internal produce to the coast, cannot possibly fail, when this country becomes settled on, to be duly considered. It is therefore highly probable that upon the site of these Limestone Hills, a town will one-day be raised.

FRASER'S DESCRIPTION

Botanist Charles Fraser came to Brisbane Town in July 1828 to establish a public garden at Brisbane and to collect plants. He visited the Limestone Station (Ipswich) and recorded these details in his diary:

July 11, 1828: Proceeded with Captain Logan and Mr Cunningham up the Brisbane River to the Limestone Station, on the banks of the Bremer, which we reached at sunset, after having rowed for eleven hours.....

On reaching the confluence of the Bremer the change in character of the country is very apparent. On each side it is of the richest description, thinly wooded, and with an abundance of water. The left bank is formed of flats gently sloping towards the Bremer, as well as towards a stream called Six Mile Creek, which takes its source in the mountains of Flinders Peak.

These flats are of the richest black loam and covered with an extraordinary species of Angophora and an unpublished kind of Xanthorrhoea, which attains the height of twenty feet, averaging not more than fifteen trees to the acre. Over this tract we proceeded until we came to the limestone formation at the navigable source of the Bremer, a spot that will at no distant period be the principal key to the internal commerce of this interesting portion of Australia.

The River Bremer, at its confluence with the Brisbane, may be estimated at forty yards wide, an extent which it carries to within a mile of the Limestone Station. It is navigable for seventeen miles above its junction with the Brisbane, for vessels drawing six feet; and as far as the Limestone, which is fifteen miles, for small sloops or schooners.

Numerous beds of coal, lying in veins of considerable thickness, are adjacent to the lime; they jut out from the banks of the streams, and fall into the Bremer within a few yards of its tide mark. The limestone is singularly disposed, in large masses, intermingled with nodules of silex and chalk; on the surface it presents ridges of detached portions, several of which are covered with hexahedral crystals, and in many instances,

it is observed to form a remarkable conglomerate with quartz and siliceous, while great quantities of chalcedony and carnelian, broken into small fragments, lie scattered on the surface.

The summits of the lime ridges are studded with various species of Ficus and many individuals of a genus belonging to the Meliaceae.

From Brisbane Town to the Limestone Station, is estimated at 24 miles by land, and 50 miles by water.

July 12: At daybreak, I started for Flinders' Peak, distant about ten miles.....

July 13: The morning was excessively cold. At break of day, we retraced our way to the Limestone Station, where we arrived about 10 o'clock. The rest of the day was devoted to the examination of the neighbouring district, and the coal seams, which are abundant. The view from the Limestone Hills is extensive, and the exact bearings were ascertained of the centre of the Pass in the Dividing Range, Flinders' Peak, Sir Herbert Taylor's Range, and Mount Forbes. The country between the Limestone Station and Brisbane Town seems low and open.

July 14: At eight o'clock, embarked for Brisbane Town and reached it at half-past nine in the evening.

DESCRIPTION OF LIMESTONE BY TOM PETRIE

In this extract, Constance Petrie is talking about her father Tom and her grandfather Andrew Petrie who was an engineer attached to the settlement at Brisbane (text slightly altered for readability).

My grandfather Andrew Petrie travelled about a great deal. He went to Ipswich to see how the Government sheep and cattle under the management of Mr George Thorn were doing, also to inspect the limekiln worked by the prisoners there.

To take him about, he had a whaleboat manned by a crew of prisoners. Tom recollects well one trip his father made to Limestone with this boat. On this occasion, as an outing for them, Grandfather took his wife and three or four kiddies - my father included. They carried a tent with them in the boat and stopped when they came to the first batch of Government sawyers at work on the river. Tom was carried ashore by one of the boat's crew; then afterwards, the men fixed up the tent for his father.

Next day, they went on again up the river to Limestone, where they stayed a couple of days at Mr Thorn's house while Andrew Petrie made his inspections.

At that time, Limestone (Ipswich) consisted of Mr Thorn's house and the yards for the cattle and sheep, also the limekiln and the stockade for the prisoners. On the return journey to Brisbane, Andrew Petrie called in at all the places where men were at work on the river.

