



Launceston Heritage Study

Stage 1: Thematic History

July 2002



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Prepared by Ian Terry and Nathalie Servant
for Launceston City Council
July 2002

Cover. Launceston in the mid nineteenth century (Sarah Ann Fogg,
Launceston: Tamar Street Bridge area, Allport Library & Museum of Fine
Arts, State Library of Tasmania).

CONTENTS

The Study Area	1
The Study	2
Authorship.....	2
Methodology	2
Acknowledgments	3
Abbreviations	3
HISTORIC CONTEXT	
Introduction	4
1 Environmental Context	5
2 Human Settlement	6
2.1 Aboriginal Occupation	6
2.1.1 Pre Contact History	6
2.1.2 Aboriginal Resistance and Displacement.....	6
2.1.3 Palawa in the Twentieth Century	7
2.2 Settlement Patterns	7
2.2.1 Early Settlement	7
2.3 Convictism.....	12
2.4 Migration	13
3 Economic Development	15
3.1 Marine Exploration	15
3.2 Terrestrial Exploration	15
3.3 Exploiting Natural Resources.....	15
3.3.1 Hunting	15
3.3.2 Whaling and Fishing.....	15
3.3.3 Mining and Quarrying	16
3.3.4 Timber Based Industries.....	16
3.4 Primary Production.....	18
3.4.1 Grazing	18
3.4.2 Agriculture.....	19
3.5 Communication	20
3.5.1 Postal Services.....	20
3.5.2 Electronic Communication	21
3.6 Transport	22
3.6.1 Shipping and Harbour Facilities.....	22
3.6.2 Railways and Tramways.....	26
3.6.3 Roads and Bridges	28
3.6.4 Air Transport	30
3.7 Environmental Manipulation.....	30
3.7.1 Natural Disasters	30
3.7.2 Land Clearing	31
3.8 Industrial Development	32
3.8.1 Processing Food and Drink	32
3.8.2 Manufacturing	34
3.9 Finance	41
3.10 Depression	41
3.11 Retailing and Commerce	41
3.12 Media.....	42
3.13 Entertainment Industry	42
3.14 Medicine.....	43
4 Township Development	46
4.1. Selecting Township Sites	46
4.2 Suburbanisation	46
4.2.1 Public Housing	56

4.3 Services.....	57
4.3.1 Light & Power	57
4.3.2 Water.....	59
4.3.3 Fire Prevention.....	59
4.3.4 Sewerage.....	60
4.3.5 Garbage Tips.....	61
5 Employment.....	62
5.1 Convict Labour	62
5.2 Women and Children.....	62
5.3 Unions.....	63
5.4 Crime	63
5.5 Unemployment.....	63
6 Education.....	65
6.1. Libraries and Mechanics Institutes.....	65
6.1.1 Libraries.....	65
6.1.2 Mechanics Institute.....	65
6.2 Schools.....	65
6.2.1 Government Schools.....	66
6.2.2 Private Schools	67
6.3 Tertiary Education	69
7 Government	70
7.1 Colonial Government.....	70
7.2 Promoting Democracy and Protesting.....	71
7.3 Local Government	71
7.4 Federation	73
7.5 Police and Justice	73
7.6 Military	74
7.6.1 Preparing to Face Invasion	75
7.6.2 Going to War	76
7.6.3 War at Home.....	77
7.7 Conserving Heritage	77
8 Cultural Institutions.....	78
8.1 Recreation.....	78
8.1.1 Parks, Gardens and Beauty Spots	78
8.1.2 Organised Sport	80
8.2 Agricultural Shows	80
8.3 Tourism.....	81
8.4 Halls.....	81
8.5 Eating and Drinking.....	81
8.6 Churches	83
8.7 Commemorating significant events	84
8.8 War Memorials	84
8.9 Arts and Sciences.....	85
8.9.1 Music	85
8.9.2 Art.....	85
8.9.3 Literature.....	85
8.9.4 Photography	85
9 Birth And Death	87
9.1 Babies	87
9.2 Childhood	87
9.3 Aging	88
9.4 Cemeteries	88
BIBLIOGRAPHY.....	91

THE STUDY AREA

The study area comprises the urban and suburban parts of the City of Launceston as shown in figure 1 below.

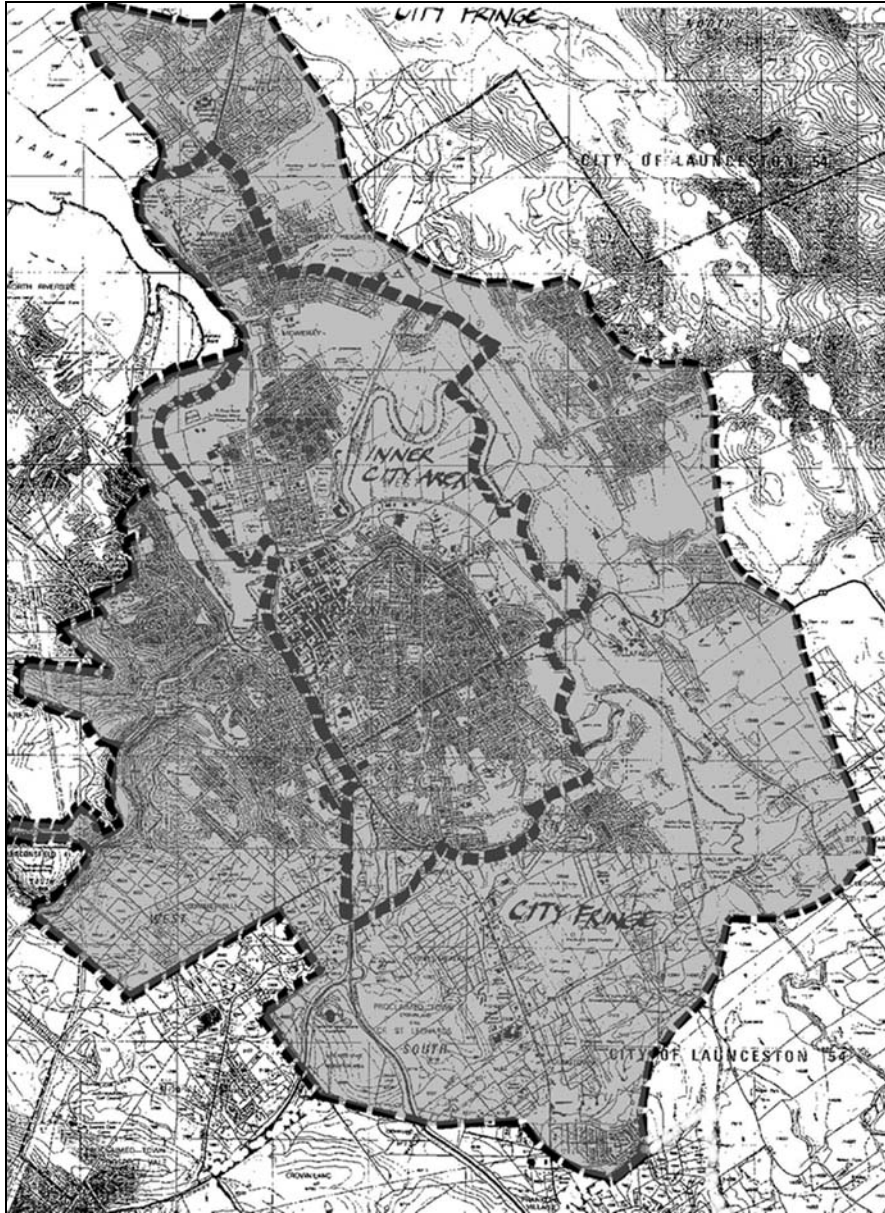


Figure 1. Study Area divided into Inner City and City Fringe areas..

THE STUDY

The Launceston Heritage Study aims to:

- identify and analyse the cultural heritage of the city and suburban areas of the City of Launceston,
- provide an inventory of information on individual heritage places deemed worthy of entry in the Tasmanian Heritage Register and in a format compatible with the Register and its standard data sheet,
- provide historical information on initial construction date of principal structures on each place, the owner at the time of construction, any information on that owner or any subsequent owners that makes a case for that individual being important to Tasmania's history, and
- provide an inventory of precincts worthy of heritage protection under the *Launceston Planning Scheme 1996* and provide a description of the particular heritage qualities of those precincts. Provide a list of those individual places that are deemed to contribute to those heritage precincts, with an assessment on whether or not those places are of high enough heritage significance to be worthy of entry in the Tasmanian Heritage Register.

In particular the thematic history of the study:

- analyses the history and historical geography of the study area, and
- identifies historical themes and the evolution of development of the City of Launceston.

AUTHORSHIP

The Launceston Heritage Study—Stage 1: Thematic History was prepared by Ian Terry, historian, heritage and interpretation consultant and Nathalie Servant, consultant historian, for Paul Davies Pty Ltd, architect and heritage consultant. Sections 1, 2.1, 2.3, 3, 5, 6 and 7 were prepared by Ian Terry. The remaining sections were initially prepared by Nathalie Servant and edited, sometimes with additional material added, by Ian Terry. Overall editing and report production was undertaken by Ian Terry.

METHODOLOGY

The report contains a brief analysis of the historic development of the study area which will assist and inform the identification of its heritage items and heritage areas. It is not intended to be a definitive history of the study area.

The report aims to identify a historic framework of development characterising the study area which will both point to sites requiring further field investigation and contextualise sites identified and recorded during all phases of the study. It employs as its framework the basic themes identified by the Australian Heritage Commission's *Principle Australian Historic Themes Project*. It also uses the subthemes identified by the project although these have in places been changed to fit more snugly with the story presented by the city.

Research began with the identification and analysis of relevant secondary works. Although there is no overarching and wholly reliable history of Launceston, numerous papers, articles, books and reports have been prepared and published on various aspects of the region's history since 1798. In particular the Queen Victoria Museum and Art Gallery has been very active in undertaking heritage studies of many aspects of Launceston's history in the past 25 years. The Launceston Historical Society has also been very active with annual conference papers published since 1990 and occasional papers published since 1995. Together with other works these have provided the major source of information for this study. Such was the wealth of well-researched material available only minimal primary research was required to fill in minor gaps left by existing sources. To this end indexes at the Archives Office of Tasmania and the Tasmaniana Library were perused and relevant papers, photographs and maps examined. Maps and plans held by the Department of Primary Industries, Water and the Environment were also examined. Records held by the Community History Museum of the Queen Victoria Museum

and Art Gallery and the Local Studies Centre at the Launceston City Library were also extensively used.

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ACKNOWLEDGMENTS

A report such as this, prepared within tight time and budgetary constraints, cannot be undertaken without the willing assistance of many people. In particular we would like to thank:

- Staff of the Community History Museum of the Queen Victoria Museum and Art Gallery, Launceston
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- Staff of the Central Plan Room of the Department of Primary Industries Water and the Environment
- Staff of the Allport Library & Museum of Fine Arts and the Tasmaniana Library, State Library of Tasmania
- Paul Davies and David Parham

ABBREVIATIONS

Allport	Allport Library and Museum of Fine Arts, State Library of Tasmania
AOT	Archives Office of Tasmania
DPIWE	Department of Primary Industries, Water and the Environment
HRA	Historical Records of Australia
JPPP	Journals and Printed Papers of Parliament
QVMAG	Queen Victoria Museum & Art Gallery, Launceston, Tasmania
Tasmaniana	Tasmaniana Library, State Library of Tasmania

HISTORIC CONTEXT

INTRODUCTION

After an uncertain foundation caused by divergent views concerning the appropriate site for northern Tasmania's major centre, Launceston developed into a city with a rich nineteenth and early twentieth century industrial history and an outstanding built heritage of late Victorian and Federation buildings. After its site was confirmed in 1823 it quickly developed a distinct identity to Hobart, an identity most clearly expressed by the strength of the anti-transportationist movement there in the 1840s and 1850s. From the mid nineteenth century the city had a vigorous civic and cultural life. This was reinforced by an energetic council which was regarded as one of the best and most innovative local government authorities in Australia and provided citizens with lush parks, a museum and art gallery, social services, a modern sewerage system and hydro generated electric power by 1900. Concurrently Launceston's economy was boosted by the discovery and exploitation of rich mining fields in western and north eastern Tasmania and the city emerged as the colony's dominant commercial centre. The resulting prosperity is reflected in the city's built environment.

Mirroring wider regional conditions Launceston's twentieth century prosperity has been less certain with long term economic stagnation a dominating factor since World War 1. Although large scale industrial development shielded it from the doldrums experienced elsewhere in Tasmania in the 1920s, by the late twentieth century manufacturing had ceased to be a significant contributor to the city's economy while the relocation of port facilities from Launceston to Bell Bay led to a rapid decline in the port.

This report attempts to describe these and other processes in the city's nearly two hundred year history and provide a snapshot of events and processes which have contributed to its historic built and cultural environments.

1 ENVIRONMENTAL CONTEXT

Launceston is located at the confluence of the North and South Esk Rivers which join to form the River Tamar. It lies on flat flood prone land on both sides of the North Esk estuary and a range of dolerite capped hills rising steeply to approximately 200m west of the city centre and River Tamar. This range was an historically significant barrier to the growth of the town to the west. The range, cut by the South Esk at Cataract Gorge continues south through to Kings Meadows and Young Town. A narrow valley east of the ranges was historically drained by small rivulets which were pressed into service during the early settlement years as unofficial sewers. Another low range of hills, with High Street running along its crown forms the eastern boundary of this valley, and joins the western range between South Launceston and Kings Meadows. The area north of the North Esk is a low lying flood plain rising to higher ground in Invermay and Mowbray. East of the North Esk and upstream of the city the topography is hilly and rugged and is drained by several creeks such as Distillery Creek. The suburbs of Alanvale, Mayfield, Ravenswood, Waverley, Newstead, Punchbowl, Norwood and St Leonards lie partially or wholly on hilly land.

Launceston enjoys a dry maritime climate with frequent frosts and fogs in winter and an annual average rainfall of 800mm.¹

¹ Pinkard, p. 10.

2 HUMAN SETTLEMENT

2.1 Aboriginal Occupation

2.1.1 *Pre Contact History*

When the first Europeans sailed up the Tamar in 1798 the Leterremairrener and Panninher people had already been there for at least 8,000 years. Two of the three bands which comprised the North Midlands Tribe, the Leterremairrener and Panninher were based on the East Tamar and at Norfolk Plains respectively. Another band may have been located in the York Town area. Launceston itself lay near the boundary of the country of the North East and the North Midlands tribes.²

Due to early displacement following European colonisation in 1804 little ethnographic information remains regarding these bands. Being centrally located it appears that the North Midlands tribe had regular contact with other groups with seasonal tribal concentrations occurring in boundary areas such as Launceston.³ The Leterremairrener ranged along the full length of the Tamar and migrated eastwards in summer. The Panninher summered in the Norfolk Plains area moving to winter quarters on the lower reaches of the West Tamar. The economies of both groups probably relied on both terrestrial and maritime resources.⁴

The early and rapid displacement of Palawa in the district meant that few indigenous words remain. Brian Plomley recorded the following names for Launceston and its immediate region:⁵

North Esk River	LAKE.KEL.LER
Port Dalrymple	LOR.ER.NUL.RAY.TIT.TE.YER
	TAG.GE.NER
South Esk River	MANGANA LIENTA
Tamar River	KUN.ER.MUR.LUKE.KER
	MORE.REEN.DUPE
	PONRABEL

2.1.2 *Aboriginal Resistance and Displacement*

Lieutenant-Governor William Paterson's party encountered Aboriginal resistance within days of landing at York Town in 1804. Forced to compete for scarce food resources Palawa harassed the newly arrived colonists through the first years of settlement.⁶ Although pastoral expansion in the 1820s pushed Palawa away from the best hunting grounds and into increasing belligerence, small indigenous bands were seen in Cornwall Square.⁷ Governor Arthur 1828 division of Tasmania into settled and unsettled districts with troops stationed in frontier areas such as Launceston failed to halt Palawa resistance and settlers were speared within a few miles of the town centre.⁸ Arthur declared martial law on 1 November 1828 and over the next three years colonists in Launceston as elsewhere proved eager to do battle with the Palawa.⁹ By late 1831 they had succeeded and with significant resistance ending pastoral expansion was able to continue almost without hindrance.¹⁰

² Ryan, 1996, pp. 20, 27, 29-31.

³ *ibid*, p. 32.

⁴ *ibid*, p. 32.

⁵ Plomley & Goodall, pp. 16, 17, 28, 33, 40, 60, 69.

⁶ Ryan, 1996, pp. 76-7.

⁷ Bethell, 1980, p. 129.

⁸ Robson, vol 1, pp. 213, 238

⁹ *eg* Ryan, 1996, p. 143.

¹⁰ *ibid*, p. 112.

From 1830 George Augustus Robinson conducted his 'Friendly Mission' of rounding up remaining Palawa scattered through the island. Robinson used Launceston as a northern base from where he could mount expeditions and temporarily incarcerate captives.¹¹

2.1.3 Palawa in the Twentieth Century

From c1920 Palawa descendants from the Cape Barren Island Aboriginal Reserve began returning to Launceston, a trend which intensified following the outbreak of World War II. Pre-war discouragement turned to post-war inducements as government policy sought assimilation and absorption into non-indigenous society.¹² By the mid 1960s many islanders had moved to Launceston where they congregated in Invermay, one of the city's poorer suburbs, and suffered social and economic discrimination.¹³ Government attempts to 'resettle' islanders to Launceston intensified and only abated in 1971 after a conference in Launceston for islanders — the first of its kind — and Commonwealth funding of projects on Cape Barren Island.¹⁴ A second conference in 1973 was followed by the establishment of the Aboriginal Legal Service (later Tasmanian Aboriginal Centre) in Launceston and Hobart in 1973 and intensified political engagement by the Palawa community.¹⁵

2.2 Settlement Patterns

2.2.1 Early Settlement

British colonisation of the Tamar valley followed Bass and Flinders 1798 voyage into Bass Strait. Ordered by Governor King to establish a settlement, Colonel William Paterson landed at Outer Cove in November 1804.¹⁶ The Port Dalrymple colony was administered independently from Hobart until 1812 when it was brought under the Hobart lieutenant-governor's direction.¹⁷

Launceston's early history was a hesitant affair. Paterson established a small garrison there under Anthony Fenn Kemp there in March 1806 when he found earlier settlement sites at Low Head and York Town wanting.¹⁸ The town's first buildings consisted of a blockhouse built by Sergeant Dell and privates on the site of the former Brisbane Hotel, a 'tench' or convict barracks in Cameron Street and Colonel Paterson's cottage (later known as Government House) was located in what is now City Park (figure 3).

Initially called Patersonia, the settlement was renamed Launceston in 1807, in honour of Governor King. Although the surveyor, John Oxley, extolled the site's virtues in 1810 a year later Governor Macquarie ordered that the Port Dalrymple headquarters be removed to George Town. He adjudged that the:

situation of the chief settlement or town at Port Dalrymple, was most injudiciously chosen, the town of Launceston being situated in a low marshy flat surrounded by high hills, and wholly destitute of fresh water, which the inhabitants have to bring a considerable distance in boats from one of the fresh water rivers in the neighbourhood, which is attended with great trouble and inconvenience, expence and loss of time and of which the inhabitants complain most bitterly.¹⁹

¹¹ See *ibid*, pp. 139, 171; Robson, vol 1, p. 248.

¹² Ryan, 1996, pp. 247-8.

¹³ *ibid*, p. 249.

¹⁴ *ibid*, pp. 250-3.

¹⁵ See *ibid*, pp. 253, 263; Chapter 18.

¹⁶ Richardson, pp. 8-10.

¹⁷ Robson, vol 1, p. 66.

¹⁸ Bethell, 1980, pp.9-11.

¹⁹ Macquarie to Lord Liverpool, quoted in Morris-Nunn & Tassell, p. 323.

The military commandants left in charge, however, ignored Macquarie's orders until 1819 and a year later Commissioner Bigge recommended that they be rescinded.²⁰ During these first two decades of settlement numerous small parcels of 30-60 acres were granted within the study area as well as larger grants such as Elizabeth Paterson's 2000 acre grant centred on the Young Town area. Assisted by Bigge's recommendation to encourage free immigration to Van Diemens Land Launceston grew rapidly in the 1820s with the population rising from c800 in 1823 to 2,500 in 1831, then 10,100 in 1847 (figure 3).²¹ Undated maps, probably dating from the 1820s or 1830s, show the grants made outside the urban area, particularly on the North Esk, up to this time (figures 4-7).

Launceston initially developed near the south bank of the North Esk with twenty-two township allotments allocated by 1820 while larger grants were made along the river beyond this central area as far as St Leonards (see figures 4-6).²² There were less than 100 buildings in the town with most constructed of wattle and daub. By 1835 the town boundary was only as far south as Frankland Street while the eastern boundary ran approximately north-east from the junction of High and Frankland Streets, across Abbott Street and past the race course to the North Esk.²³

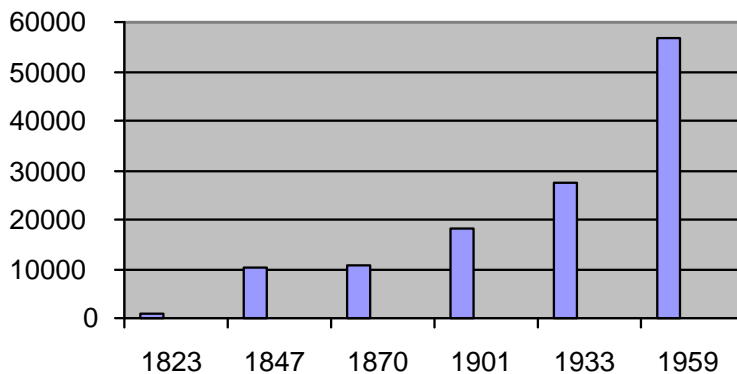


Figure 2. Graph showing growth of Launceston's population between 1823 and 1959. Note in particular population stagnation during the gold rush period between 1847 and 1870 and rapid growth during the boom years between 1871 and 1901 and the postwar years (Census figures).

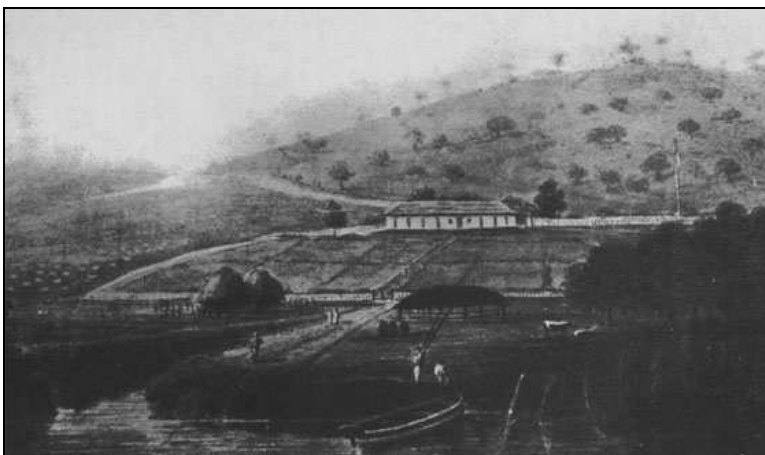


Figure 3. Government Cottage — note sparsely vegetated Windmill Hill and Elphin Road behind and cultivated land in front of the cottage (Mitchell Library, reproduced in Bethell, 1957, p. 59).

²⁰ Bethell, 1980, p. 19.

²¹ Census figures — see figure 2.

²² Bethell, 1980, p. 65.

²³ Smythe 1835 map.

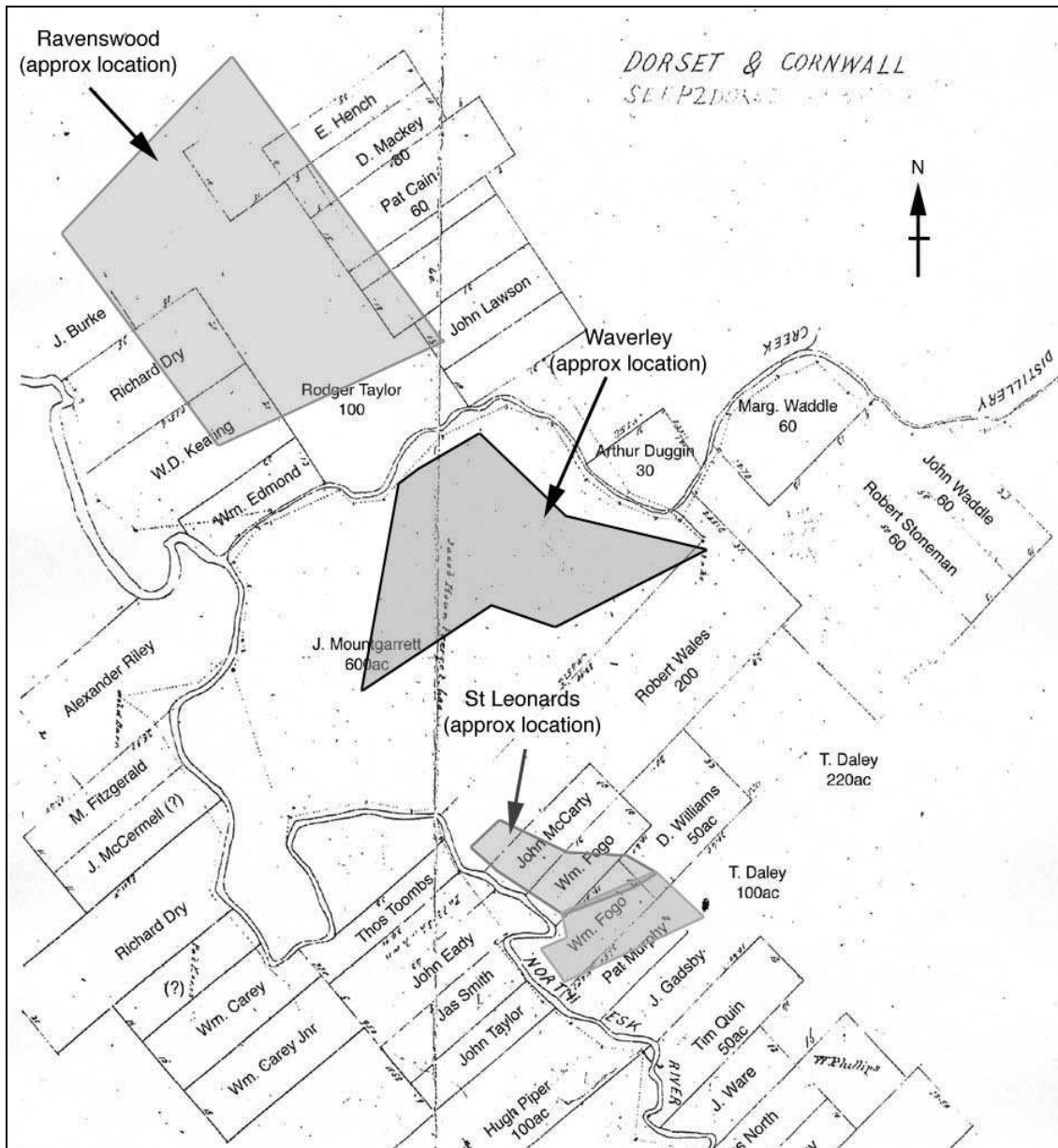


Figure 4. Undated (probably c1830) map showing land grants on the North Esk and Distillery Creek in the approximate locations of Waverley, Ravenswood and St Leonards. Compare with following figure (DPIWE — Dorset 5).

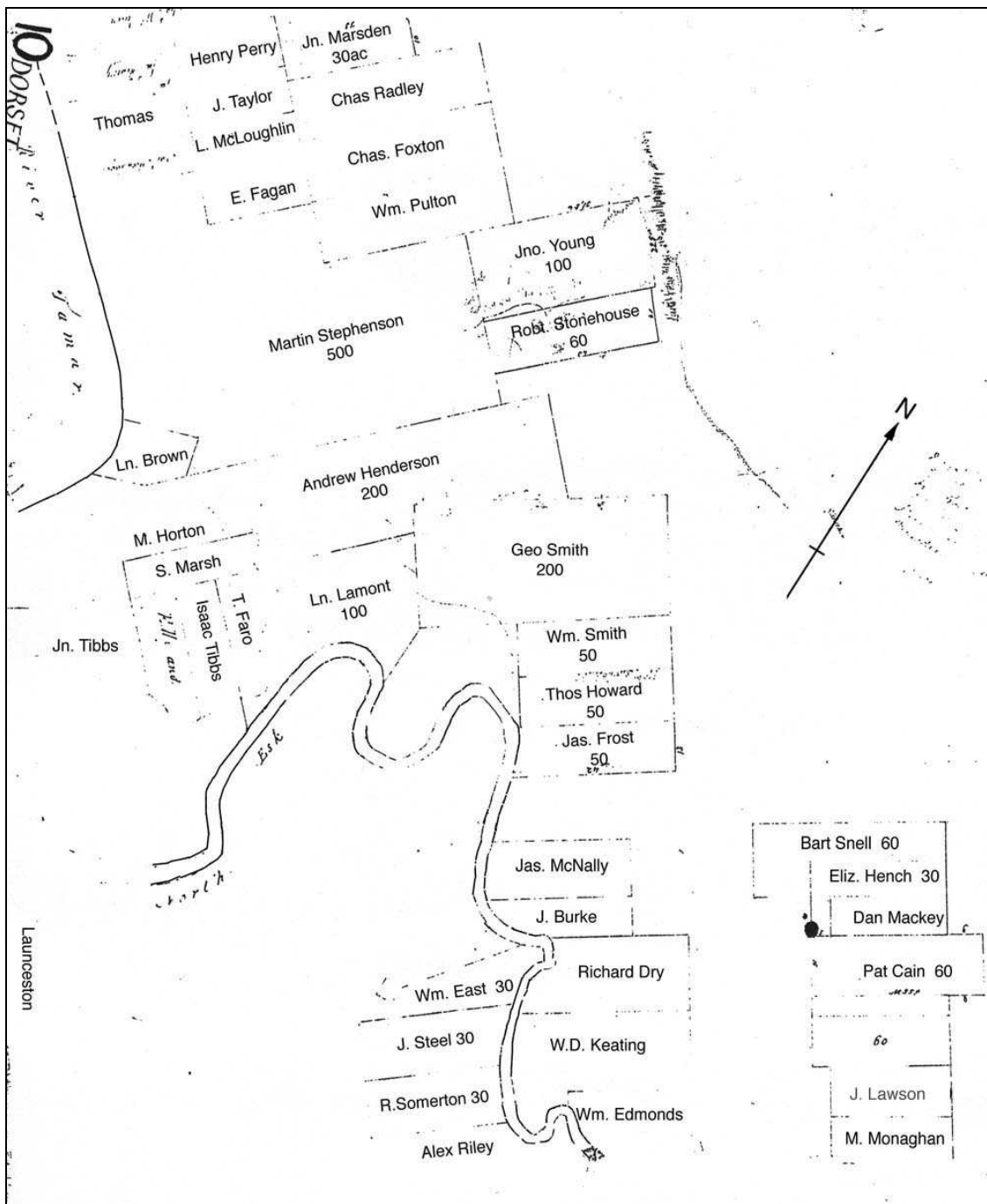


Figure 5. Undated (probably c1830) map showing land grants on the North Esk and Tamar Rivers in the Ravenswood to Mowbray areas. Compare with previous figure (DPIWE — Dorset 10).

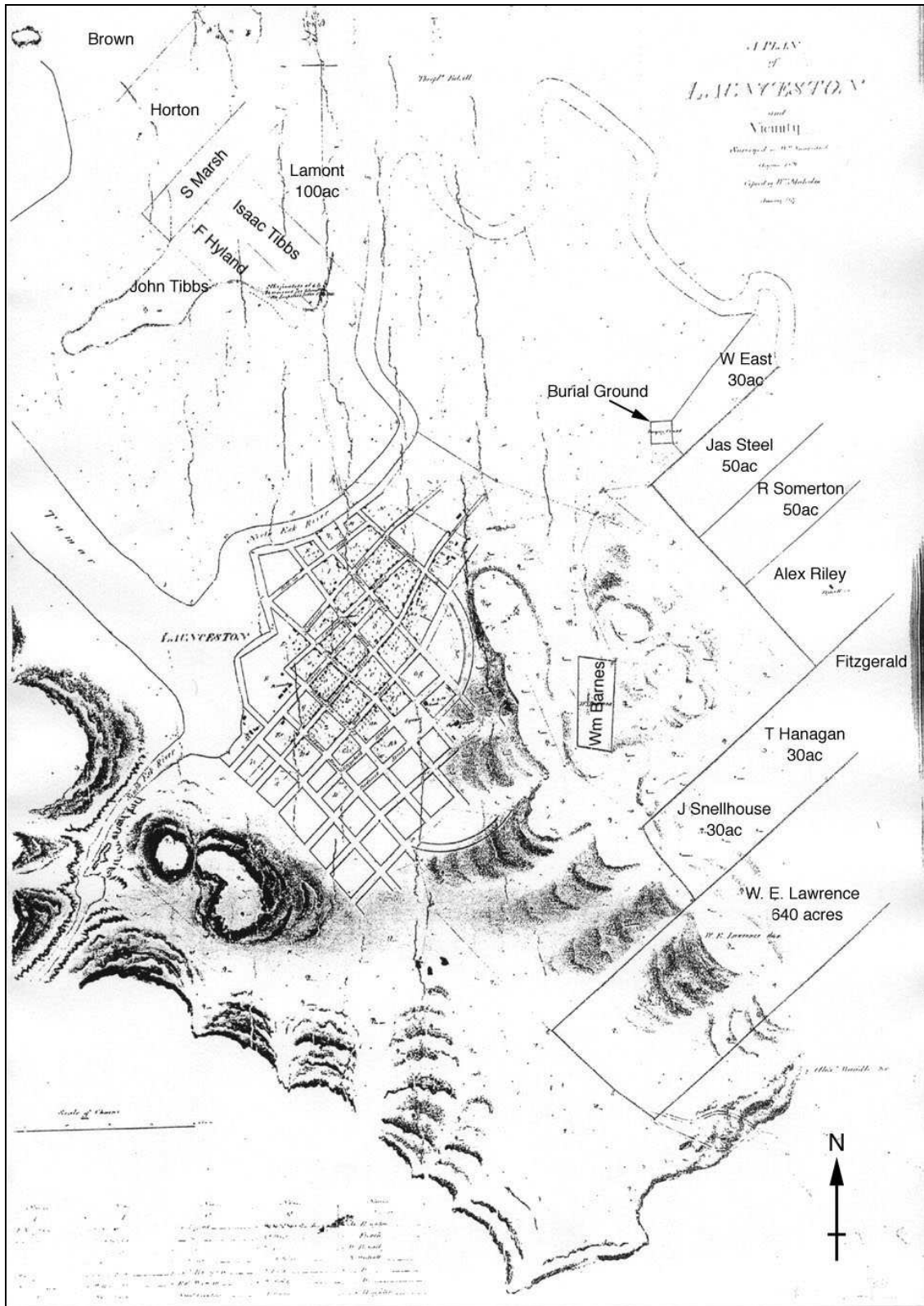


Figure 6. W. Sharland's 1826 map of Launceston and grants in its vicinity (DPIWE — Launceston 44).

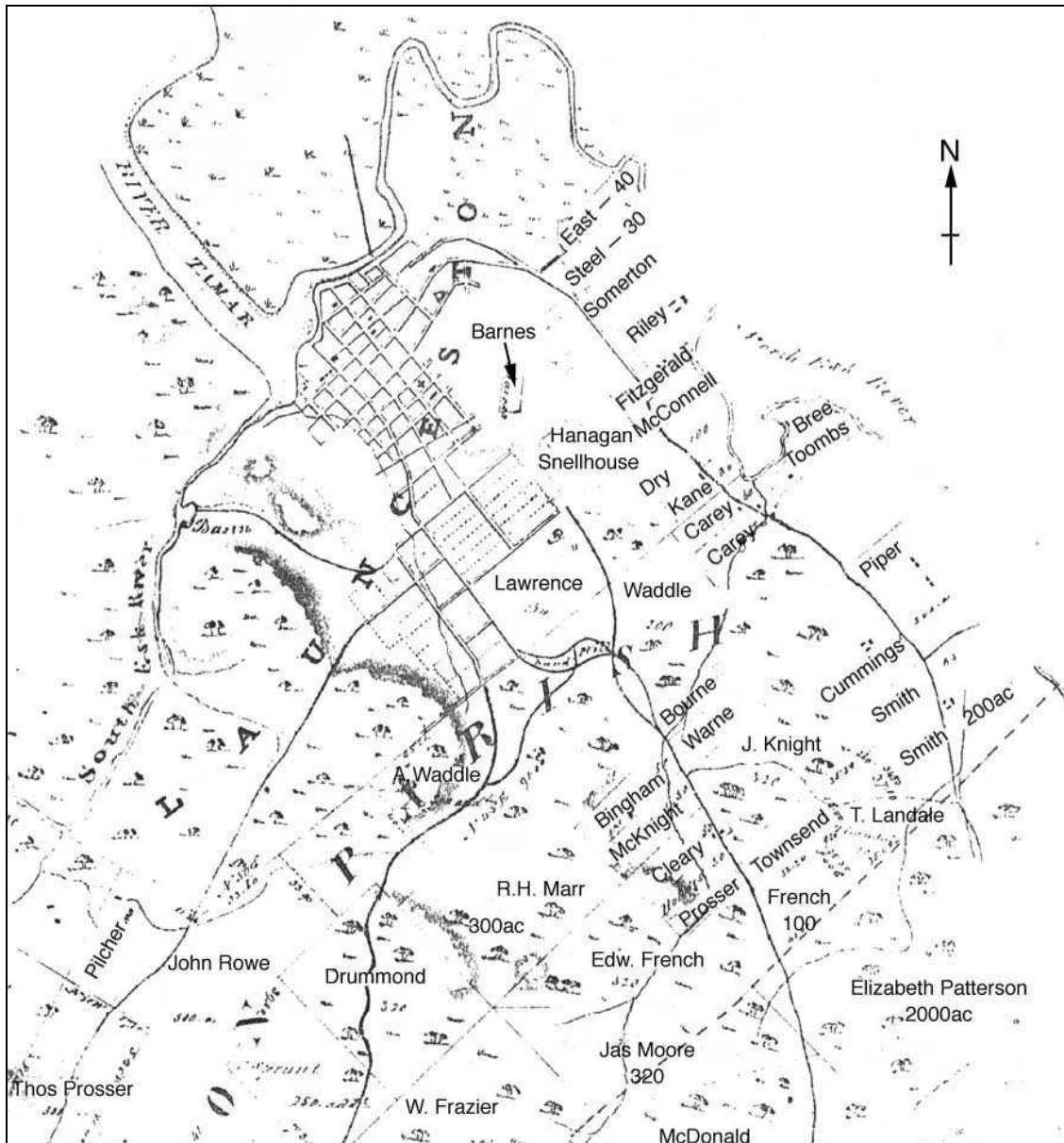


Figure 7. c1820s map showing grants in southern part of study area (DPIWE — Cornwall 51).

2.3 Convictism

Early settlement and economic development was dependant on the cheap labour provided by convicts. Initially encouraged to build their own huts convicts were later housed in convict barracks and hiring depots.²⁴ The first grants were accompanied by the free use of a convict for 6 months although later settlers had to pay the upkeep of their convict labourers. Thus settlers such as George Hobler had convicts working on his Killafaddy property.²⁵ This reliance on convict labour ensured a continued high proportion of convicts and ex-convicts resident in the district. By 1847 Tasmania was still identifiably a police state. Launceston's population of 10,100 included 2,246 convicts and 1797 ex-convicts — that is, over 40% of the population was either convict or ex-convict.²⁶ 36% of convicts were in government employ, either labouring on roads, building, in the brickfields or sundry other public works or working in

²⁴ See Evans, 1996, pp. 35, 102.

²⁵ Morgan, p. 133.

²⁶ 1847 Census.

professional administrative roles such as in the survey department and the commissariat store. The other 64% were in private assignment.

By 1830 the convict presence was most obvious in lower Paterson Street where stood the gaol, the gallows, the Female House of Correction, the treadmill, police offices and the courthouse. John Lee Archer's Female House of Correction was purpose designed and built and accorded (in most respects) with contemporary thinking about convict discipline.²⁷ Nearby were the commissariat store, convict barracks on the corner of William and George Streets, military barracks and officers' quarters, male and female hiring depots for pass and ticket-of-leave holders, a police watchhouse and stocks in Cameron Street.²⁸

By the mid 1840s, led by the *Examiner*, Launcestonians dominated the anti-transportationist movement in Tasmania, holding meetings in places such as the Cornwall Hotel and the Frederick Street infants school. Great celebrations were held in the town when the end of transportation was announced in August 1853.²⁹

2.4 Migration

Primarily conceived as a convict colony immigration of free settlers to Tasmania was discouraged before 1820. Some of Port Dalrymple's earliest free settlers were relocated from Norfolk Island between 1805 and 1810.³⁰ After Commissioner Bigge's 1823 report colonial society changed as large scale immigration of wealthier English coincided with the re-establishment of Launceston as the principle northern centre.³¹ Subsequent assisted migration programs from the 1830s brought mainly British migrants to fill perceived gaps in the Van Demonian labour force. These migrants included single women, sought after as domestic servants and to even out the pronounced gender imbalance in the colony, on bounty schemes, and married men (mechanics and agricultural labourers).³²

Immigration societies, such as the Launceston Immigration Aid Society and the St Andrew's Immigration Society were established from the 1840s to encourage migration of essentially British citizens.³³ Nonetheless there was non-British immigration. German migrants passed through Launceston between 1850 and 1880, usually en route to centres such as Lilydale.³⁴

After nine Chinese artisans were briefly in Launceston in 1830 many more passed through en route to Victoria during the gold rush, providing a spectacle for local citizens and an opportunity for the immigrants to hawk 'bolts of silk, shawls, fans, feather dusters and also, to the consternation of some Tasmanian citizens, erotic postcards of the classic drawings' while they waited to travel on to Melbourne.³⁵ Other Chinese stayed and successfully established market gardens in the town (see Section 3.4.2).³⁶ In 1891, the community organised a Chinese Carnival in City Park which attracted 4000 onlookers.³⁷

British migrants were brought to Launceston to work as skilled labourers in new industries such as the Waverley woollen mills in the 1870s and the various industrial enterprises established from the 1920s. Anglo-Indian settlers – mostly retired officers of the military,

²⁷ Kerr, p. 93.