Moreton Bay

This is a traditional folksong about the convict days at Moreton Bay.

One Sunday morning as I was walking,
by Brisbane waters I chanced to stray;
I heard a convict his fate bewailing
as on the sunny riverbank he lay.

'I am a native of Erin's Island
and banished now from my native shore,
they tore me from my aged parents
and from the maiden whom I do adore.

I've been a prisoner at Port Macquarie,
at Norfolk Island and Emu Plains,
at Castle Hill and at cursed Toongabbie,
at all those settlements I've worked in chains;
but of all places of condemnation
and penal stations in New South Wales,
to Moreton Bay I have found no equal,
excessive tyranny each day prevails.

For three long years I was beastly treated,
and heavy irons on my legs I wore;
my back with flogging is lacerated
and often painted with my crimson gore.
And many a man from downright starvation
lies mouldering now underneath the clay;
and Captain Logan, he had us mangled
at the triangles of Moreton Bay.

Like the Egyptians and ancient Hebrews
we were oppressed under Logan's yoke,
Til a native black lying there in ambush
did give our tyrant his mortal stroke.
My fellow prisoners, be exhilarated
that all such monsters such a death may find!
And when from bondage we are liberated,
our former sufferings shall fade from mind.

THE 1829 CONVICT REGULATIONS

This letter from Governor Darling to Sir George Murray describes the reasons for some of the harsh regulations.

Government House, 13th August, 1829

Sir,

It having appeared desirable to place the conduct of the penal settlements on a more determinate footing than has hitherto been the case, I appointed a Board to revise the Report of the Commissioners sent to Port Macquarie last year, to which I adverted in my Dispatch dated the 12 of December last No 137, and gave instructions for their preparing a Code of Regulations in order that the different Settlements might be conducted on one and the same principle.

The circumstances of individuals being allowed to keep and rear stock and cultivate ground must have interfered with the discipline necessary to the proper conduct of a penal settlement.

It has therefore appeared essential to discontinue an indulgence, which was pregnant with so much evil, and it consequently became necessary to furnish the persons employed with ordinary supplies from the Government Stores, paying a reasonable sum for the same.

Precise regulations have also been laid down respecting the employment of the convicts which may not in all cases have been judiciously directed or turned to the best account. When the Convicts become numerous, as they formerly were at Port Macquarie and are now at Moreton Bay, it was difficult to find suitable employment for them. It has consequently been directed that the **Spade and Hoe** shall be substituted for the Plough, which, independent of other advantages, will greatly diminish the demand for horses and oxen, and be the means of keeping the convicts constantly and usefully employed.

The abuse, to which the employment of the convict mechanics and others, during their own time as it was termed, by individuals stationed at the settlements, might have led, appeared to render it desirable to put a stop to this practice, and which could only effectually be done by reforming the system generally. The prisoners can now have no inducement to pilfer, and all trafficking, the bane of strict discipline, will be completely put an end to.

I shall not trespass on your time by entering further into the details of the present arrangement, as I could only repeat what you will find clearly laid down in the regulations, a copy of which I do myself the honour to transmit for your consideration, as also the report of the Board.

I beg to add that the regulations have been carefully revised and modified in Council after the most mature consideration of the different bearings of the various points, which they embrace.

Ralf Darling.

Regulations for Penal Settlements

New South Wales, 1st July 1829.

Section No. 1 - General Regulation

- 1st. As an aversion to honest industry and labour has been the chief cause of most of the convicts incurring the penalties of the law, they shall be employed at some species of labour of a uniform kind which they cannot evade, and by which they will have an opportunity of becoming habituated to regular employment.
- 2nd. With this view, all labour of a complex nature, the quantity of which cannot be easily determined, is to be studiously avoided, and the convicts are to be employed exclusively in agricultural operations, when the public buildings or other works of the settlement do not absolutely require their labour.
- 3rd. In these operations, the use of the hoe and spade shall be as much as possible adopted, and where the number of men who can be employed in agriculture is sufficient to raise food for the settlement with these implements, the use of the plough shall be given up and no working cattle are to be employed in operations, which can be effected by men and hand carts.
- 4th. The principal of dividing the workmen at regular distances from each other as established for field labor, is also to be adopted, whenever it is found applicable; and, with the view of affording a more complete and effective superintendence, the different gangs are as much as possible to be employed in one place.
5. All the land fit for cultivation in the immediate neighbourhood of the settlement is to be first brought into use and to be cultivated in preference to land though of a better quality, which is less immediately under the eye of the Commandant.
6. The Commandant will, at uncertain days and hours, cause the working gangs to be mustered in his presence at the spot where they are at work, and ascertain that they are employed as entered in the Returns of Labour.
7. No sugar or tobacco or other article, which might be used by the convicts as a luxury, and which might offer an inducement to plunder, is to be cultivated at penal settlements.
8. The principal articles to be cultivated are wheat and maize, and these articles are to be raised to such an extent, as to allow of exportation, if necessary. as the plantations extend however, the cultivation of cotton, hemp and flax, or any other useful product, which may suit the climate, may be introduced.
9. When it becomes necessary to employ mechanics or tradesmen in their respective callings, such arrangements shall be made (by appointing as many as possible to the work) as will insure their strict superintendence, and a speedy return to the employment of common labourers.
10. The Commandant will be authorised to undertake any necessary repairs, immediately reporting the particulars and the expenditure of stores in completing the same; but for the erection of any building, etc., the sanction of His Excellency the Governor to the plan and estimate must be previously obtained.
11. In order, that the convicts may be deprived of all opportunities of procuring spirits or any luxury or article beyond the government allowance, and with the view the more effectually to prevent their escape, it becomes necessary to establish the strictest regulations with regard to shipping.
12. A general invoice of all articles shipped at Sydney for the penal settlements, whether on account of government or for the use of private individuals, shall be forwarded to the Commandant.
13. Immediately on the arrival of a vessel, the Master shall report himself to the Commandant, under whose immediate orders he is to consider himself, while his vessel remains at the settlement, and deliver into his hands the sailing orders, which he received from the Master Attendant at Sydney, upon which the Commandant should note the date of his arrival.
14. No passenger, baggage or goods of any description shall be landed without the express orders of the Commandant.
15. A military guard shall be immediately mounted on board every vessel that arrives, in order to prevent any articles being smuggled on shore; The guard to be relieved every twelve hours.

16. Every package, which is landed, of private as well as of public property shall be examined in the presence of the Officer in Charge of the Commissariat Department, who will be held responsible for one correct performance of this duty. He will immediately seize and detain any article he may find, which is not included in the Commandant's Invoice, reporting the same.
17. When a vessel has discharged her cargo, the Commandant will make a point of seeing that the Master loses no time in reloading and proceeding according to the object of his voyage.
18. The cargo is to be discharged and the vessel reloaded by the crew, and not by the convicts, excepting in cases and under circumstances where their assistance is absolutely necessary; and all communication between the crews and the convicts is to be restrained; the crews are not to be allowed to be on shore after sunset.
19. The boats of the settlement are to be chained and locked and hauled up every evening, and the oars and sails taken out and deposited in the guardhouse.
20. The Commandant shall forward to the Colonial Secretary a list of the persons, cargo, and other articles embarked, whether on account of government or the property of private individuals.
21. When a vessel has received the whole of her cargo, the Commandant shall see that the Master proceeds to sea without delay, and note the date of his giving orders to this effect in the Master's original sailing orders, which must then be returned to him.
22. The Commandant will report to the Colonial Secretary any unnecessary delay, which may take place in the sailing of a vessel, and any irregularity or neglect of orders which may come under his observation.
23. No private or strange vessel shall be allowed to come to an anchor at a penal settlement except in cases of distress or necessity, in which case they shall receive a military guard on board during their stay in the same manner as the government vessels; and no spirits nor any other article whatever shall be allowed to be landed from them.
24. A monthly medical inspection is to be made of the whole of the convicts on the settlement by the Medical Officer in Charge, who will make a report to the Commandant of their general state of health.
25. Divine service will be performed twice every Sunday when the whole of the Officers and of the Troops and convicts on the settlement, who can be spared from immediate duty, will be required to attend. In the event of the absence of the Clergyman, the service will be performed by the Commandant or other person appointed by him.