²⁸ Huon, p. 95.

²⁹ *ibid*, pp. 97ff.

³⁰ Sims, pp. 25-28.

³¹ See Boyce, *passim*.

³² Richardson, p. 24.

³³ Pearce & Cowling, p. 49.

³⁴ *ibid*, p. 16.

³⁵ Rolls, p. 137.

³⁶ See Section 3.4.2.

³⁷ Rolls, p. 139; *Examiner*, 12 September, 1998.

naval and civil services – came to the Tamar from 1908 to establish the regional orcharding industry, although many gained little return for their efforts.³⁸

As elsewhere in Australia the post World War II period saw the city's largest migrant influx. Both skilled and unskilled migrants were employed on specific projects such as the 1950s construction of the Trevallyn Power Station which had Italian, German, Pole, Dutch, English and Spanish workers. Despite the arrival of overseas migrants in the post war years, by 1966 Launceston's population was still overwhelmingly Anglo-Celtic with 95.7% born in Australasia, the UK or Ireland. The Dutch formed the largest group of non-Anglo-Celtic residents with just 1.5% of the population.³⁹

Groups of postwar migrants formed ethnic associations and clubs allowing people to nurture their native language and culture. The Good Neighbour Council was established in Launceston in c1950-51 to welcome and assist such migrants while the 1982 Northern Tasmanian Migrant Resource Centre provided further assistance to newcomers.⁴⁰ Perhaps the most public face of postwar migration was the establishment of Launceston's first ethnic restaurants.

³⁸ Crowley, p. 105; McConnell & Servant, pp. 52-53.

³⁹ 1966 census figures.

⁴⁰ Good Neighbour Council of Tasmania Annual Report, 1998-1999.

3 ECONOMIC DEVELOPMENT

3.1 Marine Exploration

The first Europeans to sight the Tamar were Matthew Flinders and George Bass during their 1798 voyage which confirmed the existence of Bass Strait. The pair explored halfway down the river with Bass giving it a favourable report and Flinders preparing a map of Port Dalrymple.⁴¹ Following his settlement of Port Dalrymple in 1804, Paterson explored the Tamar and its hinterland on the *Lady Nelson* in November and December. He described the site of the future Launceston as follows,

an extensive plain . . . [with] some small swamps' ... The grass is very rich and luxuriant. At a little distance some beautiful rising ground, which terminates in the hills, covered with verdure near their summits, which are covered with trees.⁴²

Subsequently, as the Tamar became the major European foothold in the north of the colony, parties were sent out west along the Bass Strait coastline to seek new lands for settlement.⁴³

3.2 Terrestrial Exploration

Not confining himself to maritime exploration in his efforts to find food sources for the starving colony, Paterson also sent out land parties east and west along the coast and south to find an overland route to Hobart.⁴⁴

3.3 Exploiting Natural Resources

3.3.1 Hunting

Hunting was integral to the early kangaroo and emu economy which restored health to settlers faced with starvation and provided warm clothing for the cold Tasmanian winters. It also enabled the colony's first fortunes to be made through selling meat to the Commissariat Store. Armed parties of both soldiers and convicts were sent into the field to stock the nascent colony's commissariat store.⁴⁵ Their success probably led to early confrontations with Palawa and has been blamed for the ensuing years of intermittent bushranger activity which plagued the colony until the mid-1820s.⁴⁶

3.3.2 Whaling and Fishing

Fishing boats operated out of Launceston by the 1820s, being dragged onto a gravelly beach near the mouth of the South Esk (later the site of the Russian Wharf) for repairs.⁴⁷ Through the 1820s Launceston became a base for both sealing and whaling.⁴⁸ Its proximity to sealing grounds gave the town's merchants a great advantage and they annually sent gangs out to the Bass Strait islands until c1832 when the Bass Strait sealing grounds had been 'sealed' out.⁴⁹ Whaling provided a major economic stimulus for two decades, sparking developments in shipbuilding, maintenance and provedoring. In 1832, Henry Reed was publicly thanked for establishing the industry in Launceston.⁵⁰ By 1834 sixteen ships and fifty-three smaller boats

⁴¹ Reynolds, pp. 1-3; Robson, vol. 1, p. 9.

⁴² Quoted in Reynolds, p. 19.

⁴³ See Terry, 2000, p. 16.

⁴⁴ Reynolds, p. 33.

⁴⁵ *ibid*, p. 29. See also Robson, vol 1, p. 79.

⁴⁶ See Robson, pp. 79-80.

⁴⁷ Bethell, 1980, p. 67.

⁴⁸ Reynolds, p. 29.

⁴⁹ Richardson, p. 16; Bethell, 1980, p. 116.

⁵⁰ Reynolds, pp. 51-3.

operated out of Launceston, bringing in a return of £10,921 for exported oil and whalebone.⁵¹ By 1840, however, bay whaling had essentially ended due to resource overexploitation.⁵²

3.3.3 Mining and Quarrying

While little mining took place within the study area, the industry was crucial to Launceston's financial, commercial and industrial development and prosperity from the 1870s.⁵³ After nearly 2200 people departed Launceston for the Victorian gold rushes in 1851 James 'Philosopher' Smith's discovery of tin at Mt Bischoff in 1873 heralded a new era for the city. The Mt Bischoff Tin Mining Company was financed and registered in Launceston and its first payment of dividends in 1878 sparked the transformation from a trade based economy to one based on mineral speculation and providing services to the mining fields.⁵⁴ Numerous companies were raised in and directed from Launceston which also became a supply base and social centre for miners seeking to spend hard-earned wages.⁵⁵ Mines on the island's west coast, as well as at Beaconsfield and in the north-east, were all directed for the city and in 1900 the *Cyclopedia* announced that there was 'no busier place than' Launceston's 1881 stock exchange.⁵⁶ The outbreak of World War I in 1914 proved disastrous for the city's mining economy, however, as several companies with German trading links collapsed.⁵⁷

While Launceston lacked the head frames and stamper batteries of mining towns, its built environment nonetheless changed. The Mt Bischoff Tin Mining Co. erected its first tin smelter on the corner of William and Tamar Streets in 1874-5 while the rival but short-lived Tasmanian Tin Smelting Company erected a smelter in the Esplanade next to the Customs House in 1878. The Mt Bischoff Co. plant itself stopped smelting in 1923 and was dismantled in 1930.⁵⁸

Although traces of gold were discovered in Cataract Gorge's Third Basin (later the site of the Trevallyn Dam) in 1857 they were not payable and quarries provided the only ongoing extractive industries in Launceston.⁵⁹ Apart from claypits for brickmaking from sites such as the Brickfields Reserve and Princes Square, stone (mainly for road metalling) was excavated from quarries in Bourke Street (behind Sacred Heart College) from the 1820s and the council quarry at the mouth of the South Esk (site of the Penny Royal complex) later in the century.⁶⁰ Unlike Hobart, Launceston had little suitable building stone and most of the stone quarried was used for road works etc.

3.3.4 Timber Based Industries

As with mining, Launceston was important as a timber industry service centre rather than for timbergetting itself. The main extractive timber industry within the study area appears to have been collecting black wattle bark for tanneries which produced the leather essential to much nineteenth century life. Thomas Button operated the Cataract Tannery in Margaret Street from 1833, sending bark collecting expeditions to the rivers of the north west coast from 1840.⁶¹ In the same period George Hobler felled wattles on his Killafaddy property to supply bark to Henry Reed. By 1833 wattle plantations served an export market.⁶²

⁵¹ Morris-Nunn & Tassell, p. 135.

⁵² Bethell, 1980, p. 116.

⁵³ Morris-Nunn & Tassell, p. 81.

⁵⁴ Reynolds, pp. 106, 118.

⁵⁵ Petrow, 1995, p. 51.

⁵⁶ *Cyclopedia*, p. 19.

⁵⁷ Reynolds, p. 151.

⁵⁸ Morris-Nunn & Tassell, pp. 397, 401.

⁵⁹ See Alexander et al, p. 2.

⁶⁰ Lord et al, p. 7; *Cyclopedia*, p. 8.

⁶¹ Morris-Nunn & Tassell, p. 151.

⁶² Morgan, p. 124.

Large scale sawmills operated in Launceston from at least 1867 when William Grubb and William Tyson announced that they had begun to saw by steam at their mill at 75 and 76 Brisbane Street. Timber yards were located at various sites in Launceston in the nineteenth century — both in the central area and at Inveresk. A recurring hazard was fire and several mills were burnt down. Nonetheless Launceston's nineteenth century mills produced building timbers as well as decorative mouldings and furniture.

J. & T. Gunn Pty Ltd, Launceston's most enduring sawmilling company, was founded by John and Thomas Gunn as a building firm in 1871.⁶³ The Gunn's soon opened their Wharf Mill on the corner of Canal and Charles Streets to supply itself with building materials (figure 8).⁶⁴ The company quickly acquired timbergetting interests throughout the island and became the most prominent builder in Launceston for over a century. It had sumptuous offices in Brisbane Street and, over its history, other processing and retail sites throughout the city and suburbs.⁶⁵ By 2002 Gunns Limited had become 'Australia's largest fully integrated hardwood forest products company'.⁶⁶

There has been timber processing at Killafaddy since at least 1932 with expansion occurring under Tasmania Board Mills from the late 1940s. The company, one of the state's largest post World War II timber processors, built a substantial and up-to-date sawmill complex, including tramways linking various aspects of the operation.⁶⁷ Gunns Limited purchased Tasmanian Board Mills in 1999.⁶⁸

Figure 8.
Gunn's Wharf Mill in 1941
(Morris-Nunn & Tassell, p.
105).



⁶³ Lyons, p. 79.

⁶⁴ *ibid.*, pp. 9-11.

⁶⁵ The section on sawmilling is based on Morris-Nunn & Tassell, pp. 94-103.

⁶⁶ Gunns Limited website — www.gunns.co.au/corporate/profile.html

⁶⁷ Environmental & Technical Services Ltd, pp. 9-10; Mayor's Valedictory Address, 1953-1954.

⁶⁸ *Examiner*, 1 July 1999, p. 1.

3.4 Primary Production

3.4.1 Grazing

Although Lieutenant-Governor Paterson imported 612 Bengali cows to Port Dalrymple to alleviate food shortages in 1805 many soon died and in the following year he relocated the settlement to the more sheltered site and abundant pastures at the head of the River Tamar.⁶⁹ Here settlers such as Richard Dry successfully grazed sheep and cattle on land grants surrounding the town.⁷⁰ Wool growing for the mills of England and Scotland became very profitable after Commissioner Bigge's 1823 report and sheep were grazed in and around the town, including St Leonards and the hills of Trevallyn.⁷¹ Wool merchants such as A. Harrap & Sons established themselves in Launceston, erecting wool stores and shipping it out through the docks.⁷²

As pastoral and agricultural industries grew in importance the Cornwall Agricultural Society was formed in 1834 and held its first livestock show in a paddock behind the Launceston Hotel in 1835.⁷³

TASMANIAN DAIRY CO.,
Butter, Cheese & Dairy Produce
MERCHANTS & MANUFACTURERS.

OFFICE & FACTORY:
 19, Cameron Street, LAUNCESTON.

RECEIVE ON CONSIGNMENT ALL KINDS OF DAIRY PRODUCE, & GUARANTEE
 HIGHEST MARKET RATES & PROMPT SETTLEMENT.

ALL DAIRY REQUISITES SUPPLIED.
MANUFACTURERS OF THE CELEBRATED
"ICICLE" & "PEACOCK" BRANDS OF BUTTER,
WHICH FOR PURITY, FLAVOUR AND KEEPING QUALITIES ARE UNRIVALLED.

— TASMANIAN AGENTS FOR —
 THE
DE LAVAL
SEPARATOR,
Premier of the World,
 which holds an
UNBEATEN
RECORD
AT ALL
PRINCIPAL
COMPETITIONS.



To be obtained in sizes
 from
16 to 400 GALLONS
PER HOUR.

Satisfaction
Guaranteed.

PRICES ON APPLICATION.

BEWARE OF INFERIOR
 IMITATIONS.

AGENTS FOR
 Pyengana Dairy Company, Georges River, Tasmania;
 AND
 J. Bartram & Son, 18, Queen Street, Melbourne.

Figure 9.

1894 advertisement for the
 Tasmanian Dairy
 Company's butter factory
 (1896-7 Post Office
 Directory, p. 379).

⁶⁹ see Reynolds, p. 22.

⁷⁰ Bethell, 1980, p. 23.

⁷¹ Stancombe, p. 28; Trevallyn Primary School, p. 3; Morgan, p. 128.

⁷² See citation for Alfred Harrap and Sons Building in Australian Heritage Places Index —
www.heritage.gov.au/cgi-bin/ahpi/record.pl?RNE100198.

⁷³ Robson, vol 1, p. 182.

Small scale dairying provided milk and butter for the town through the nineteenth century and by 1882 Elphin Road was noted for the dairy farms lining both sides of the road. Dairy farms were also located at Vermont and Mowbray into the twentieth century.⁷⁴ By 1904 there were 93 registered dairies in Launceston and its suburbs with one at Mowbray and 2 at St Leonards.⁷⁵

In the 1890s the butter factory movement was established in Tasmania and the Northern Tasmanian Dairy Company opened the state's second butter factory on the corner of Canal and Charles Streets (figure 9). This centralisation of north eastern Tasmania's dairy processing inhibited the development of butter factories outside Launceston. The Launceston factory later moved to Cameron Street (on the site of the current Novotel carpark). Related sites included cool stores and freezing works with the Tasmanian Produce and Cool Storage Company established freezing works in Lindsay Street, Inveresk in 1903 (two years after it had taken over the butter factory). In 1911 the company sent Tasmania's first shipments of butter direct to Britain rather than through Melbourne. The factory (by then owned by United Dairies) eventually closed in 1973. Other butter factories in Launceston were located in York Street and Kingsway.⁷⁶

3.4.2 Agriculture

Despite initial difficulties in growing food, by 1810 the plains around Launceston had become an important wheat growing region. Their rich soils proved crucial in the ultimate ascendancy of Launceston over George Town as the colony's northern capital.⁷⁷ Wheat was exported to Sydney from 1815 and local merchants such as Andrew Barclay, Peter Lette, W.F. Baker, Thomas Reibey, William Field and Thomas Scott were able to make fortunes in the 1820s.⁷⁸

Domestic and market gardens provided welcome food sources in the first years of the colony and fruit trees, 'chiefly apple', had been planted on the site of the Government cottage by 1810. Nonetheless, in 1828 John Helder Wedge described the garden as being no more than an English cottage garden.⁷⁹

By the 1830s John Pascoe Fawkner had market gardens in Elphin Road while John Head had gardens in High Street and Dan Cameron had a garden between Margaret, Brisbane, Bourke and York Streets. He subsequently subdivided them and moved across the river to garden at Invermay.⁸⁰ There were two market gardens in St Leonards by 1877. Towards the end of the century Chinese immigrants established gardens behind James Chung Gon's York Street shop. Other Chinese gardens were located near Vermont, Mowbray and in the Glen Dhu/South Launceston area. The Chung Gon garden had, for example, moved to an area west of High Street by 1921. Chunggon Crescent now runs through this land.⁸¹ H.J. King's 1922 aerial photographs appear to show other market gardens around Clementine Street, Newstead.⁸²

Many early agricultural pursuits were unsuccessful. Protesting neighbours forced the government to resume William Effingham Lawrence two acres of vineyard on Cataract Hill while Mr Beveridge's 1830 eight acre hop ground at the mouth of the South Esk was

⁷⁴ Luck & Bartle, pp. 11-13.

⁷⁵ Annual Report of Launceston City Council for 1904.

⁷⁶ This section on dairying is based on Cassidy, 1995, pp. 129-136.

⁷⁷ Robson, vol 1, p. 102.

⁷⁸ Morris-Nunn & Tassell, pp. 19-20; Robson, vol 1, p. 74.

⁷⁹ Morgan, p. 98.

⁸⁰ Bethell, 1980, p. 133.

⁸¹ See *Cyclopedia*, p. 10; Morris-Nunn & Tassell, p. 25; Whitworth, p. 194; Robson, vol 2, pp. 133-34; Luck & Bartle, p. 13; Glen Dhu School, p. 3; interviews with Irving Fong and Lew Sing in Cassidy & Wishart, pp. 38, 41 & 43.

⁸² 1922 Aerial Survey of the City of Launceston, held by QVMAG.

abandoned after floods in 1835.⁸³ Other hopfields were located just outside the study area in Cormiston Road, Riverside between 1870 and 1911.⁸⁴

Fruit growing became a significant industry in the Tamar valley in the first decade of the twentieth century when there appeared to be an unlimited market for fresh apples. While Launceston became a regional centre for the industry and held its first Apple Carnival in 1914 it never equalled Hobart.⁸⁵ Although most orchards were in the Tamar valley, others were located in modern suburban areas such as Alanvale, Newnham, Kings Meadows and St Leonards. An unusually high number of the region's orchards were owned by women. Launceston also provided industry infrastructure with a short-lived jam and preserving factory in 1878-79, J. Likeman & Sons cider factory at Rocherlea, R. Harvey's evaporating factory, cool stores and the East Tamar packing shed at Mowbray after World War II. Launceston's importance to the industry declined from the 1920s when Tamar valley apples were exported from the newly erected Beauty Point wharf.⁸⁶

3.5 Communication

3.5.1 Postal Services

Early mail services in the colony were ad hoc at best. Thomas Stocker may have pioneered services between Hobart and Launceston prior to 1816 when Robert Taylor was appointed to deliver mail. Postal messengers were usually convicts armed against Palawa and bushranger attack.⁸⁷ In the 1820s four mailmen carried the mail by relay, often taking under two days for the journey. Later, mail contracts were awarded to coachmen such as J.



Figure 10.
Launceston Post Office in 1887 (Leavitt, volume 1, part 1, p. 28 — held by Tasmaniana Library, State Library of Tasmania).

⁸³ *Cyclopaedia*, pp. 11-12; Evans, 1993, vol 1, p. 16.

⁸⁴ Evans, 1993, vol 2, p. 44.

⁸⁵ For Apple Carnival see Richardson, p. 162.

⁸⁶ The section on the Tamar apple industry is largely drawn from McConnell & Servant, pp. 171-3.

⁸⁷ Australian Post Office, pp. 8-10.

Cox.⁸⁸ Launceston's first known postmaster was Arundel Wright who conducted business from the corner of York and St John Streets in the 1820s.

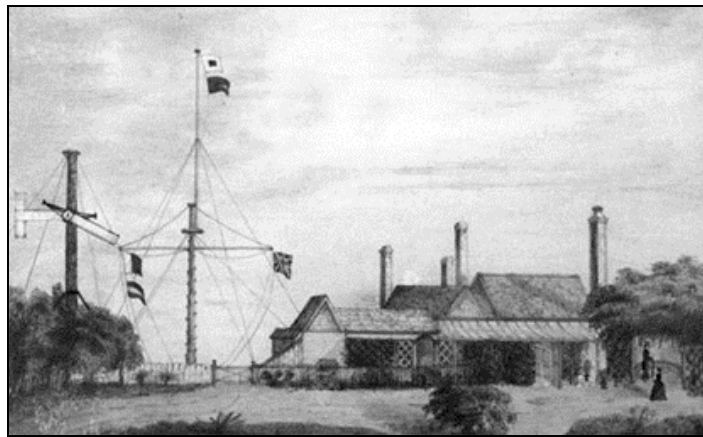
Later post offices were located at the corner of Paterson and St John Streets in the 1830s, 47-53 George Street from 1839-59 and the Paterson Street end of the Public Buildings in St John Street after their construction in 1859. In 1882 pillar letter boxes were erected around the town.⁸⁹ An iron pillar box located outside the Queen Victoria Museum and Art Gallery remains the oldest still functioning letter box in Tasmania.⁹⁰ In 1886 the Launceston Post Office in Cameron Street was constructed with the tower added in 1903 and the clock in 1909 (figure 10).⁹¹ As the city's suburbs were developed from the 1870s suburban post offices were opened to service them.

3.5.2 Electronic Communication

Semaphore stations linking George Town and Launceston between 1835 and 1857 informed Launcestonians about the impending ship arrivals and provided a precursor to electronic communications technology.⁹² The Launceston signal station was located on Windmill Hill (figure 11). Electric telegraph services commenced in Tasmania in 1857 when the first messages were sent between Hobart and Launceston.⁹³ A cable laid across Bass Strait in 1859 soon failed and was not then successfully replaced until 1869.⁹⁴ At that time the telegraph office was probably located with the post office in the Public Buildings. The first small telephone exchange was opened in Launceston in 1883. STD lines were introduced to Launceston in 1965 and a year later the city was linked to Melbourne via a microwave network.⁹⁵

Figure 11.

Windmill Hill Signal Station in 1854 (painting by Charlotte Cleveland held by the Allport Library & Museum of Fine Arts, State Library of Tasmania).



⁸⁸ Robson, vol 1, p. 267.

⁸⁹ *Cyclopedia*, p. 19

⁹⁰ Australian Heritage Places Index — www.heritage.gov.au/cgi-bin/ahpi/record.pl?RNE12362

⁹¹ Park.

⁹² Shipp, p. 67, Ferrall, 1993, p. 13.

⁹³ Australian Post Office, p. 41.

⁹⁴ *ibid*, pp. 48-9.

⁹⁵ *ibid*, pp. 53-4.

3.6 Transport

Launceston's position at the centre of the Tasmanian transport network — be it road, sea or rail — was integral to its prosperity in the late nineteenth and early twentieth centuries.⁹⁶

3.6.1 Shipping and Harbour Facilities

General

Despite the Tamar's navigational difficulties Launceston's port facilities were critical to the city's nineteenth century prosperity. Proximity to exportable resources (such as seals and, later, agricultural products) and the mainland transformed Launceston from a minor port with small wharves in the North Esk River around George and St John Streets in 1820 to a major trading port for southern Australia within a few years.⁹⁷ The establishment of settlements at the Swan River, Adelaide and Melbourne from the 1820s reinforced this growth with large ships berthing in the port from the late 1820s and the short-lived Tamar Steam Navigation Company's tugs and steamers plying the river from 1832 (figure 12).⁹⁸



Figure 12.
1842 advertisement for the
Tamar Steam Navigation
Company (Richardson, p.
131).

Shipping was local, intercolonial and international in nature. Until the advent of rail and motor traffic shipping provided the most efficient means of transport along the Tamar and goods and passengers (particularly on holiday weekends) were carried up and down the river as well as

⁹⁶ Koshin, p. 46.

⁹⁷ Richardson, p. 16.

⁹⁸ Ibid, pp. 84, 130.

along the Bass Strait coast.⁹⁹ There was a regular trade with other colonies and passenger steamers operated by the Union Steamship Company plied Bass Strait out of Launceston until Devonport was developed as Tasmania's main passenger gateway in 1955.¹⁰⁰ The port's regional dominance is indicated by the relocation of the headquarters of one of Australia's major shipping lines, Holyman's White Star Line, from Devonport to Launceston in 1899.¹⁰¹

Harbour Facilities

Launceston's first harbour facilities consisted of little more than planks run out from the shore to ships moored off the Esplanade before 1820.¹⁰² In 1820 W.F. Baker built the first wharf near Shields Street. Although only vessels drawing 12' 6" could navigate the bar across the mouth of the North Esk by 1834 there were four wharves on this waterfront — Griffiths', Reibey's, the Old Wharf (Baker's) and the New Wharf.¹⁰³ The waterfront was zoned so that there were wharves for oil, 'colonial produce' and 'foreign goods' (figure 13).

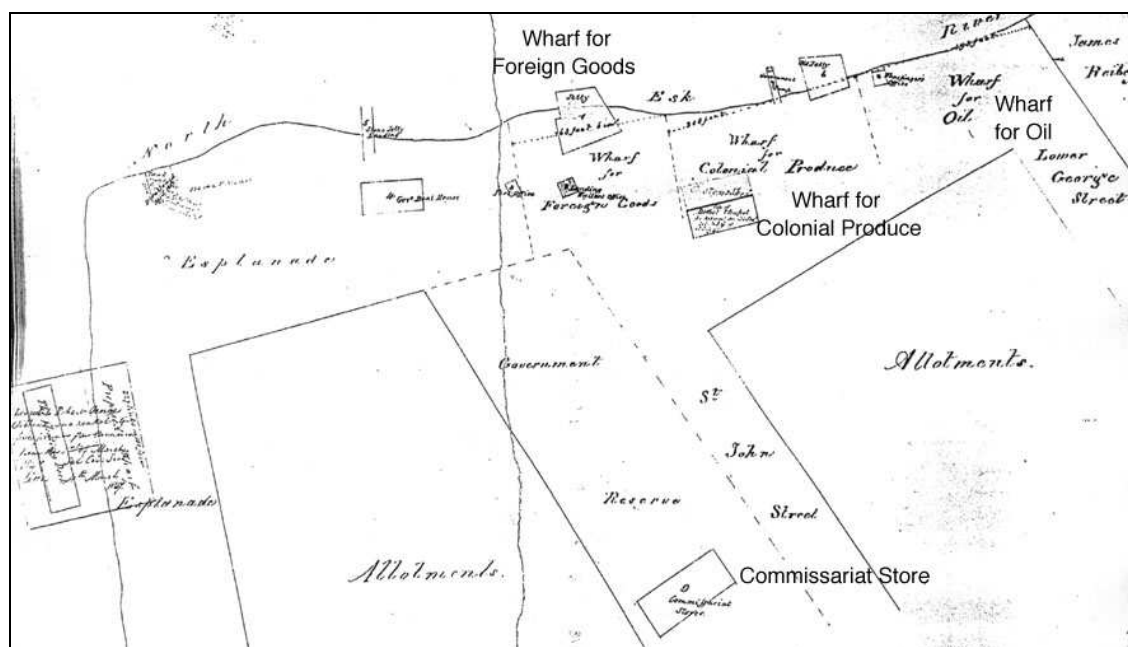


Figure 13. Detail of 1834 plan of the Launceston waterfront showing two wharf areas with the waterfront zoned for specific goods. Note also the Commissariat Store, the Government boathouse, the cut along lower Charles Street to provide access to the 'Kearns Hulk' and the Bethel Chapel behind the Wharf for Colonial Purposes. The Customs House was later erected on the government reserve behind the Wharf for Foreign Goods (DPIWE — Launceston 31).

A market wharf was built in 1841 near the Market Green (Cornwall Square) and in c1850 Edward Akerman built the gridiron Russian Wharf opposite the end of Margaret Street for careening and repairing small craft. Subsequently Tasmania's mid-century depression stalled port development until the 1870s mining boom by which time the Launceston Marine Board had been formed (in 1857) to manage development. It bought its first dredge in 1878 and

⁹⁹ See Richardson, p. 110.

¹⁰⁰ Alexander et al, p. 13; Ferrall, 1993, p. 12.

¹⁰¹ Robson, vol 2, p. 272.

¹⁰² *Cyclopedia*, p. 22.

¹⁰³ *Cyclopedia*, p. 24; Richardson, p. 26; Reynolds, p. 49.

removed the bar; erected a town pier and new market wharf, renewed the Queens Wharf adding a crane to its infrastructure and erected cattle jetties at Home Reach to service the Inveresk abattoirs.¹⁰⁴ A timber floating dock erected in c1880 as a dry dock was used until sunk in the ship 'burial ground' off Tamar Island in 1962.¹⁰⁵

Following the 1912 Hunter report into port facilities an extensive harbour rebuilding program was undertaken. This included regular dredging of the Tamar and North Esk and the construction of the Kings Wharf at Inveresk (figure 15). After opening in 1917 the Kings Wharf handled much of Launceston's shipping. It was partially rebuilt in concrete after World War II and bulk grain storage and handling facilities added in the late 1950s were reputed to be the first of their kind in Australia.¹⁰⁶ However after the marine board developed containerised harbour facilities at Bell Bay, the port of Launceston declined. The board removed old decaying wharves along the south bank of the North Esk in c1954 and 'within an extraordinary short time that section of the river's banks was highly presentable with stone retaining walls' (figure 16).¹⁰⁷ By the 1960s even the recently rebuilt Kings Wharf had lost most of its trade to Bell Bay.¹⁰⁸

Despite the relocation of most harbour facilities to the mouth of the Tamar from the 1950s the William Hart Graving Dock (1960) and the R.A. Ferrall Shiplift (1980) were constructed to service the marine board's fleet. These declined with disuse in the early 1990s.¹⁰⁹



Figure 14.
Wool being loaded onto the Holyman's vessel, Laranah, at the Queen's Wharf in 1916
(Richardson, p. 27).

¹⁰⁴ *Cyclopedia*, pp. 24, 26; Richardson, p. 26.

¹⁰⁵ Richardson, p. 98.

¹⁰⁶ Reynolds, p. 180; Edwards, p. 81.

¹⁰⁷ Ferrall, 1983, p. 81.

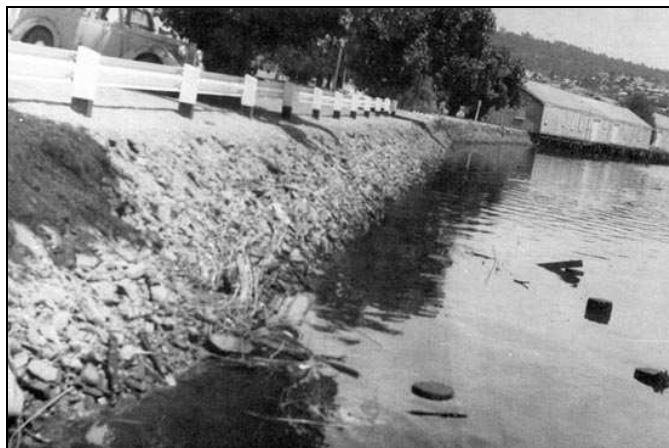
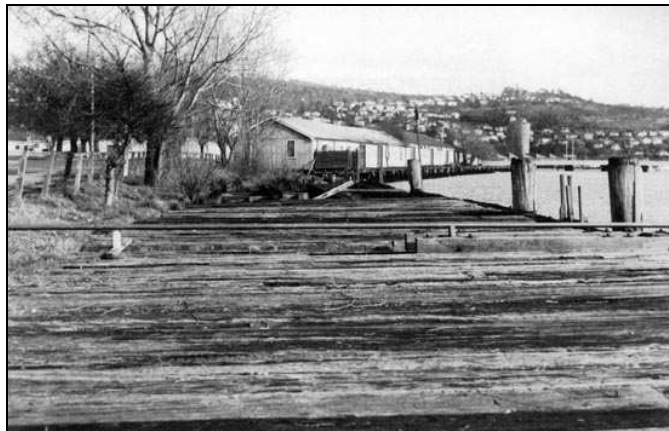
¹⁰⁸ Edwards, p. 28.

¹⁰⁹ *ibid*, p. 31.



Figure 15. 1921 view of Kings Wharf and Inveresk area showing the lack of development near Kings Wharf, the Tasmanian Soap and Candle Works and Inveresk (H.J. King photo, QVMAG 1991:P:1363).

Figure 16.
Queens Wharf before and after its partial removal in the mid 1950s. Ferrall called it a 'fine example of engineer's habit of doing the job first and then letting it speak for itself without further announcement' (from Ferrall, 1983, p. 73).



Shipbuilding

Although colonial shipbuilding was restricted before 1820 Lieutenant-Governor Paterson was ordered to assess the suitability of local timber for shipbuilding. Apparently impressed, he built 'a very heavy rowing boat ... of the sassafras' to explore the Tamar in 1806. Although at least two other vessels had been constructed on the Tamar by 1820, shipbuilding was pursued in a desultory fashion until John Griffiths pioneered the industry from his yard next to the Tamar Street bridge in 1827.¹¹⁰ Griffiths later pioneered shipbuilding on the Mersey River. Other nineteenth century shipbuilders included Scott's (at the junction of William Street and New Wharf in 1842), William Patterson (on the Swamp near the Tamar Bridge in 1844), Edward Akerman (in 1850) and James Bellion (in William Barnes' 'old brewery' at the end of Margaret Street in 1862).¹¹¹

Among later shipbuilding concerns Ned Jack's various boatyards, including his site at the mouth of the South Esk adjacent to the Tamar Rowing Club sheds, and Fred Moore's shipyards on the North Esk near the Gasworks, stand out. Jack's vessel included launches used by Sir Douglas Mawson in his Antarctic explorations while Moore's 1906 *Togo* was reputed to be the fastest vessel in Australia.¹¹²

3.6.2 Railways and Tramways

Railways

As early as 1848 George Whitcomb suggested that Tasmania join the railway age by employing convicts to excavate cuttings for a line linking Hobart and Launceston.¹¹³ However, although James Sprent surveyed various routes in 1856 it was not until 1869 that the first section of the privately built Launceston and Western Railway (LWR) was completed. The Launceston railway terminus was completed at Inveresk in 1870 and the line to Deloraine officially opened on 10 February 1871 (figure 17). The railway company's poor financial situation led to a government takeover and the ensuing railway riots in 1873-74. Launcestonians protested at the Railway Rates which were raised by the government to pay for the newly acquired railway (see section 7.2.1 below).¹¹⁴

The (also private) Tasmanian Mainline railway (TML) was opened in 1876 with its terminus in Cimitiere Street (figure 17). It, too, was taken over by the government in 1890 and the Cimitiere Street station was abandoned after 1911 with Inveresk becoming the Launceston station. By the 1880s Launceston was the state's most important railway town, being the terminus for the lines to Hobart, Deloraine, St Marys and Scottsdale.¹¹⁵ By the turn of the century the railways had become popular with daytrippers and provided strong competition for pleasure steamers operating on the Tamar.¹¹⁶

By 1916 the Inveresk railway workshops had cornered almost all 'the heavy construction work and the most important repairs to the engines and rolling-stock of the State Railway system...'¹¹⁷ This was reinforced by the government's 1918 decision to build a new railway workshop layout at Inveresk. The new workshops came into full operation in 1923.¹¹⁸ By 1939, 350 workers were employed at the workshops which subsequently undertook war-related engineering projects. The Inveresk railway workshops were a prominent feature in

¹¹⁰ Morris-Nunn & Tassell, pp. 229-30.

¹¹¹ *ibid*, pp. 230, 236.

¹¹² Richardson, pp. 126, 128.

¹¹³ Except where otherwise referenced this section on railways is based on Morris-Nunn & Tassell, pp. 268-298.

¹¹⁴ Reynolds, pp. 102, 107ff.

¹¹⁵ *ibid*, p. 124.

¹¹⁶ Koshin, p. 46; Richardson, p. 168.

¹¹⁷ Quoted in Morris-Nunn & Tassell, p. 292.

¹¹⁸ Reynolds, p. 159.

Launceston's twentieth century industrial landscape providing significant employment opportunities for the working class communities in neighbouring Inveresk and Invermay. They were abandoned in 1994 when new workshops were opened at Elphin and redeveloped for the Queen Victoria Museum and Art Gallery and the University of Tasmania.¹¹⁹

Trams

After Hobart's tram system commenced in 1893 an electric tramway was mooted for Launceston with the expectation that it would help solve growing housing shortages by opening up cheap land for residential subdivision.¹²⁰ However, despite investigations in 1894 and 1902, it was not until 1911 that the first Council operated tram service began. Both the line and rolling stock were constructed by local firm J. & T. Gunn with the depot being located at Inveresk.¹²¹ The depot was later relocated to Howick Street following the 1929 floods and continues to function as the Metro bus terminus.

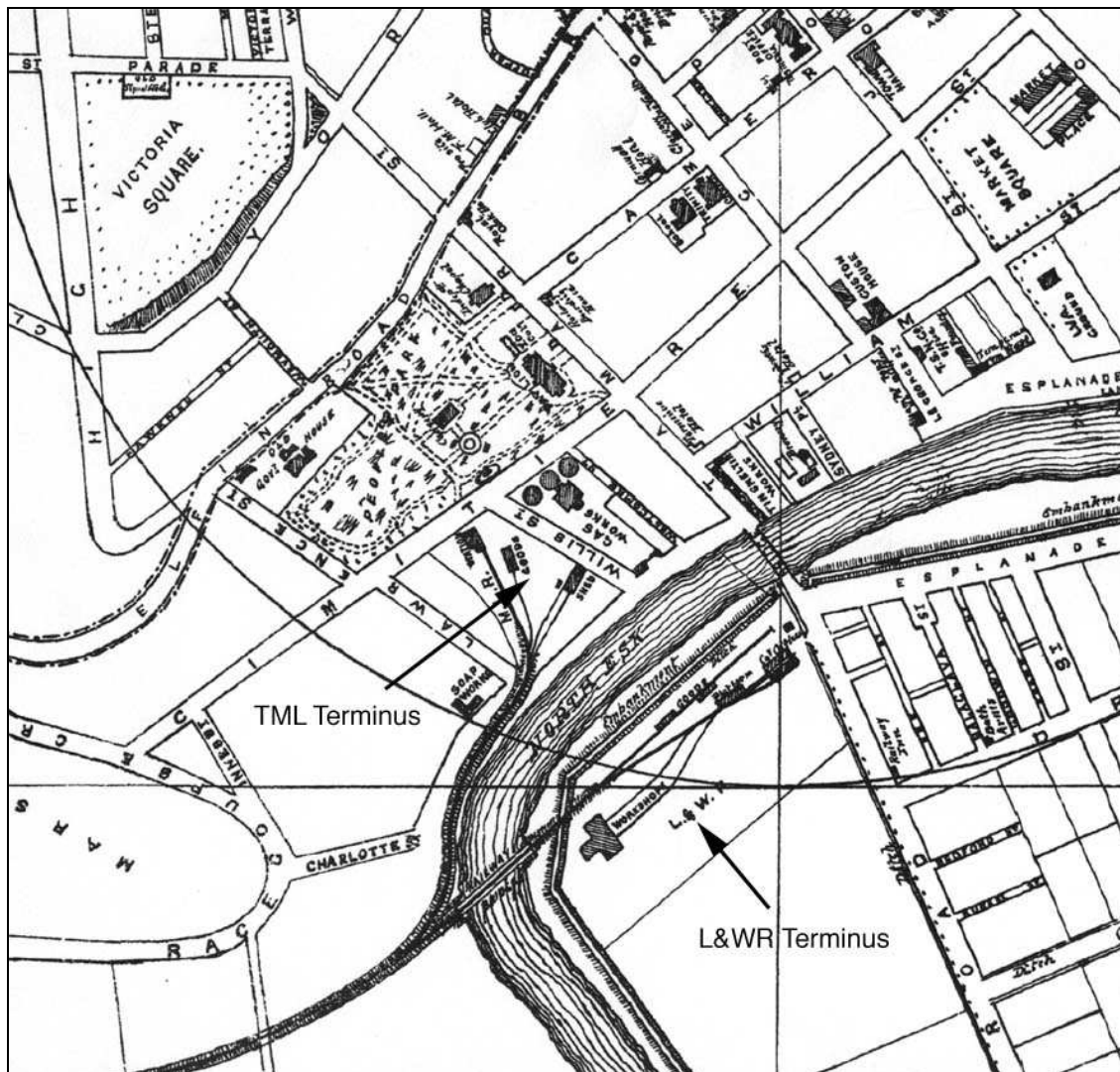


Figure 17. Detail of 1881 map showing location of the LWR and TML rail terminuses. After its closure in the 1910s little development has occurred on the TML terminus site and it retains very high archaeological potential (QVMAG).

¹¹⁹ Vandenburg, p. 161.

¹²⁰ Morris-Nunn & Tassell, p. 304; Petrow, 1995, p. 68.

¹²¹ Robson, vol 2, p. 272.

As predicted in 1893 the provision of tram services had a positive affect on suburban growth. The first trams went to Sandhill, Invermay and Newstead with Trevallyn added to the line in 1913. The service lasted just forty-one years being superseded by buses in 1952.¹²²

3.6.3 Roads and Bridges

By 1820 there were rudimentary roads to Norfolk Plains, George Town and Hobart although they did not always follow modern alignments. Ross's 1832 map, for example, shows High Street as being the 'old road to Hobart'. The George Town road went along what is now Invermay Road.¹²³ These roads were improved by convict road gangs from the later 1820s to the 1840s.¹²⁴ In the 1970s and 1980s the main routes to George Town and Hobart were altered with expressways being constructed following the 1968 Launceston Area Transportation Study and the 1976-77 Launceston Transportation Revision's recommendations.¹²⁵ Both projects had major impacts on the city's historic heritage in the Glen Dhu, wharf and Inveresk areas.

In its earliest years Launceston's streets left much to be desired.¹²⁶ The development of local government in the 1853 led to significant improvements to the town's streets. A notable project, still evident, was the excavation of York Street to improve its grade up Windmill Hill.¹²⁷ In the twentieth century the Launceston City Council undertook a progressive program of sealing its streets.¹²⁸

While its location at the confluence of the North and South Esk Rivers had its advantages, the rivers also provided a barrier to the early settlers of Launceston who were forced to rely on ferries to cross the them. One ferry crossed the North Esk in front of Reibey's store (near the current post office) while another crossing the mouth of Cataract Gorge provided access to the West Tamar settlements.¹²⁹

Although bridges were thrown across minor rivulets such as Fishermans Creek, Launceston's first major bridge was erected outside the city centre in 1830 when George Hobler spanned the North Esk to access his property, 'Killafaddy'. This bridge has been replaced several times, most recently in 1963.¹³⁰

The town's first major centrally located bridge was erected by John Griffiths across the North Esk near his wharf on Tamar Street in 1833 (figure 18). The town's only bridge for thirty years, it was replaced by the iron Victoria Bridge in 1896-7 which itself was replaced by the current Victoria Bridge in 1966.¹³¹

Launceston's second and best known bridge was the arched iron King's Bridge, designed by British engineer, William Doyne and fabricated in Manchester in 1863 (figure 19).¹³² Doyne also planned the railway to Deloraine. The King's Bridge was assembled on a floating platform, towed into position and opened in 1864. An identical second span, fabricated locally by the Salisbury Foundry, was added in 1904 to cope with increasing traffic.¹³³ The bridge still provides access to Trevallyn. Along with the Alexandra Bridge, a suspension footbridge spanning Cataract Gorge above the First Basin, which was opened in 1904 and replaced after

¹²² Morris-Nunn & Tassell, p. 304.

¹²³ Bethell, 1980, p. 20.

¹²⁴ *ibid*, p. 126.

¹²⁵ Annual Reports of the Department of Main Roads in *JPPP*, vols 201 (1979) to 219 (1988)

¹²⁶ See Bethell, 1980, p. 98.