EXPLORERS

In the 1820s, several exploration teams set out from the convict settlement at Brisbane to make trips inland. A full account of major expeditions can be found in 'The Explorers of the Moreton Bay District 1770-1830' by J.G. Steele, UQP 1972. The following is a summary.

John Oxley 1824

Oxley's exploring expedition by boat up the Brisbane River in 1824 has been covered in Discovery of the Site of Ipswich.

Major Lockyer 1825

In 1825, Major Edmund Lockyer also explored the Brisbane River, looking for a tribe of 'white people' that had been reported. No such tribe was found but he travelled a much greater distance up the river than Oxley.

On 13th September 1825, he noticed coal near the area we now know as Kholo. On his way back downstream, he wrote: 'arrived at the coal bed - filled a sack of it as a sample - there is fine coal just below'. His map of his trip shows Pine Mountain as 'hill with Pines'.

Logan 1827

Oxley had noticed the mouth of the Bremer River in 1824 as he travelled up the Brisbane River. In late 1826 or very early 1827, Logan explored the Bremer River by boat as far as the site of the present Ipswich Central Business District where he discovered deposits of Limestone.

In June 1827, he again went up to Ipswich by boat, leaving Brisbane at 4am and reaching Ipswich at 10pm that evening. He then went exploring on foot, passing close to present-day Mutdapilly and then travelling on to explore the Boonah and Rathdowney areas.

Fraser 1828

Fraser was a botanist whose task was to collect plants for the famous Kew Gardens in London. In July 1828, he visited Ipswich and climbed part of the way up Mt Flinders.

Allan Cunningham 1828

In 1827, Cunningham travelled inland from the Hunter Valley in a northerly direction and discovered the Darling Downs. He also found a gap in the main range; today, this gap is called Spicer's Gap. In 1828, he arrived in Brisbane and in August, went to Ipswich then set out to find a route from the coast to the gap he had discovered. He took with him a party of eight men and two bullocks to carry their equipment.

He passed near present-day Churchbank and Warrill View and found a gap in the range, which he assumed to be the same one as he had found the previous year. However slight errors in his readings had led him astray and on his second trip, he actually found what is now called Cunningham's Gap, just north of Spicer's Gap.



Allan Cunningham

On his return to Ipswich, he passed near Rosevale where he was extremely impressed with the area he named Bainbrigge's Plain. He then passed west of Mt Walker and returned to Ipswich. Cunningham also mapped the Bremer River on this visit to Ipswich.

Allan Cunningham 1829

In 1829, Cunningham went to Ipswich in June before setting out on a trip with two assistants and three pack bullocks.

He passed through Kholo and Pine Mountain, but was blocked by the edge of the Rosewood Scrub. The heavily laden pack bullocks could not get through the dense bush so Cunningham was forced to go to the west to skirt around it. He camped near Grandchester on 18th June; this spot is today marked by a cairn in the Grandchester Environmental Park. He then travelled towards Lockyer Creek and the Laidley district.

THE STORY OF NICHOLAS COLLINS, CONVICT

This is an imaginary story, but is based on the facts known about a real convict, Nicholas Collins.

My name is Nicholas Collins, I was born in Dublin in Ireland and when I grew up, I became a shoemaker. My life was hard because I did not earn much money, but I was happy enough. Then one day, everything changed. A gentleman came into my shop and while he was trying on shoes, a silver coin fell out of his pocket. I knew I should have given it back to him, but instead I picked it up and put the coin in my own pocket. The gentleman left my shop, but a few minutes later, he came back angrily with a policeman. He had noticed his money was missing. They made me turn out my pockets and there was his silver coin.

I was taken to prison and then to court, and the judge sentenced me to seven years transportation to Botany Bay. Seven years for just one silver coin! I hadn't been to school much and I didn't know where Botany Bay was, but some of the other convicts said it was on the other side of the world.