¹²⁷ *Cyclopedia*, p. 17.

¹²⁸ Annual reports of the City Engineer.

¹²⁹ *Cyclopedia*, p. 22.

¹³⁰ Richardson, p. 96.

¹³¹ *ibid*, pp. 46, 96.

¹³² O'Connor, p. 79.

¹³³ Richardson, p. 96.

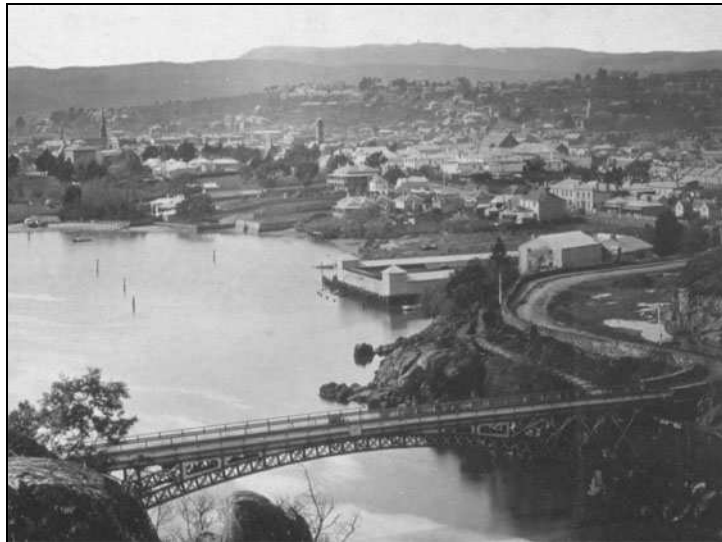
being swept away in the 1929 floods, the King's Bridge has been identified as one of Launceston's two notable bridges.¹³⁴

The concrete Paterson Bridge was opened immediately downstream of the King's Bridge in 1973. Providing access to the West Tamar suburbs and hinterland it won a national engineering award.¹³⁵ The last major bridge in central Launceston is the Charles Street Bridge. Initially a timber structure built in 1918 to access the new Kings Wharf at Invermay the marine board replaced it with a concrete structure in 1956.¹³⁶ Other bridges were erected across the North Esk to access the new suburban areas of Ravenswood in the post war years.

Figure 18.
*John Griffiths' Tamar
Street bridge in 1894
(Richardson, p. 47).*



Figure 19.
*King's Bridge in the c1880s.
Note also the water race
leading to Ritchies Mill, the
quarry to the right and the
corporation baths in the
centre (Allport Library &
Museum of Fine Arts, State
Library of Tasmania).*



¹³⁴ O'Connor, p. 79.

¹³⁵ Richardson, p. 96.

¹³⁶ Richardson, p. 30.

3.6.4 Air Transport

Launceston figured in the pioneering of air transportation in Tasmania. In December 1919 Lieutenant Arthur Long made the first aerial crossing of Bass Strait, landing at the Elphin Showgrounds en route and making the first (unofficial) aerial mail delivery to Hobart.¹³⁷ Six years later, on Australia Day 1926, two RAAF pilots crossed Bass Strait from Point Cook and landed on Home Reach in the Tamar. They anchored their seaplanes near the Tamar Rowing Club's sheds before proceeding to Hobart for the Hobart Regatta a few days later.¹³⁸ In 1928, 10,000 people acclaimed 'Good Old Bert' Hinkler after he landed at Elphin Showgrounds with his wife on a celebratory tour after flying between the United Kingdom and Australia.¹³⁹

Launceston was also prominent in the establishment of commercial air services across Bass Strait. In May 1931 the first air mail service across Bass Strait was commenced and in 1932-3 the Western Junction airfield was established.¹⁴⁰ Devonport born brothers, Victor and Ivan Holyman, followed up a commercial service to Flinders Island with a trial flight to Melbourne in 1933. The following year Holyman Bros won a Commonwealth contract to operate three flights a week across the strait. Two disastrous air crashes in the early years (the first of which claimed Victor Holyman's life) did little to slow the company which prospered under the moniker, ANA (later Ansett Airlines).¹⁴¹ The company's 1936 headquarters, Holyman House, was one of Tasmania's first major Art Deco buildings.¹⁴² The founder of Australia's other major airline (QANTAS), Sir Hudson Fysh, was also born and bred in Launceston.¹⁴³

3.7 Environmental Manipulation

3.7.1 Natural Disasters

Launceston's flood prone river margins were a key factor in Macquarie's 1811 decision to relocate the northern capital to George Town.¹⁴⁴ The city was regularly plagued by floods from its first settlement to the 1950s.¹⁴⁵ The worst floods occurred in April 1929 when up to 4000 people had to be evacuated from Inveresk, Invermay and the Margaret Street area to the Albert Hall and local schools. Two suspension bridges in the gorge were destroyed, many of the wharves were rendered unusable and 1000 houses needed repair and rebuilding (figure 20).¹⁴⁶ Ironically the flood also saved the Launceston Marine Board thousands of pounds in dredging costs by scouring the North Esk and Tamar Rivers.¹⁴⁷ Despite the disaster it was not until the 1962-65 that the Launceston Flood Protection Board and the Launceston Marine Board were able to spend \$3,000,000 building levees to protect the riverside suburbs. The scheme worked, preventing flooding in the June 1969 downpours.¹⁴⁸

¹³⁷ QVMAG, 1989, p. 111; Australian Post Office, p. 63.

¹³⁸ Richardson, p. 164.

¹³⁹ *Examiner*, 7 May 1928, p. 4.

¹⁴⁰ Australian Post Office, p. 63; Richardson, p. 52.

¹⁴¹ Reynolds, p. 173.

¹⁴² McNeill & Woolley, p. 56.

¹⁴³ *ibid.*

¹⁴⁴ Robson, vol 1, pp. 104-5.

¹⁴⁵ See, for example, Morgan, p. 137 for 1829 and 1834 floods.

¹⁴⁶ Reynolds, pp. 165-7; Cassidy & Wishart, p. 93.

¹⁴⁷ Ferrall, 1993, p. 16.

¹⁴⁸ Reynolds, pp. 31, 187.

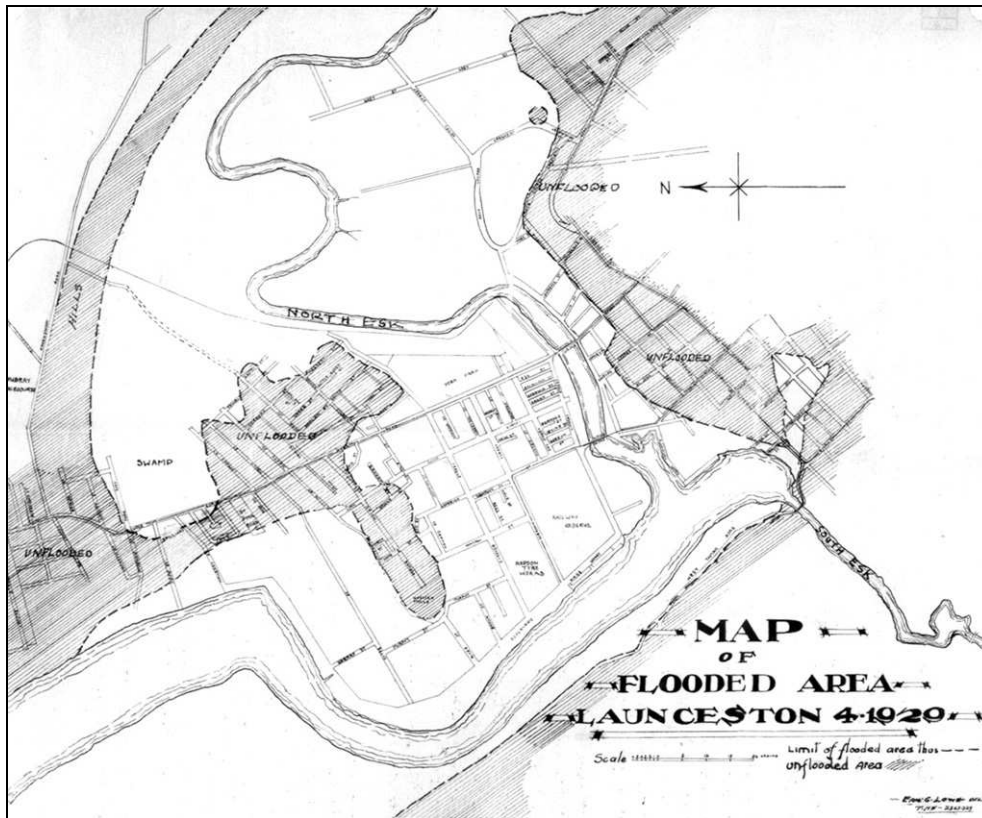


Figure 20. Map showing areas inundated (unshaded) in the 1929 floods (Cassidy & Wishart, p. 111).

3.7.2 Land Clearing

As with any newly settled region the tea-tree covered land at the confluence of the North and South Esk Rivers was quickly cleared by the first colonists. In time, colonists turned their attention to the so-called ‘Swamp’, flood prone land in the Inveresk area, around Margaret Street, on the southern side of the North Esk from the bottom of St John Street to Paterson Street and the gas works site.¹⁴⁹ William Effingham Lawrence unsuccessfully tried to reclaim the Margaret Street marshes in the 1820s while convicts drained swamps across the river in 1845.¹⁵⁰

The Inveresk Swamp was a major concern for over a century. It extended along the northern bank of the North Esk including the railway workshops, York Park and up to Mowbray. The first land grants in the Mowbray swamp were conditional on the allotments being drained. Early settlers used picks and shovels to build levees to keep out tides and introduced automatic floodgates at the river’s edge.¹⁵¹ Like Eardley-Wilmot before him, in 1851 Governor Denison had convicts excavate drainage ditches in a quixotic project to dig a ship’s canal to Stephensons Bend.

Drainage of the Inveresk Swamp continued throughout the nineteenth century and by 1884 parts of it were described as ‘a neat little suburb with cottages and villa residences’. In reality Inveresk was a crowded working class area prone to flooding and outbreaks of disease.¹⁵²

¹⁴⁹ Richardson, p. 74.

¹⁵⁰ Reynolds, p. 50; Robson, vol 1, p. 418.

¹⁵¹ Richardson, p. 74.

¹⁵² Morris-Nunn, 1987, pp. 11-12; see Petrow, 1994, p. 52.

After 1911 earth walls were built around the swampy ground and the land filled with mud dredged from the river. Land from Kings Wharf to Ogilvie Park was reclaimed in this way.¹⁵³ By 2002 more than 150 years of land reclamation and flood protection measures (see Section 3.7.1) made the Swamp a barely noticed memory.¹⁵⁴

3.8 Industrial Development

Launceston has been an important industrial centre in Tasmania from its earliest days. Changing industrial responses to markets, resources and technologies created a wide variety of industries including processing of primary agricultural and mineral products and the manufacture of everything from domestic goods to steam engines. Industrial sites in the city date to the nineteenth century and ‘provide an unusually complete record of the industrial evolution of an Australian city’.¹⁵⁵ Most nineteenth century and early twentieth century industrial sites were concentrated on and near the waterfront from the mouth of the South Esk to Tamar Street although others were sited according to the location of relevant resources. Late in the nineteenth century as flooding problems in the Inveresk area were mitigated warehouse and industrial sites were developed north of the North Esk. This would have been in response to cheaper land and the proximity of labour markets. The 1917 Kings Wharf reinforced Inveresk’s position as a major industrial area. Industrial rationalisation in the later twentieth century heralded a decline in the city’s manufacturing output.

3.8.1 Processing Food and Drink

*Flour Mills*¹⁵⁶

Launceston’s proximity to the rich Norfolk Plains wheat growing districts ensured that flour milling became a significant industry. After its earliest colonists used hand mills to grind grain the first flour mills were built in Launceston by William and Nathaniel Lucas (on Windmill Hill) and James Steele by 1817. The earliest mills were wind and water powered with a Government windmill at the end of Margaret Street, a water mill on the North Esk at Distillery Creek in the 1820s and a windmill shown on John Tibb’s grant in Invermay on Ross’s 1832 map. Another early nineteenth century mill was Andrew Sibbald’s 1831 Cataract Gorge mill. After being washed away by winter floodwaters it was rebuilt at the mouth of the South Esk River with a water race erected along the cliffs of the south bank of the river (figure 21). One of Launceston most prominent mills, it was acquired by David Ritchie in 1876 and has since borne his name.

Between 1835 and 1839 a convict treadmill was erected in the gaol complex on Wellington Square (the block bound by Bathurst, Paterson and Barrow Streets). It was operated by up to eighteen convicts for about fifteen years before being converted into a police office and stables in 1865-7.

By 1841 Launceston’s windmills had ceased operating and John Griffiths had erected the town’s first steam mill, the Bridge Mill, in William Street. In 1876 the site was leased to the Mount Bischoff Tin Mining Co. which erected its tin smelters there. Other early steam mills were located in Wellington Street and Margaret Street while contemporaneous water mills were erected at St Leonards and on Distillery Creek in 1845 and 1859.

¹⁵³ Richardson, p. 74.

¹⁵⁴ *ibid.*

¹⁵⁵ Morris-Nunn & Tassell, p. 9. The description of Launceston’s industrial development is based on the survey undertaken by the Queen Victoria Museum and Art Gallery in 1982.

¹⁵⁶ This section is based on Cassidy & Preston, pp. 164-189.

Figure 21.
*c1890 photograph of
 Cataract Gorge showing
 race conveying water to
 Ritchie's Mill (Anson Bros
 Cataract Gorge and Mill,
 Tasmaniana Library, State
 Library of Tasmania).*



Although Tasmania's mills were in decline in the late nineteenth century Thomas Affleck built a steam mill at 22-26 Cameron Street in 1897 and Thomas Monds converted an old store on the corner of Shield Street and The Esplanade to a roller mill in 1908. In 1918 the two companies merged with Monds' mill becoming the main source of flour in the region. In 1997 it was still operated by Pivot and was the only operating flour mill remaining in Tasmania.

Bakers, Confectioners, Jam Makers, Smallgoods, etc¹⁵⁷

There have been numerous small bakeries in Launceston. Large bakeries include William Dean's 1840 Phoenix Bakery in St John Street which expanded to offer baked goods, hot baths, a café, a smoking room and local and international newspapers by 1879. Thomas Dean's 1890 Star Bakery in York Street was one of the most automated in the colony and the family remained involved in the trade in Launceston until the 1960s.

In 1867 G. Hayward established Tasmania's largest confectionary factory in Launceston. Other confectioners included Beaumont and Shepherd which erected the present building on the corner of The Quadrant and St John Street in 1923, fitting it with new electrically powered machinery including an elevator. Confectioner Thomas Gould began producing jam in 1847 and from the 1850s Victorian miners created an enormous demand for fresh, bottled and dried fruit. Commercial jam making, however, failed to survive a subsequent depression and was not successfully revived in Launceston.

Following late nineteenth century developments in refrigeration smallgoods manufacturer Leonard Bender established northern Tasmania's first freezing works, insulated with sawdust, in Benders Lane. Bender was followed by the Tasmanian Produce and Cool Storage Company's substantial works on Inveresk Esplanade in 1903. The company became the main butter manufacturer in Launceston and was an agent for dairy related machinery.

Abattoirs

A slaughterhouse located on the corner of Balfour and Upton Streets by 1832 was subsequently operated by Launceston City Council until 1931 when it opened the state of the art Killafaddy abattoir.¹⁵⁸ The Killafaddy abattoir was described as follows:

¹⁵⁷ This section is based on Morris-Nunn & Tassell, pp. 32-45.

¹⁵⁸ See map of Launceston in Ross.

The design of this building which is solidly constructed of brick and concrete, and the all electric feature of its equipment, mark it a distinct departure from the usual mode of Abattoir lay-out and arrangement of working appliances. The innovations incorporated in the general scheme, particularly the water heating system, are a revelation to experts in Abattoir design and requests for copies of plans, etc, have been received from New South Wales, and Victoria and also other parts of Tasmania.¹⁵⁹

The council operated the abattoirs for many years, building four brick veneer cottages for workers in the 1950s. It sold the abattoirs to private interests in the 1980s and after several ownership changes they were mothballed in 2002.¹⁶⁰ The council also operated abattoirs near cattle wharves in Gleadow Street, Inveresk until the 1920s.

Breweries, Distilleries and Aerated Waters¹⁶¹

After Tasmania's first breweries were established in the 1820s William Barnes made a fortune by brewing beer in a brewery at the end of Margaret Street from 1824.¹⁶² Other breweries tended to come and go and by 1832 the town had seen several in operation. John Fawn's Cornwall Brewery pumped water in from Cataract Gorge and later in the century employed James Boag. Boag left the Cornwall Brewery in 1876 and in 1881 bought the Esk Brewery and Aerated Water Manufactory, adjacent to his old employers. In 1917 Boag's bought the Tamar brewery and became the city's sole brewer. As brewing required quantities of fresh water all of the city's major breweries were located adjacent to the North Esk or Tamar Rivers.¹⁶³

After the prohibition on whisky distilling was lifted in 1822 James Towers opened his distillery and gave the name of Distillery Creek to the area now known as Ravenswood.¹⁶⁴

The manufacture of aerated waters grew out of the strong Victorian temperance movement and by the 1880s several such factories had been operating in Launceston. One of the longest running enterprises was Mrs M.E. Abbott's Paterson Street Phoenix Aerated Water and Cordial Factory which won prizes at the 1891 exhibition. It remained at its Paterson Street premises until moving to Ravenswood in 1974 but was subsequently absorbed by Coca Cola.¹⁶⁵

3.8.2 Manufacturing

The city is perhaps best known for its flour mills (already discussed in Section 3.8.1), textile mills and foundries.

Foundries

The industrial revolution made foundries critically important manufacturing sites, where all manner of agricultural, industrial and domestic iron products were fabricated. Launceston's first known foundry was established by John Williams at Sandhill as early as 1833.¹⁶⁶ Other early foundries included William Huttley's 1846 Cornwall Foundry and William Knight's 1859 Phoenix Foundry. Located on the site of the Metro bus depot in Wellington Road adjacent to Williams foundry (which by then was Peter & Sons — see figure 22) the Phoenix Foundry fabricated the gates to City Park in 1903. It acquired Peters' in 1929 and manufactured stoves until 1978.¹⁶⁷

Launceston's best known historic foundry is the Salisbury, founded when Ishmael Salisbury set up in Launceston on the Esplanade and William Street in 1876 to manufacture mining

¹⁵⁹ Mayor's Valedictory Address for 1933-34, p. 5.

¹⁶⁰ *Tasmanian Country*, 11 January, 2002, p. 2.

¹⁶¹ This section is based on Morris-Nunn & Tassell, pp. 46-59.

¹⁶² Evans, 1993, p. 16

¹⁶³ see map in Morris-Nunn & Tassell, p. 50.

¹⁶⁴ Bethell, 1980, p. 76.

¹⁶⁵ Morris-Nunn & Tassell, pp. 57-9.

¹⁶⁶ *ibid*, p. 373.

¹⁶⁷ *ibid*, pp. 376-80.

equipment. By 1900 most of the state's mining fields had Salisbury machinery. The company exported interstate and to New Zealand, fabricated the second span of the King's Bridge and undertook war related fabrications during World War II. It still operates in Rocherlea as Salisbury Engineering.¹⁶⁸ Another long standing foundry is the Glasgow Engineering Company founded by James Scott as the Tamar Foundry in 1892 and still operating.¹⁶⁹

A related metal based enterprise was Francis Jackson's locksmithing business established in Arthur Street in 1882 (figure 23). Apart from locks the company fabricated bronze and brass castings, brass plates, hose fittings, motor springs and undertook general blacksmithing. By 1964 it employed 50 people and most major Australian gaols as well as all government mental institutions were supplied with Jackson's locks. In 1926 it moved to 106 Cameron Street, where it remained for most of the rest of the century.¹⁷⁰

Figure 22.

Late nineteenth century advertisement for Peters' & Sons foundry (Morris-Nunn & Tassell, p. 377).

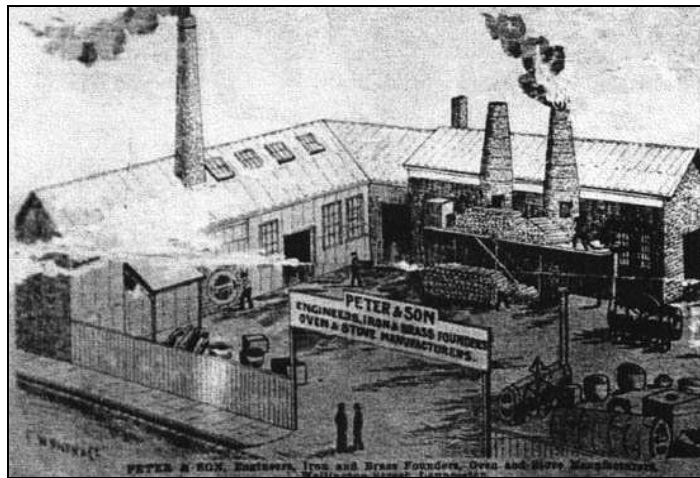
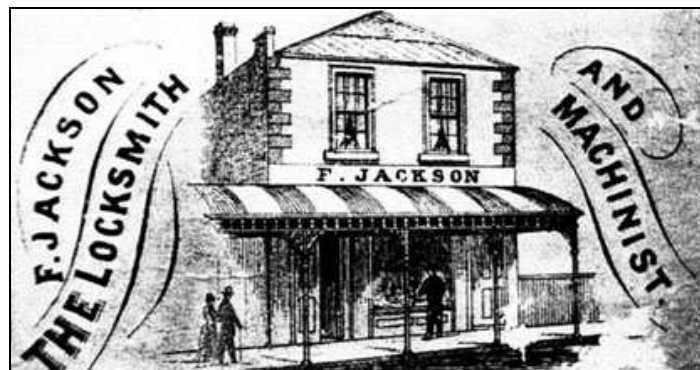


Figure 23.