The day soon came when we had to leave. The guards put my name down in a list of convicts in a book. This is what they wrote about me: 'Nicholas Collins, age 22, 5ft 5ins tall, fresh freckled complexion, brown hair, hazel eyes, Roman Catholic religion'.

Then they put me in a ship called 'Prince Regent' and we sailed for months - it seemed forever. When we reached Sydney, it was very strange to me - strange trees and strange animals. I worked there for five years without getting into trouble, but I hated it. I always wanted to go back home to Ireland. I did not even know if my mother and father were still alive.

My chance came when I was sent to work on a farm and I managed to run away into the bush and hide. The next night, I broke into a farmhouse and took some food and some money. For a week I hid away, then I went to the wharf to try to find a ship going back to England but the soldiers caught me.

I went into Court again. The judge said he would teach me a lesson and sentenced me to three years at Moreton Bay. This time, I knew where I was going. Everyone was terrified of going to Brisbane Town at Moreton Bay - they said it was a hell on earth. The man in charge was Captain Patrick Logan.



A soldier, a convict and the soldiers' cottage at Limestone. Illustration by Nan Dingle.

A small sailing ship took me up the coast from Sydney to Moreton Bay. One man wanted to jump over the side and drown himself. He knew Logan and said he would rather die than go to Brisbane Town. When we arrived, I was taken to the blacksmith and leg irons were put on - a big metal ring was placed around each ankle and there was a chain between them. I tried to walk but the chain dragged along the ground and tripped me. The man next to me showed me how to put a string through the chain and hold it up. That way, I managed

to walk.

I was in leg irons for nine months. Each morning, we were woken up at dawn and we went out to hoe the crops on the farm. We were allowed an hour for breakfast. When I arrived at Moreton Bay it was summer and we were allowed two hours for dinner, but in winter we were only allowed one hour. It was hard working in leg irons and the soldiers didn't let us stop.

I saw Logan order many poor men to be tied up and flogged for some small offence but I tried to keep out of trouble. The soldiers must have noticed this. One day, a few months after the leg irons were taken off, a soldier called me and said I was going to the Limestone Station because they thought I could be trusted. I was taken down to the river where a boat was waiting. It was a wide, flat-bottomed boat with one big oar at the back, which was used to steer. There were four sheep in the boat, which were being taken up to Limestone, and there was a supply of food for the convicts there - a small amount of meat and a gritty sort of flour that could be boiled up like porridge.

It was a pleasant trip up the river, the easiest few days I had spent for many years. The boat floated up the river like a raft and every minute took me further away from Captain Logan. Even the soldier in charge of the boat started to talk to me as if I was a human being. It took two days to reach Limestone - not that there was much to see when we finally arrived.

There was a small wharf on the riverbank and nearby was a brick house with a chimney - that was for the soldiers. We convicts slept in a slab hut further up the hill near the lime quarry. Near the soldiers' house was a limekiln. Working that kiln was hard work. We had to dig the limestone, then pull it down to the kiln on a sort of sled. Then we stacked the pieces of limestone rock into the kiln, threw in some branches and set it alight. When it had all burned, we raked out a white powder which was called quicklime, packed it in baskets and when the boat came each week, we loaded it.

Down in Brisbane Town, Logan was building a lot of brick buildings and he needed quicklime to mix with sand and make mortar to hold the bricks together.

Some convicts worked at the Plough Station, about a half-hour walk from where we were. The land around the lime quarry was rocky, so the farm was on the edge of Bundanba Creek where there was good soil. The farm grew corn and Logan had sent a bullock and a plough here for us to use. A few other convicts at Limestone had it pretty easy, I thought. They just looked after the sheep, which seemed to involve a lot of sitting down and doing nothing. I tried to swap over to being a shepherd but the soldiers soon realised I didn't know much about sheep.

I had two good friends at Limestone, George Carter and Michael Kain. When we talked at night, George said you could reach China if you kept walking north. We talked for weeks about this. We decided to run away together. When we were given our week's rations, we bundled them up and slipped away one night. It was November, the weather was very hot and I was soon exhausted - we never had enough food to eat so no one was very strong. A few days after we left, a huge storm broke and while we were stumbling through the bush in the dark, I fell over. When I tried to walk, I couldn't.