Late nineteenth century advertisement for F. Jackson, locksmiths and machinist (Morris-Nunn & Tassell, p. 398).



Textiles

¹⁶⁸ *ibid*, pp. 384-390.

¹⁶⁹ *ibid*, p. 383.

¹⁷⁰ *ibid*, pp. 390-96.

Nineteenth century Launceston teemed with small, ephemeral businesses of tailors, hatters, mercers, dressmakers, dyers, staymakers, perriquers, wigmakers and bootmakers.¹⁷¹ Although naked men were exempt from work in 1820 due to a ‘very serious want of clothing’ by 1831 wool was one of the main commodities being exported to Britain and in 1847 the *Examiner* promoted the establishment of a cloth factory in the town.¹⁷² A hand operated loom in St Leonards in the 1870s represented a small scale enterprise.¹⁷³ Tempted by a government reward of £1000, Peter Bulman imported machinery from Scotland and opened the water powered Waverley Woollen Mills on Distillery Creek in 1874.¹⁷⁴ The mill remained a landmark on Launceston’s industrial landscape for over a century, surviving the 1973 tariff cuts and not passing out of the family until 1981. It continues to operate, albeit on a much reduced scale.

During a decade of economic gloom in Tasmania a rare advance was the opening of two large textile mills in Launceston in 1923. Patons & Baldwins (later Coats Patons) which built a substantial brick mill in Glen Dhu and imported Scottish textiles workers and was considered a model factory.¹⁷⁵ Like the other woollen mills it boomed during World War II employing 2000 people, many of them women. As with the other mills, the Commonwealth government’s 1973 decision to reduce tariffs on textiles was devastating and the mill, now owned by Chinese interests, operates on a much reduced scale with much of the site occupied by unrelated commercial enterprises and community based groups.¹⁷⁶ The second 1923 mill was opened by English firm Kelsall & Kemp in a vast reinforced concrete factory at Invermay. It suffered most severely from the 1973 tariff cuts and was brought out by Onkaparinga in 1977 before being closed down shortly after.¹⁷⁷ Most of the buildings were subsequently demolished.

Other smaller woollen mills included Broomby and Dent’s Reliance Worsted Mills which operated in George Street between 1924 and 1938 and Thyne Bros mill in the former Tasmanian Co-op Brewery at 214 York Street between 1926 and 1977 when they relocated to Waverley.¹⁷⁸

Tanning

Leather making began in Launceston with the death of Paterson’s Bengali cattle when hides were made into moccasins by convict labour. Tanning, however, only commenced as a commercial industry when James Bischoff opened a tannery in c1832. A year later Thomas Button opened the Cataract Tannery between Brisbane and Margaret Streets, while other tanneries were later located in Charles Street (near the Tamar), Wellington St, The Esplanade near the Gasworks site, Elizabeth Street, Invermay, Mowbray and St Leonards.¹⁷⁹ Other related industries such as bootmakers and bark mills were often associated with tanneries. An exception was William Sidebottom’s 1875 Cameron Street bark mill. Later relocating to Earl and York Streets it remained in the family until the early 1960s.¹⁸⁰ Outside the city centre the L.W. Smith fellmongery in St Leonards was converted to a HEC depot in 1958.¹⁸¹

Transport Industries

¹⁷¹ *ibid*, p. 199.

¹⁷² *ibid*, pp. 167, 172.

¹⁷³ Whitworth, p. 194.

¹⁷⁴ Morris-Nunn & Tassell, p. 175.

¹⁷⁵ Mill infrastructure included nine workers’ cottages located at 1-13 Heather and 82-84 Glen Dhu Streets — Lyons, p. 245.

¹⁷⁶ Morris-Nunn & Tassell, pp. 191-92.

¹⁷⁷ *ibid*, pp. 187-88.

¹⁷⁸ *ibid*, pp. 192-98.

¹⁷⁹ *ibid*, pp. 151-156.

¹⁸⁰ *ibid*, p. 167.

¹⁸¹ Lyons, p. 247.

From the time Paterson requested that wheelwrights, ‘the most useful of all Mechanics in a new colony’, be sent to Port Dalrymple in 1806 and Captain Brabyn built the north’s first timber carriage in 1809 vehicle builders have been busy in Launceston.¹⁸² Perhaps Launceston’s most prominent coachbuilding firm was Paine’s, founded in 1860 by George Paine. His son, Frederick, later became coachbuilder by appointment to the Governor and had an office and manufactory at 192 York Street with a showroom at 59 Wellington Street. By 1905 Paine, along with other coachbuilders, had expanded into motor vehicles, in his case building ‘motor omnibuses’ (figure 24). Paine’s continued to build buses and vehicles in Paterson Street until 1956.¹⁸³ Denton’s, Launceston’s other major motor vehicle builders, were located next door. However, as centralised mass production took over, the domestic motor vehicle construction industry faded.¹⁸⁴

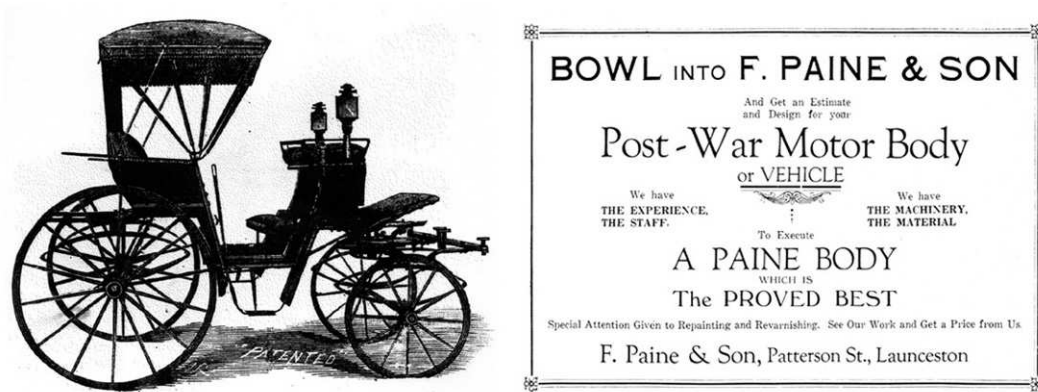


Figure 24. The changing face of vehicle manufacture is revealed by F. Paine & Son’s prize ‘Victoria’ of 1902 and its postwar advertisement for motor vehicles (images reproduced in Morris-Nunn & Tassell, p. 243 and Cassidy & Wishart, p. 155).

Figure 25.
1914 advertisement for
Apthorpe’s Motor Garage
(1914 Post Office Directory, p.
153).

¹⁸² *ibid*, p. 239.

¹⁸³ QVMAG, 1989, p. 108.

¹⁸⁴ Cassidy & Wishart, p. 137.

Lovely Tasmania

AND
HOW TO ENJOY IT.

TOURS ARRANGED
Night 'Phone, 696.



CARS GARAGED.
'Phone—Garage, 616.

Hire a Luxurious NAPIER CAR

... AT ...

APTHORPE'S MOTOR GARAGE

Lower George Street, LAUNCESTON.

Telegrams—"APTHORPE," LAUNCESTON.

Related industries in the nineteenth and early twentieth centuries were livery stables, and saddle, collar and harness makers. Many inns had livery stables attached. The later twentieth century equivalent is the motor garage which usually developed out of either livery stables or bicycle manufacturers. Thus John King opened a bicycle shop in Charles Street in 1901 and later built motor cycles and installed petrol bowsers. King and George Arnold vied to be the first in Launceston to build complete motor vehicles. Apthorpe's Motor Garage garaged cars and offered chauffeured tourist trips from 1908 (figure 25) while other garages included Edis Brown's Commonwealth Motor Garage on the corner of Charles and Cimitiere Streets, Sauls Motor Garage at 6-8 Charles Street, Beasley's Garage, the Tasmanian Motor Garage, Wearne & Geards, Sim Kings and Leonard Corricks. Some of these businesses built and repaired cars, bicycles and motor bikes while others restricted themselves to repair work and providing petrol.¹⁸⁵

A shortlived related factory was Rapson's tyre factory erected on a grand scale at Invermay in 1928-29 and abandoned by mid-1930.¹⁸⁶ From the 1940s Gus Adams began building Launceston's first caravans at his engineering works in Elphin Road.¹⁸⁷

Construction Industries

Launceston's first known building was an 8 by 10 foot hut built at Ritchings Park by Paterson, probably on the site of the old Brisbane Hotel. As befits a convict colony the second building is thought to have been the prisoners' 'tench' or barracks in Cameron Street.¹⁸⁸ Although bricks were being used for buildings by 1809 tradesmen were in short supply. As the settlement lacked suitable stone, bricks were widely used for more substantial buildings although in 1823 there were still just eleven brick houses in the town.¹⁸⁹ Initially builders sought clay as close as possible to the building site. Thus bricks for St Johns church were fired from clay excavated from what is now Princes Square in 1824. Like many such claypits it was used for a time as a tip site and was not redeveloped as a park until the 1840s.¹⁹⁰

¹⁸⁵ Morris-Nunn & Tassell, pp. 259-67.

¹⁸⁶ Robson, vol 2, p. 421.

¹⁸⁷ Richardson, p. 104.

¹⁸⁸ Morris-Nunn & Tassell, p. 67

¹⁸⁹ *ibid*, p. 73, Burn, p. 171.

¹⁹⁰ Burchill, pp. 28-9.

Other noted clay sources for brickmaking were located at Sandhill and Elphin while the main government brickyards (bricks were made by convicts until transportation ended in 1853) were at Portsmouth Square (now the Brickfields Reserve) and Wellington Square.¹⁹¹ One of the first free brickmakers was Thomas Innocent who established a brickyard at Glen Dhu in 1853, then later relocated to Kings Meadows where a warehouse complex is now located on his brickyard site. Rich clay deposits made Sandhill and Kings Meadows ideal for brick and pipe making, although other brickmakers were located at Elphin.

Ever eager to ensure continuity of supplies to its building enterprise J. & T. Gunn had acquired three brickyards in Glen Dhu by 1901. Two of these were leased to Samuel Hutton & Sons who became one of Launceston's most prominent twentieth century brickmakers. Huttons supplied bricks for several Launceston theatres as well as the nearby Patons & Baldwins textile mill and operated until after World War II.¹⁹²

Earthenware pipe manufacturers were closely allied to brickmakers and indeed some firms plied both trades. Pipe making was boosted when the council decided to sewer the town in the 1870s. Melbourne's Alfred Cornwell won the coveted tender to supply pipes and established the Launceston Steam Brick, Pipe, Tile and Pottery Works at Sandhill in 1876. After he took it over in 1881, John Campbell and his descendants successfully operated the company until 1975 when it closed after the council's decision to use PVC pipes.¹⁹³

By 1900 J. & T. Gunn's had established itself as Launceston's most prolific builder of commercial, industrial and domestic buildings.¹⁹⁴ Noted for its high quality workmanship and attention to detail it dwarfed all other Launceston builders. Since 1955 most of its construction work has been undertaken by subsidiary Hinman, Wright & Manser.¹⁹⁵ Its buildings include many of the city's best known structures and often featured innovative technological features. Thus the former Bank of New South Wales building on the corner of Brisbane and St John Streets, built in 1877, had Launceston's first hydraulic lift while the 1936 Holyman House boasts the city's first (and possibly only) steel riveted framed building.¹⁹⁶

Miscellaneous Industries

Although glass blowers were sought for Launceston as early as 1847, all the city's glass was imported until Barrenger and Lansdell opened a factory in Mulgrave Street in 1926 to manufacture leadlights. The firm later expanded to Hobart in 1931 and remains in business.¹⁹⁷

By the mid 1880s furniture makers such as William Coogan had established themselves (figure 26). Coogans exported furniture, bedsteads, mattresses, bedding, roller blinds, prams and go carts across Australia. Coogan died in 1940 and the Launceston factory closed down in 1956 when the company decided to concentrate on retailing.¹⁹⁸ Enterprises related to furniture making included blind factories, chair factories and flock mills.

Figure 26.

¹⁹¹ Morris-Nunn & Tassell, p. 73.

¹⁹² *ibid*, pp. 80-81.

¹⁹³ *ibid*, pp. 87-92.

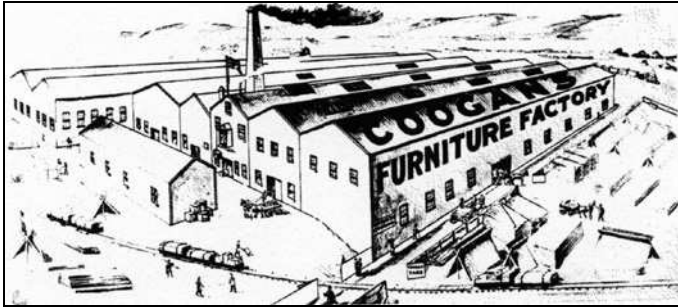
¹⁹⁴ Lyons, p. 23.

¹⁹⁵ *ibid*, pp. 21-2; 23; 33-35.

¹⁹⁶ *ibid*, pp. 41 & 75 & Appendix C.

¹⁹⁷ Morris-Nunn & Tassell, pp. 129-31.

¹⁹⁸ *ibid*, pp. 109-119.



Coogans Launceston furniture factory in 1904 (image from Weekly Courier, 17 December 1904 reproduced in Morris-Nunn & Tassell, p. 120).

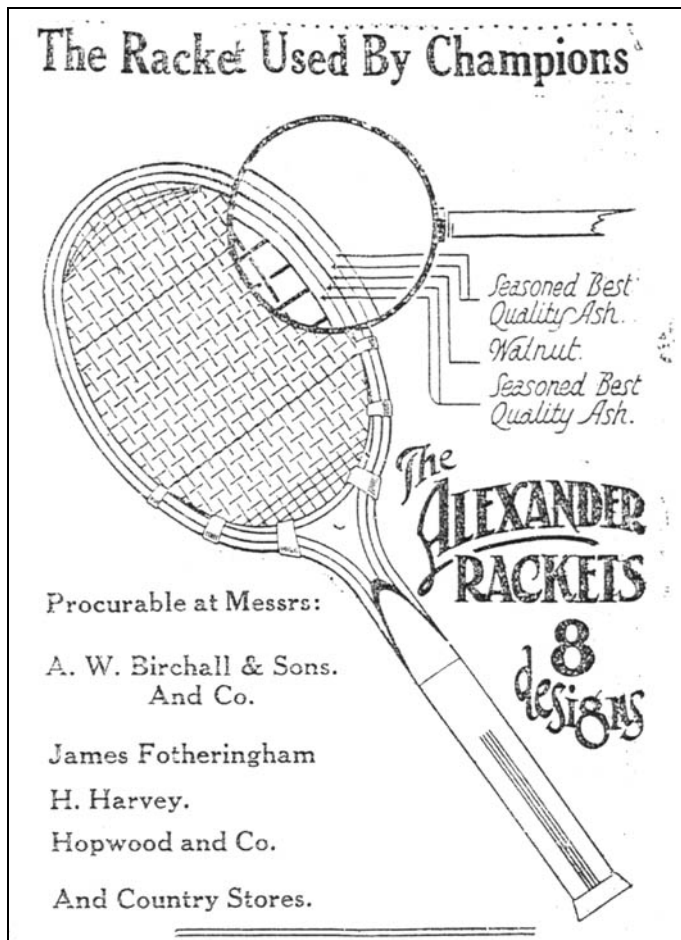


Figure 27. c1930 advertisement for the Alexander Patent Racket Co. (Launceston Local Studies Library files).

A more unusual factory was the Alexander Patent Racket Company factory established by Alfred Alexander and S.B. Hopwood in Amy Street, Newstead in 1926 (figure 27). The first company in Australia to wholly make tennis rackets it initially used Australian and Tasmanian timber for its frames. Its rackets were used by players winning numerous championships, such as Wimbledon, the Australian and the French. The factory had closed by 1964.¹⁹⁹ The site has more recently been used as Police Boys' and Citizens' Youth Club.

3.9 Finance

In the first years of the colony cash was in short supply with the Spanish dollar being the main currency and a barter system prevailing.²⁰⁰ Launceston's first banks were severely undercapitalised and did not survive long. They included the Cornwall Bank, which opened on the corner of Cameron and Wellington streets in 1828 (and was briefly replaced by the Hobart based Bank of Van Diemen's Land in 1830) and the George Street based Tamar Bank which opened in 1834.²⁰¹ In 1836 the Bank of Australasia was formed by the former Cornwall Bank creditors with English capital and a Royal Charter. Two years later the former Tamar Bank reopened as the Union Bank of Australia under similar provisions.²⁰²

The locally formed Launceston Savings Bank was founded in 1835 and survived until the late 1990s although it was merged with other state banks in the 1980s. One of the oldest continuously operated bank premises in Launceston is the National Bank of Tasmania which opened at 50 St John Street in 1878, merged with the Commercial Bank of Australia in 1918 and operated at the site until the 1990s.²⁰³

Financial services were not restricted to banks. The Launceston Building and Investment Society was founded in 1855 and the Tasmanian Permanent Building Society in 1858.²⁰⁴ By 1992 the latter was the oldest building society still operating in Australia although it later merged with the Trust Bank.

The AMP Society pioneered insurance in Australia and was represented by an agency in Launceston from 1855. It opened a branch office in the city in 1881 and by 1900 was accommodated in its own building adjacent to the post office.²⁰⁵

3.10 Depression

Tasmania has suffered severely from several major economic depressions. The first occurred in the 1840s and lasted in Launceston until the 1870s when the state's mining boom heralded a period of great prosperity for the city. The second, precipitated by the collapse of the Van Diemen's Land Bank in 1891, was catastrophic for a colony which had fewer resources to fall back on than the mainland colonies.²⁰⁶ The third major depression was the 1929 depression which again impacted severely on the city.

3.11 Retailing and Commerce

In its early years Launceston's business district extended only a few blocks from the North Esk. Cornwall Square, also known as Market Green, was reserved as a market place in 1843 and Governor Denison had 'a huddle of low buildings' erected there in 1849.²⁰⁷ They replaced

¹⁹⁹ QVMAG, 1989, p. 80.

²⁰⁰ Reynolds, p. 29.

²⁰¹ *Cyclopedia*, p. 71; Reynolds, p. 70.

²⁰² *Cyclopedia*, p. 72.

²⁰³ See QVMAG, 1989, p. 94.

²⁰⁴ *Cyclopedia*, p. 17.

²⁰⁵ *ibid*, p. 77.

²⁰⁶ Reynolds, p. 135.

²⁰⁷ LSD 1/7, pp. 185-190; Bethell, 1980, p. 129.

earlier markets located on the corner of Paterson and St John Streets and continued to operate there into the twentieth century.²⁰⁸ By 1856, when the Quadrant Mall was laid out, the town's commercial centre had moved up as far Brisbane and York Streets with allotments closer to the waterfront being occupied by industry and warehouses.²⁰⁹ The central business district has remained thus since that time with satellite commercial centres developing as new suburbs were established from the 1870s to the present.

3.12 Media

Launceston's first newspaper, the weekly *Tasmania and Port Dalrymple Advertiser*, was founded by George Howe junior in 1825 but only lasted some twenty issues.²¹⁰ John Fawkner founded the *Launceston Advertiser* in 1830 and soon had a rival in William Goodwin's populist and 'vituperative' *Cornwall Chronicle*.²¹¹ The *Examiner*, was founded by James Aikenhead in 1842 and established itself as the mouthpiece of the anti-transportationist and nonconformist Launceston merchants.²¹² Launceston clergyman, historian and anti-transportationist activist, John West, was one of its first writers, leading key debates with his columns.²¹³ The *Examiner* commenced publication in Brisbane Street and moved to Paterson Street in 1854. Over the years it saw off or swallowed up its rivals and progressed from a weekly to become a daily newspaper in 1877. These rivals include the *Telegraph* and the *Launceston Courier*. Later newspapers included the *Daily Telegraph*, the *Democrat* (later the *Federalist*) and the *Examiner's* magazine style weekly, the *Weekly Courier*. The *Examiner* has been located in its current site since 1876 when J. & T. Gunn built its first office there.

Radio broadcasts started in Tasmania when Hobart's 7ZL broadcast in 1924.²¹⁴ Television was first telecast in Launceston in May 1962.²¹⁵

3.13 Entertainment Industry

From its earliest years Launceston was 'well supplied with places of amusement', which provided mostly musical theatre and were attached to hotels and taverns. The first notable theatre occupied the upper storey of the British Hotel on the corner of Wellington and Balfour Streets from c1834.²¹⁶ Other venues were the Olympic Theatre which was located in the London Tavern on the site of the 1886 post office, the Lyceum on the opposite side of Cameron Street, the Cornwall Assembly Rooms, the Red Clarence Theatre, the Theatre Royal in St John Street (by 1900 this was the site of the Bijou), the Mechanics' Institute Hall, the Academy of Music in George Street and the Albert Hall which was one of the largest music halls in Australia and was capable of comfortably seating 2500 people.²¹⁷ The Albert Hall has served a wide diversity of purposes in Launceston including entertainment. Perhaps its most famous performer was Dame Nellie Melba who disappointed by not singing there in February 1903 as she felt 'horrible' after crossing Bass Strait from Melbourne.²¹⁸ She made amends by performing at the Albert Hall in 1909.

From the early twentieth century cinema became popular and by the 1920s was replacing theatre as a major form of entertainment. Citizens were excited in 1926 when a scene of the

²⁰⁸ Walch's Almanacs; DPIWE — Launceston 33.

²⁰⁹ QVMAG, 1988, pp. 21, 46.

²¹⁰ Courtney, pp. 81-2.

²¹¹ *ibid*, p. 83, Petrow, 1993, p. 27.

²¹² Robson, vol 1, p. 497.

²¹³ See Roe, 1996, p. 37.

²¹⁴ Australian Post Office, p. 64.

²¹⁵ Alexander et al, p. 17.

²¹⁶ *Cyclopedia*, p. 61

²¹⁷ *ibid*, pp. 62-3.

²¹⁸ *Examiner*, 13 February, 1903, p. 6.

feature film, 'For the Term of His Natural Life', was shot at Corra Lynn.²¹⁹ One of the best known cinemas, the Princess, was built in 1911 as a live theatre and had an Art Deco façade and foyer added in 1939. The theatre was used solely for film for nearly 60 years, before closing in 1969. The Council sold the 1915 National Theatre, which it had acquired in c1954, and bought the Princess to redevelop as a live performance space.²²⁰

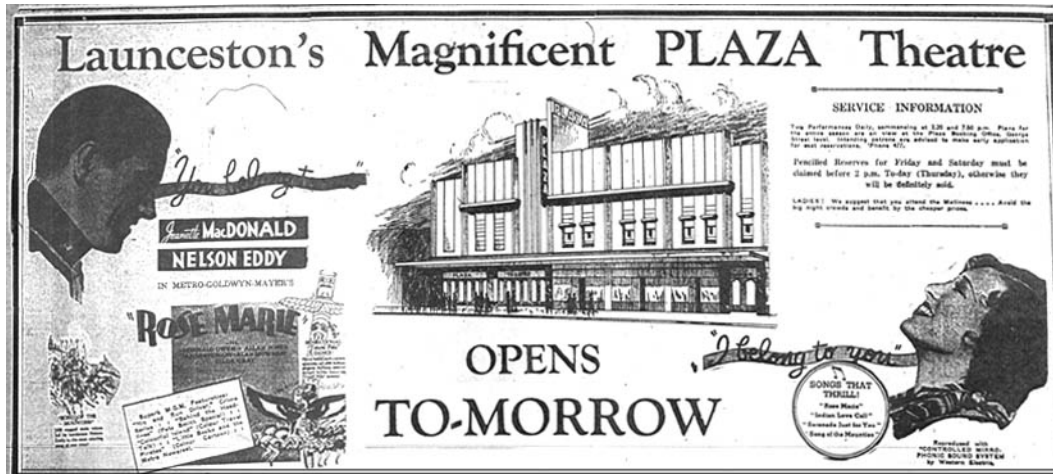


Figure 28. Advertisement for the opening of the Plaza Theatre in George Street (Examiner, 19 August 1937, p. 11).

Figure 29. Launceston Colonial Hospital (later Launceston General Hospital) in the 1860s. Note the low level of development surrounding the hospital (AOT — 30/2).



By the 1960s there were three cinemas in central Launceston, the classical 1917 Majestic in Brisbane Street (closed 1970 and now housing a menswear store), the art deco 1937 Plaza in George Street (demolished in 1964 — figure 28) and the Princess. The newsreel theatrette, the Tatler, opened in St John Street in 1958.²²¹ Invermay's Star Cinema opened in 1937 but closed

²¹⁹ Examiner, 28 September, 1926, p. 5.

²²⁰ Mayor's Valedictory Address for 1954-55; Lyons, pp. 69-70.

²²¹ Tasmanian Truth, 10 May 1958, p. 21.

in 1969. The 1958 Mowbray Drive-In theatre fell victim to changing tastes in entertainment and closed in 1985.²²²

3.14 Medicine

Northern Tasmania's first doctor was Jacob Mountgarret who was appointed as surgeon to Port Dalrymple in 1804. Mountgarret's first 'hospital' was a tent, probably situated in what is now Kings Park.²²³ By 1820 the poorly regarded seven bed colonial hospital was located on the corner of George and Cameron Streets. While its location altered regularly its reputation did not as Henry Button's 1853 description of it as 'the certain precursor to the cemetery' indicates.²²⁴ The hospital was finally relocated to the corner of Charles and Frankland Streets — conveniently opposite the general cemetery — in 1863 and since 1864 has been called the Launceston General Hospital (LGH — figure 29)²²⁵ In 1981 a new hospital was built across the road in Charles Street.

With paupers and convicts filling the public hospital private hospitals were established from the 1840s to serve the wealthier middle classes. One of the more interesting was Dr William Pugh's 1845-51 St Johns Hospital which attracted attention in May 1847 when Pugh became Australia's first medical practitioner to administer anaesthetic for a surgical procedure.²²⁶

Another prominent private hospital was Struan House in Cameron Street. A private hospital from 1870 and a nursing home from 1910-22, it became Launceston's Supreme Court in 1930.²²⁷

Major epidemics were addressed by establishing temporary emergency facilities. After the first cases were sent to Glen Dhu House in the 1887 smallpox epidemic emergency wards were established at Mowbray Racecourse. A 'hellish' arrangement of tents and buildings, few sought admission there.²²⁸ An Infectious Diseases Ward, opened at the LGH in 1897 (and demolished in 1912) to commemorate Victoria's Diamond Jubilee, was used during the 1903 smallpox scare. Other patients were accommodated in a group of cold corrugated iron buildings at Veralum, the quarantine station at Carr Villa while 'contacts' of the patients were quarantined at Glen Dhu House.²²⁹ Recently redeveloped the former quarantine station retains rich potential as an archaeological site.

Emergency facilities were again needed for the Spanish flu outbreak in 1919. The Albert Hall was used as a relief depot, Veralum was again called into service while Wellington Square School was prepared as an emergency hospital with 1200 beds.²³⁰ When the polio epidemic broke out in Invermay in late 1937 afflicted children were admitted to special wards at the Launceston General Hospital.

Not everyone sought remedy in the mainstream medical system. Homoeopathy enjoyed a period of substantial official and public support from the late nineteenth century. A homoeopathic hospital was opened by the Premier, Sir Edward Braddon, in St John Street in 1900. It relocated to Dilkusha at 24 Lyttleton Street in 1918 but was taken over by the Anglican Church in 1951 and subsequently renamed St Luke's. The hospital was again taken

²²² Interview with Irving Fong in Cassidy & Wishart, p. 41; Lyons, p. 246; *Examiner*, 23 March, 1985, p. 3.

²²³ Richards, 1997b, p. 17.

²²⁴ *ibid*, p. 19.

²²⁵ *ibid*; *Cyclopaedia*, p. 46-7.

²²⁶ Ring, p. 215.

²²⁷ QVMAG, 1989, p. 92.

²²⁸ Roe (1976), pp. 113-19.

²²⁹ *Cyclopaedia*, p. 20; Craig, p. 81; Todd, pp. 29-31.

²³⁰ Todd, pp. 32-33.

over in 1985, this time by the St Luke's Fund, a medical insurance fund established in 1952 to help patients to pay their fees.²³¹

One of the founding members of the Launceston Homoeopathic Hospital was photographer and homoeopathic pharmacist, Frank Styant Browne, who, in September 1896, gave the first demonstration of x-ray photography in Tasmania.²³²

A pharmacy was established on the corner of Charles and Brisbane Streets in 1828. Now Hatton & Laws Pharmacy, it is the oldest pharmacy still operating in Australia.

²³¹ Gill, 1990b, pp. 1-28.

²³² Richards, 1997a, p. 265.

4 TOWNSHIP DEVELOPMENT

4.1. Selecting Township Sites

After Paterson selected Ritchings Park as a settlement site in 1807, Launceston's first buildings and shelters extended along a track about one mile in an easterly direction from the mouth of the Cataract Gorge to the present site of City Park. The history of the selection of the site is discussed in more detail in Section 2.2.

By 1820 there were under 100 buildings in the town and by 1824 it extended between the banks of the North Esk River and Cameron Street.²³³

By 1856 H. Butler Stoney noted that the town notes that was 'very remarkable for the order and regularity of its streets', also noting that there were 'churches of every denomination, law courts, public buildings, banks, etc, some fine shops, well supplied; large and handsome stores, with wharves and quays, but subject to inconvenience from the rise and fall of the tides.'²³⁴ By this time the commercial centre of the settlement was moving from the streets immediately behind the North Esk wharves to around Brisbane Street.

4.2 Suburbanisation

High density residential development in Launceston was confined for several decades to the valley between East and West Launceston a few blocks south of the North Esk (see figures 30-44 for suburban development). The mining boom of the 1870s-80s saw a rapid expansion of subdivision with a concurrent explosion in housing giving Launceston its predominant Victorian flavour. Much of this building was in timber as bricks were declining in quality and Tasmanian timber was heavily promoted.²³⁵ Houses were built along Elphin Road, up the hills of East and West Launceston and Trevallyn and across to the higher parts of Invermay and South Launceston as citizens began to appreciate 'pure air and lovely aspect'.²³⁶ The recently drained Inveresk 'Swamp' was also developed as a working class residential area to provide accommodation for newly developing industrial areas.²³⁷

As might be expected the more elevated neighbourhoods (and Elphin Road) became increasingly prestigious (often with brick dwellings) while working class residents were confined to the more industrial low-lying neighbourhoods around Margaret Street, the Inveresk 'swamp' and Glen Dhu. The growth of the industrial suburbs from the late 1870s marks an important phase in the city's development.

The development of the electric tramway underpinned further suburban development from 1911.²³⁸ However Launceston's busiest period of suburban expansion occurred after World War II when rapid population growth saw broadscale housing development in Prospect, Summerhill, Waverley, Mayfield, Kings Meadows, Ravenswood, Norwood, Newnham, Newstead and Mowbray.²³⁹

²³³ Bethell, 1980, p. 66.

²³⁴ Stoney, pp. 233-34.

²³⁵ See Morris-Nunn, 1987, p. 1

²³⁶ quoted in Morris-Nunn, 1987, p. 8.

²³⁷ QVMAG, 1989, p. 21.

²³⁸ *ibid*, p. 69.

²³⁹ Reynolds, p. 179.

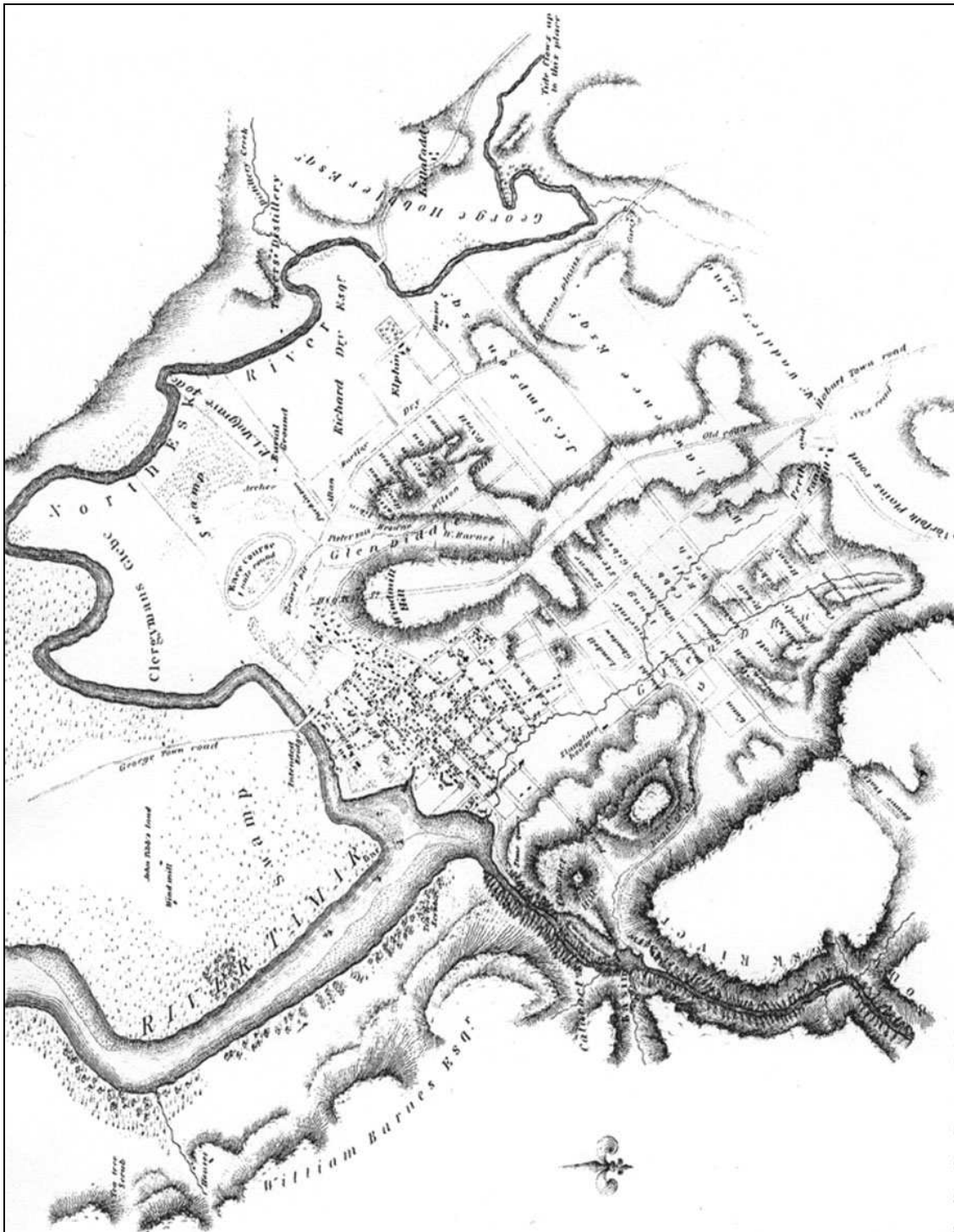


Figure 30. Launceston in c1832. Note the land grants south of the then town centre (Ross).

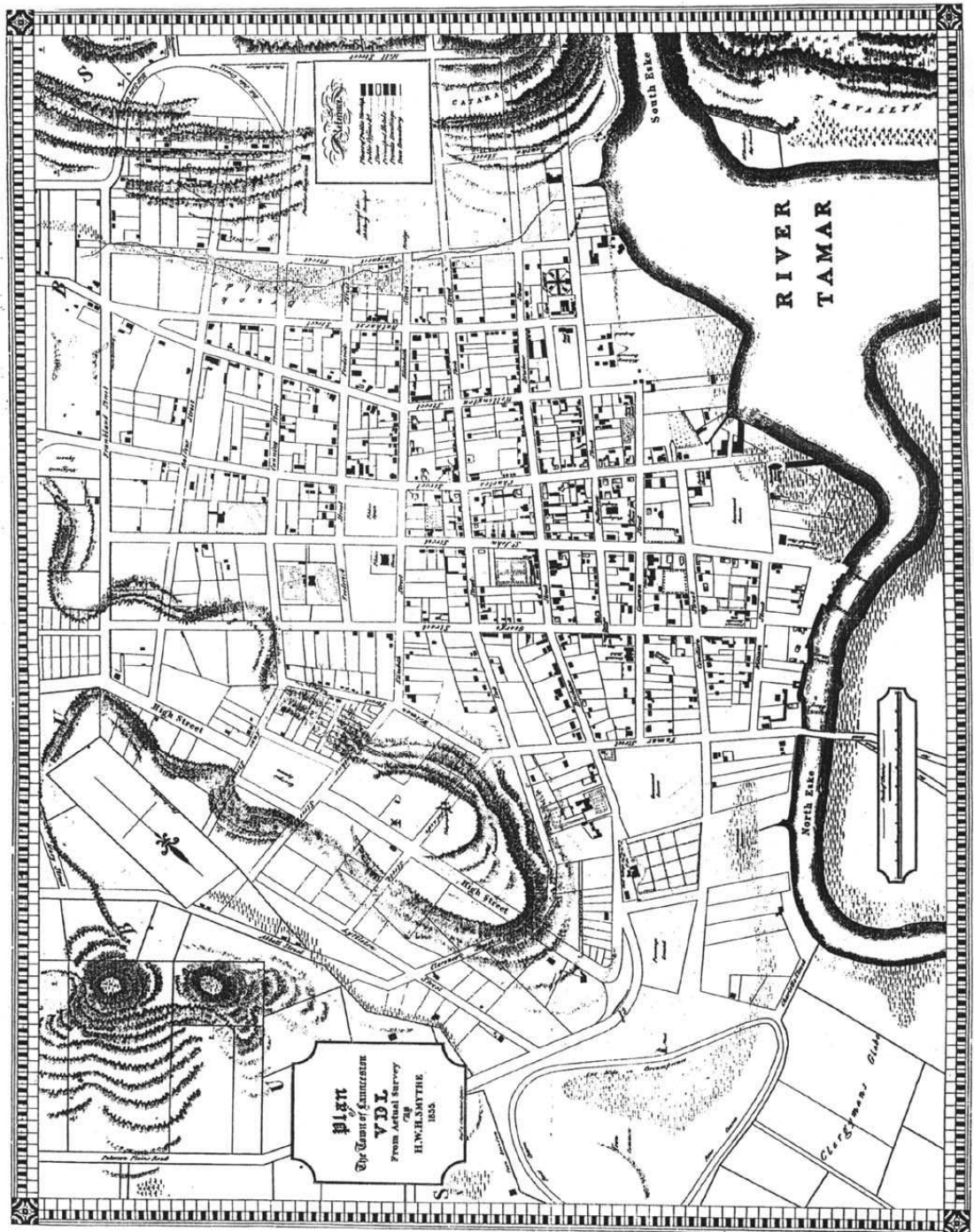


Figure 31. Smythe's 1835 map of Launceston showing extent of town and the town boundaries (QVMAG).

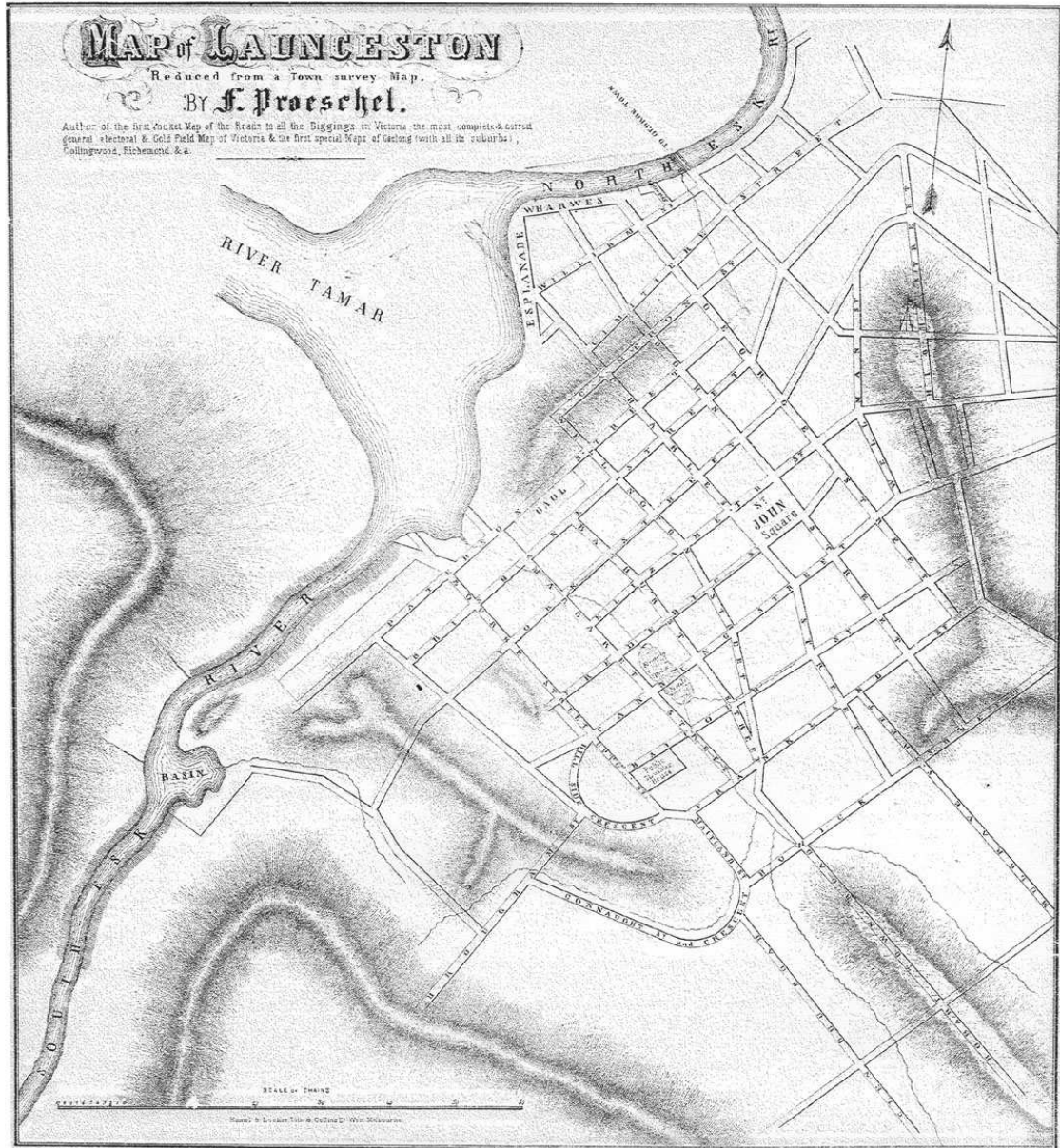


Figure 32. Launceston in 1858 (F. Proeschel map, Tasmaniana Library, State Library of Tasmania).