George and Mike tried to help me, but it was no use. We were still too close to the settlement so I told my friends to go on alone. I never saw them again and I will never know what happened to them. I stayed hidden for as long as I could, eating the small amount of food I had taken with me. When that ran out and I couldn't bear the hunger any longer, I hobbled back to the settlement and gave myself up. Now I am back in the lime boat, floating down to Brisbane Town. I am frightened, because I will be flogged and put back in the chain gang.

I don't think I will ever manage to escape.

SURVEYORS

The first maps of the Ipswich region were made by the early explorers in the 1820s. The explorers tended to stay close to a source of water on their travels and they produced maps, which showed the main creeks and rivers plus other major features such as mountains.

When the convict era ended in 1839, the New South Wales Government intended to allow free settlers to come to Moreton Bay. However, before settlers could take up farming land or buy house blocks in towns, there was an important process, which had to be carried out. The area had to be completely surveyed and mapped to fill in the blank spaces on the simple maps made by the explorers.

The early surveyors - Dixon, Stapleton and Warner - first did a features survey ie. they mapped all the main physical features such as rivers, creeks, plains and mountains. This gave them a basic framework and, for example, showed land, which could be used for cattle and sheep runs and positions, which would be suitable for towns. The boundaries of runs could then be established and the proposed towns could then be surveyed into building blocks, which could be sold to new settlers.

Surveying and mapping Queensland was a huge undertaking, and the pioneering work of the surveyors continued throughout the 19th century. Their work still continues today as maps are checked and refined or as new routes are needed for roads, railways or pipelines.

In towns and cities today, the work of surveyors includes checking or altering boundaries of existing blocks and drawing up new subdivisions for housing estates.

DIXON'S BASELINE

Understanding the methods used by early surveyors would be a good exercise for secondary school mathematics students, particularly as Dixon's Baseline is within our region - the start of all surveying in Queensland.

To create an accurate map, it is obviously essential to know the distance between features. However, it is equally obvious that a surveyor can't just go out and measure distances between mountains with a tape measure.

A surveyor's theodolite is able to measure angles. By using simple trigonometry, he can then calculate distances - provided he knows one length accurately.

To provide his initial accurate length, the surveyor Robert Dixon had to set up a 'baseline' to start his survey of Queensland. The baseline had two requirements. It had to be in a flat, open area where a distance could be measured out. Secondly, it had to be near mountains. Dixon consulted George Thorn and a site between present-day Warrill View and Harrisville was chosen. This area was open and flat, and two mountains, Mt Walker and Flinders Peak, could be seen clearly.

Dixon then measured out a distance of three miles (about 5km) using three wooden rods each 10 feet long (about 3m). This was a very difficult and laborious task. The rods were made of deal (good quality pine) tipped with brass. The rods were placed on a tripod and carefully lined up end to end. They had to be kept exactly level. To go 'uphill', a plumb-bob was dropped and the next rod was placed at a higher level - a bit like the way a fence is built in sections to go up a hill. A solid bluegum log was set into the ground at each end of the baseline as a permanent marker.

There were no cameras available when Dixon did his work, but there is an existing sketch of surveyors at work in 1742, producing a similar baseline with timber rods. When the baseline had been measured, trig points were set up on top of the two mountains. These were noticeable objects, which could be seen clearly from several miles away. The most common point was a tree - the surveyor's assistants would clear a section of the mountaintop and leave just one big tree standing (this is the origin of many of the 'One-Tree Hills' which are a common place name). Another common trig point was a pile of rocks with a pole on top. If this proved hard to locate from a distance, the early surveyors sometimes lit a small fire on top so the smoke would identify the point. Mirrors could also be used so the flash of light helped locate the point.

With the baseline measured and the trig points set up, Dixon was ready and the actual measurement was quite brief and simple. He took readings from both ends of his baseline to both mountains. Using these angles and the three-mile distance he had measured, he could calculate the other distances (secondary students should be able to perform these calculations).

Once he had these distances, he could move on, take readings of another mountain, create another triangle and make more calculations, gradually covering the whole region. To check his calculations, he needed more baselines - a short baseline was set up in the Botanic Gardens in Brisbane for example - and other baselines were set up in other regions.

In the Bicentennial Year 1988, Dixon's Baseline was relocated and a cairn with a brass plaque was set up beside the road from Warrill View to Harrisville to mark the place where accurate mapping of Queensland started.

YEAR 8 STUDENT EXERCISES

Compiled by Mr Roy Clark, History Subject Master, Bremer State High School. Exercises to develop history skills based on the 'Ipswich Heritage Education Kit for Schools'.

THEMES FOR A UNIT ON IPSWICH HERITAGE

For the convict era

- Why was Ipswich set up in the first place?
- What did the site (spot) have going for it?
- Why here? Why not at Cunningham's Gap or somewhere else?

Discovery of the Site

Comprehension

- Why was the river called 'Bremer'?
- A 'junction' is mentioned. What's a junction?
- What were the aborigines eating?
- How did the explorers show the aborigines that the white men meant them no harm?
- Which 'white man' leader explored the Bremer River in 1827?
- Draw some grass trees from Limestone Hill.
- Why can't boats travel up the river past where Ipswich is?
- Near Ipswich, the river spreads out into a 'basin'. Why is that important if you want to load a boat with cargo?
- What mineral did the explorers see in the riverbanks?
- What was Cunningham's occupation?
- What is 'produce'?
- Name a couple of places in 'the interior' not far from Ipswich.
- How can Ipswich be a port if it is in the inland? Ports are on the coast.

The Settlement at the Limestone Hills

Comprehend the evidence

- Who was in charge of the convict settlement at Brisbane?
- What did the Commandant (Logan) need?
- How had convicts been obtaining lime?
- What men were sent to the Limestone Hills?
- Why did the whites and the aborigines not get on too well at the outset?
- Why were some troops sent to live at Limestone Hills?
- Describe the first house in the Limestone Hills area.
- Draw a plan of the first house in the Limestone Hills area.
- Draw a diagram of a lime-burning kiln.
- What fuel would burn in a limekiln?
- There are the remains of a limekiln upon Limestone Hill today. Which kiln is it?
- The limestone was once on the bottoms of lakes. When was Limestone Hill under the lakes?

Travel on the River

Comprehension

- How did Captain Logan travel around on the river?
- Who rowed him?
- How long did a rowboat take to get from Brisbane to Ipswich?
- How long does the Great Bremer Canoe Race take to get from Moggill to Ipswich?
- What is a 'punt'?
- What power took the punts up to the Limestone Hills? Steam power? Horse power? Sails?

- How long did it take punts to get to Ipswich?

The Plough Station

Comprehension of a written secondary source

- What was the penal settlement short of, in the 1820s?
- Moreton Bay Penal Settlement was told to be 'self-sufficient'. What does that mean?
- Only a special sort of convict was sent up to Moreton Bay. What sort was that?
- How were convicts treated at Moreton Bay, as compared with their treatment in Sydney?
- Why did all Brisbane convicts work with a hoe?
- Where was the Plough Station?
- Why was the Plough Station set up?

Convict and Soldiers Dress

Being aware of the difference between a primary and a non-literary source

- Who describes how leg irons are put on?
- Does he sound as if he himself was a convict and as if he wore leg irons? Say why you think so.

Petrie's words are a primary source of history information. The last four paragraphs are secondary source material. What is the difference?

Comprehension skills

- What does a rivet do?
- What was the piece of leather for?
- Why did convicts in leg irons have trousers, which buttoned up the sides?

'Interpret the Information' Skills

- Why do you think leg irons were put on the men (in Brisbane that is)?
- Why are the letters 'PB' written on a convict's shirt?

Six Convicts

Comprehension Skills

- What was the name of the prison farm at Raceview?
- Why were more convicts sent to that farm at Raceview?
- Who kept a diary in Brisbane in 1823?
- What is a 'diary'?
- What does Spicer say about the sheep numbers at Limestone Quarry on 23 February 1828?
- What does 'Absconded' mean?

Comprehend the Evidence

- What did George Carter do for a living?
- What sentence was William Powell given?
- What are 'Assizes'?
- What was William Powell's crime?
- Mr Powell's height is given in feet and inches. Why isn't it in centimetres?
- Where is Essex?
- What is 'Larceny'?
- Does it sound as if William Powell behaved himself once he was sent from Essex to Sydney?

Interpretation Skills

- Why did Mr Powell end up in Moreton Bay after he'd lived in Sydney?

Analysis Skills

- Powell ran away. Then he returned. Why do you think he returned?

- Why do you think Powell kept stealing? Twice he was sent up to Moreton Bay for stealing.
- Powell was a bricklayer. Is there any reason why a bricklayer might become a burglar? Say why.

End of the Convict Era

Comprehend the Evidence

- When did Moreton Bay convict settlement stop being a penal settlement?
- Who took over to look after sheep and cattle at Limestone?
- Where did the Thorns live?
- What sort of zone (area) had there been around Brisbane during the convict days?
- What does 'exclusion zone' mean?
- Who lived on the Darling Downs in 1840?
- And why were they there?
- Why did free settlers start to call in at the Limestone Station?
- What did Mr Thorn do in 1842?

Convict Regulations

Comprehension Skills

- When were these rules published?
- Why are convicts to be made to work, according to Rule 1?
- Rule 5 says land near the prison settlement is to be used. Why use nearby land if there is fertile land further away?
- Rule 7 says tobacco is not to be grown at the penal settlement. Why not?
- Why did the convict settlement put an army guard on any ship which tied up in Brisbane? (See Rule 14).
- According to Rule 2, which other work would convicts be doing, as well as farm work?

Paragraph Writing Skills

Write a four-sentence paragraph about the 1829 prison regulations. Here is a Model Paragraph about the Plan of Ipswich.

Main idea (Topic Sentence) The town of Limestone was to be laid out properly, in square blocks, by a Surveyor. Mr Wade the Surveyor even picked out a spot near Bremer Street for a water reservoir. A special area was set aside as a market, for animal or produce sales. Everything a community might need was all set out by Mr Wade in his sound plan for Limestone (Ipswich).

The Last sentence must bring it all together. It touches back to the facts in the paragraph and re-states the overall idea.

Analysis Skills

- Why would police need a paddock in town? (In 1842)
- There's a wharf in 1842 but not now. Why not?

Note Taking Skills

See the story of Nicholas Collins, the convict. Make a point summary of some of the descriptive passages in the convict's story eg:

Main idea: 'We arrived at Moreton Bay and I was put in leg irons.'

Extra points: Metal ring, chain joining legs, chain drags, trips, told to hold up chain with string, walk.

Main idea: 'I was in irons 9 months'.

Extra points: Up at dawn, Hoe crops. 1 hour breakfast. 2 hrs dinner (summer). 1 hr (winter). Hard. Soldiers push.

LET'S TALK ABOUT NICHOLAS COLLINS

Read the story about Nicholas Collins. This is an imaginative story but is based on the true facts we know about a real convict.

In your atlas, find Dublin where Nicholas was born.

Nicholas made three trips by boat. Look in your atlas and see where he went:

- First, from Dublin to Sydney in a big sailing ship.
- Second, from Sydney to Brisbane in a small sailing ship.
- Third, from Brisbane to Ipswich in a small boat.

Were the convicts correct when they thought they could reach China if they kept on walking?

Draw a picture of Nicholas working at Limestone.

Write a happy ending for the story of Nicholas.

For teacher and class

- Read Allan Cunningham's description of the Limestone Station. Discuss his comments about Aborigines.
- Go for a walk/drive on Limestone Hill and work out where the limekiln, the soldiers hut etc were. Consult a copy of the Heritage Education Kit available in each school library collection. The Ipswich City Council Heritage Trail Number 4 (Limestone Hill and Queens Park) will also be useful.
- If you are there by bus, drive past the Plough Station as well.
- Sing the convict song 'Moreton Bay'.