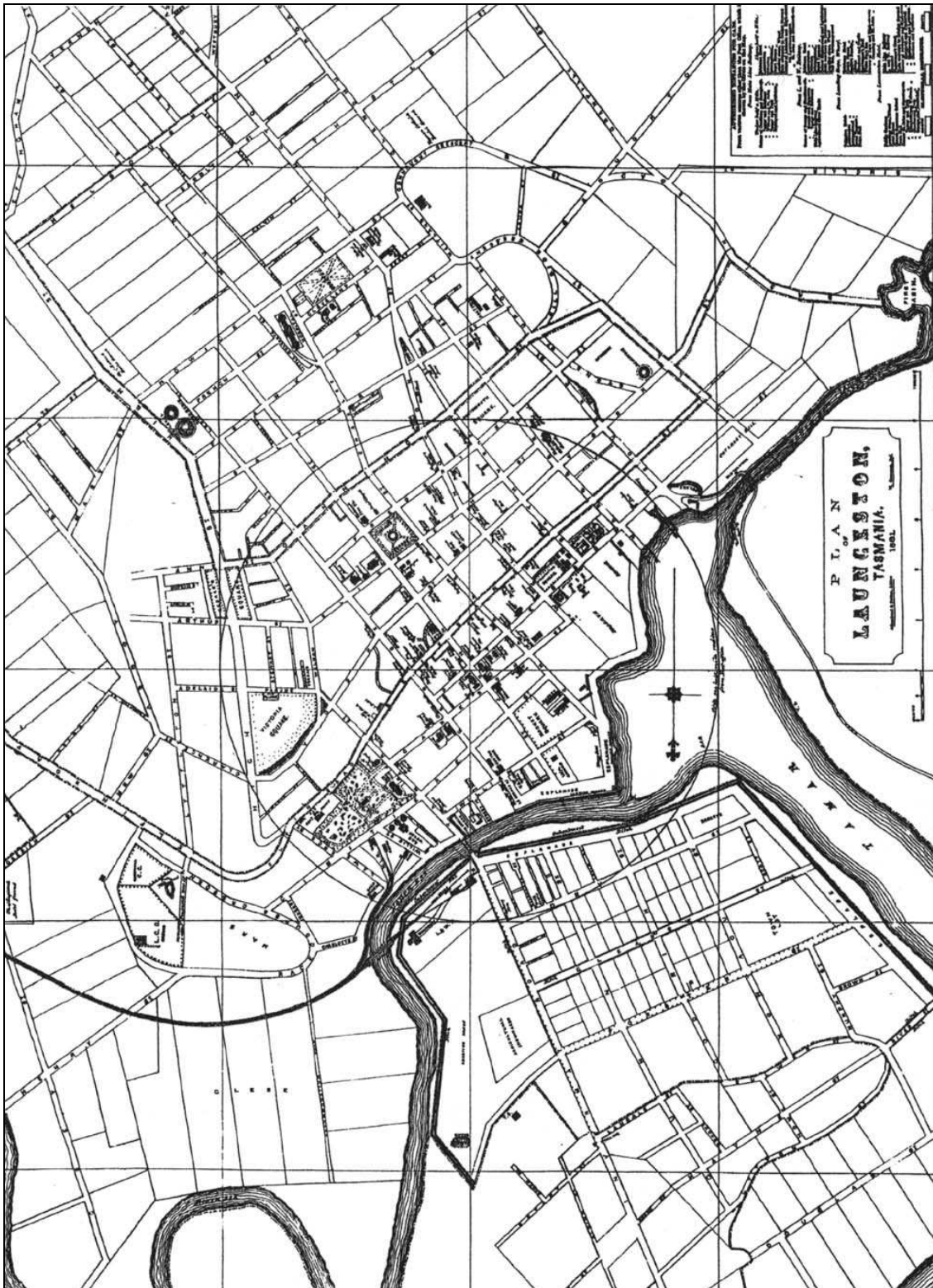


Figure 33. Launceston in 1881 (QVMAG)

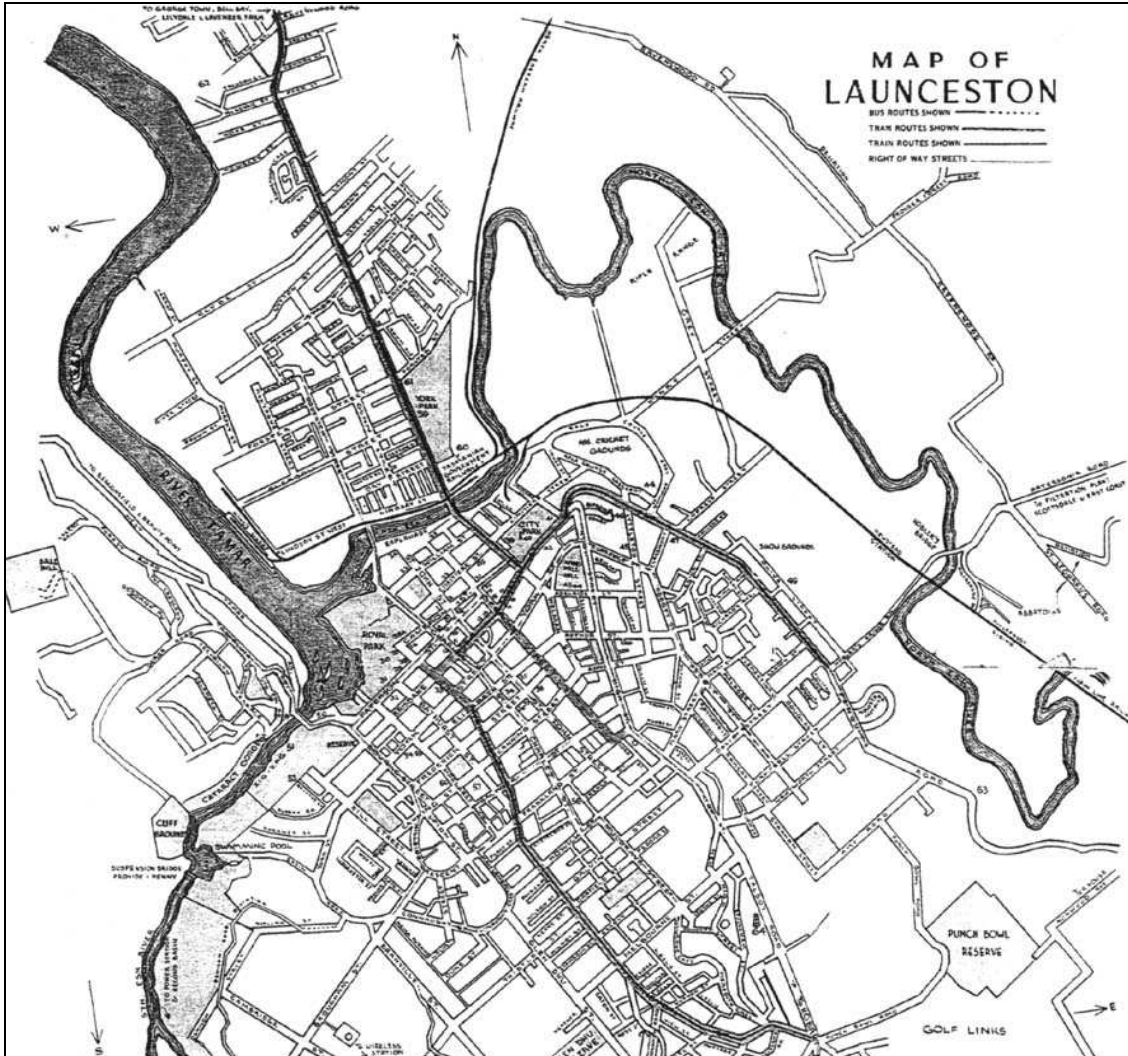


Figure 34. Launceston in 1931 (Tasmaniana Library, State Library of Tasmania).

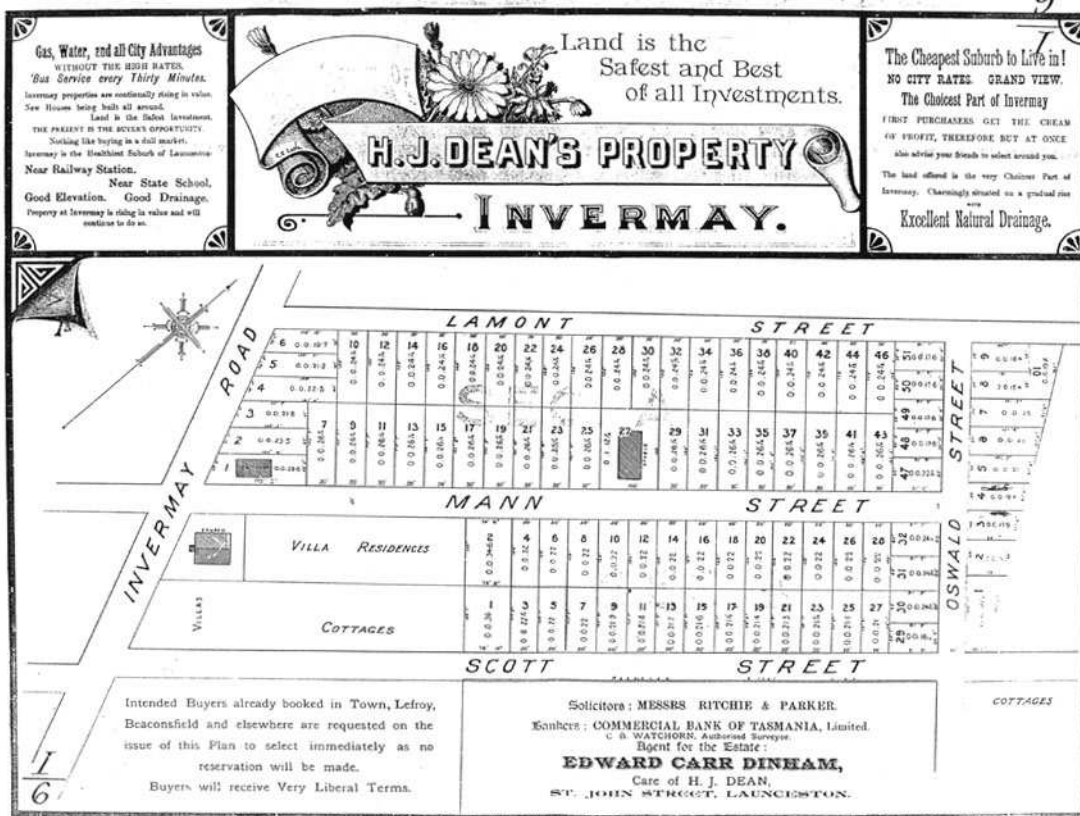


Figure 35. Plan of subdivision in Invermay in 1895 (DPIWE — 16).

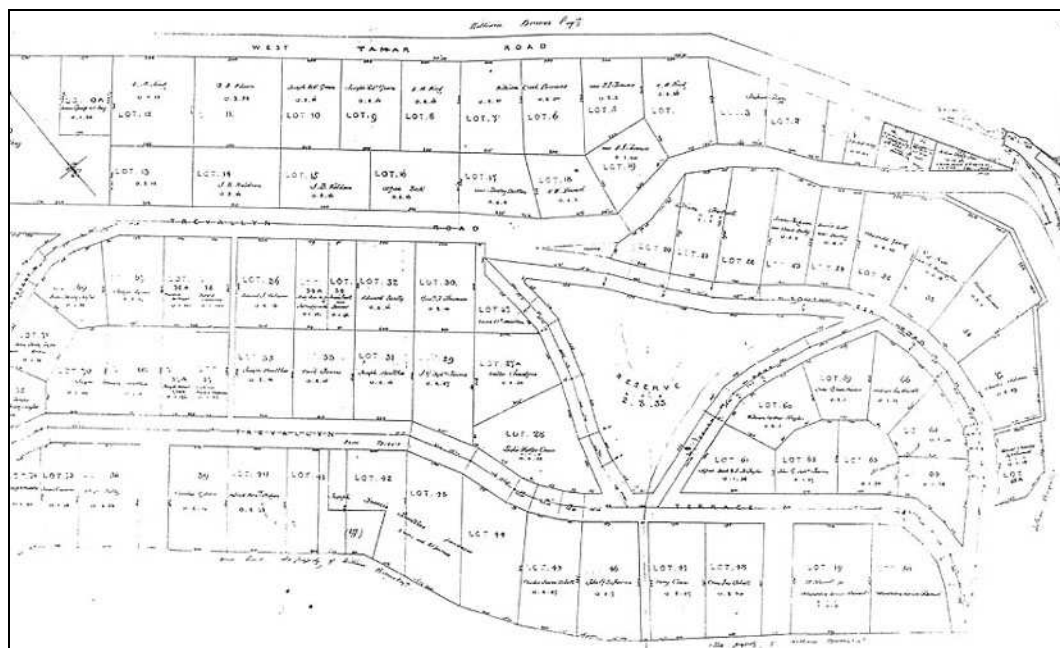


Figure 36. Plan of subdivision of Trevallyn in c1895 (DPIWE — T7a).

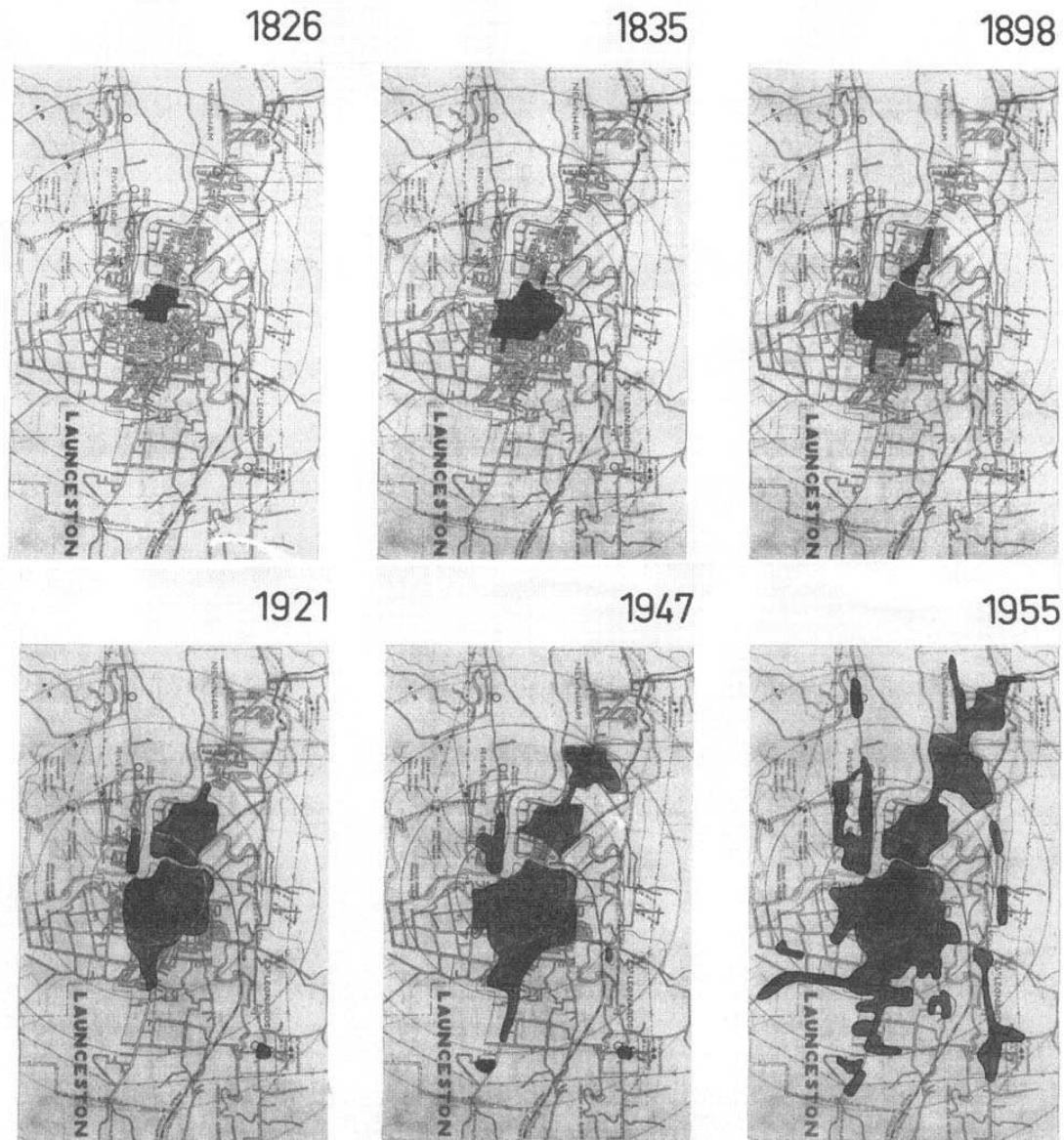


Figure 37. Maps showing the development of Launceston from 1826 to 1955 (Map 6, Launceston Planning Scheme, 1956).

Figure 38.
 Launceston in the 1880s.
 Note the low level of
 development in Trevallyn
 (AOT 30/91).





Figure 39.
 City Centre towards High Street in 1885 (S. Spurling, QVMAG 1991:P:1346).

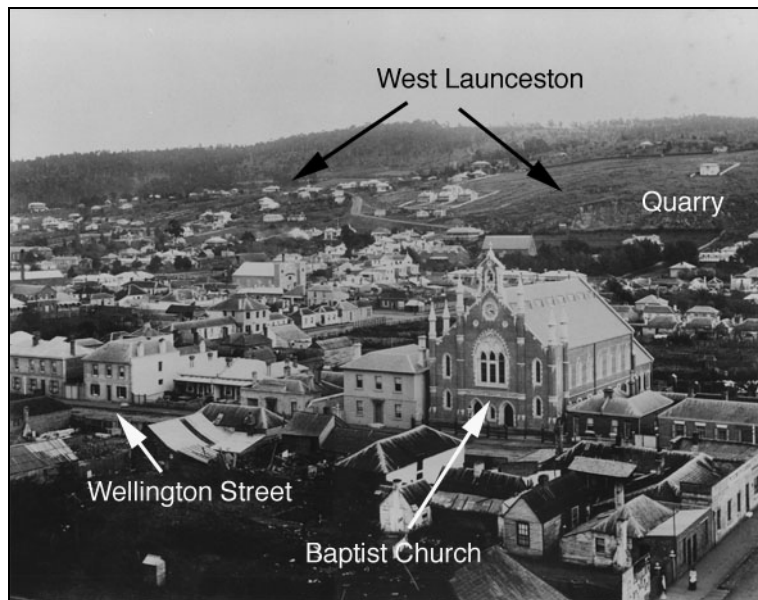


Figure 40.
 West Launceston in 1885. Note the undeveloped state of the suburb, the quarry and the Henry Reed Memorial Church on Wellington Street (S. Spurling, QVMAG 1991:P:1344).

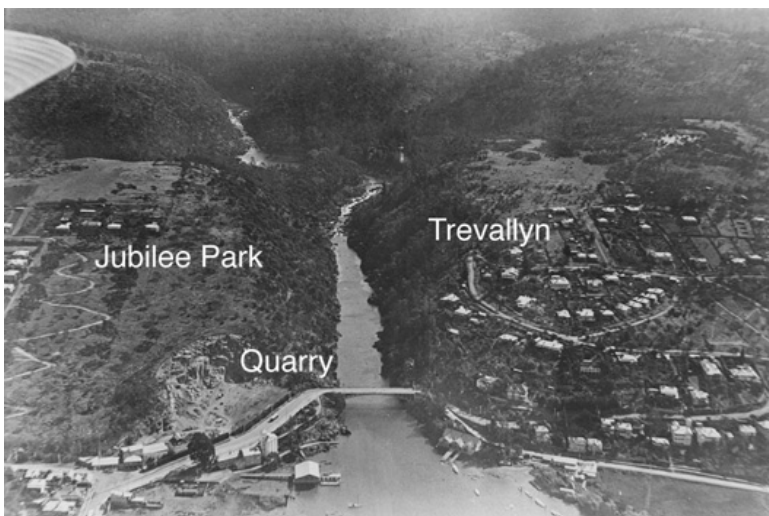


Figure 41.
 Trevallyn in 1921 showing gorge, council quarry and Jubilee Park (H.J. King held by QVMAG, 1991:P:1601).



Figure 42. Invermay and Inveresk in c1921 (H.J. King, QVMAG 1991:P:1362).

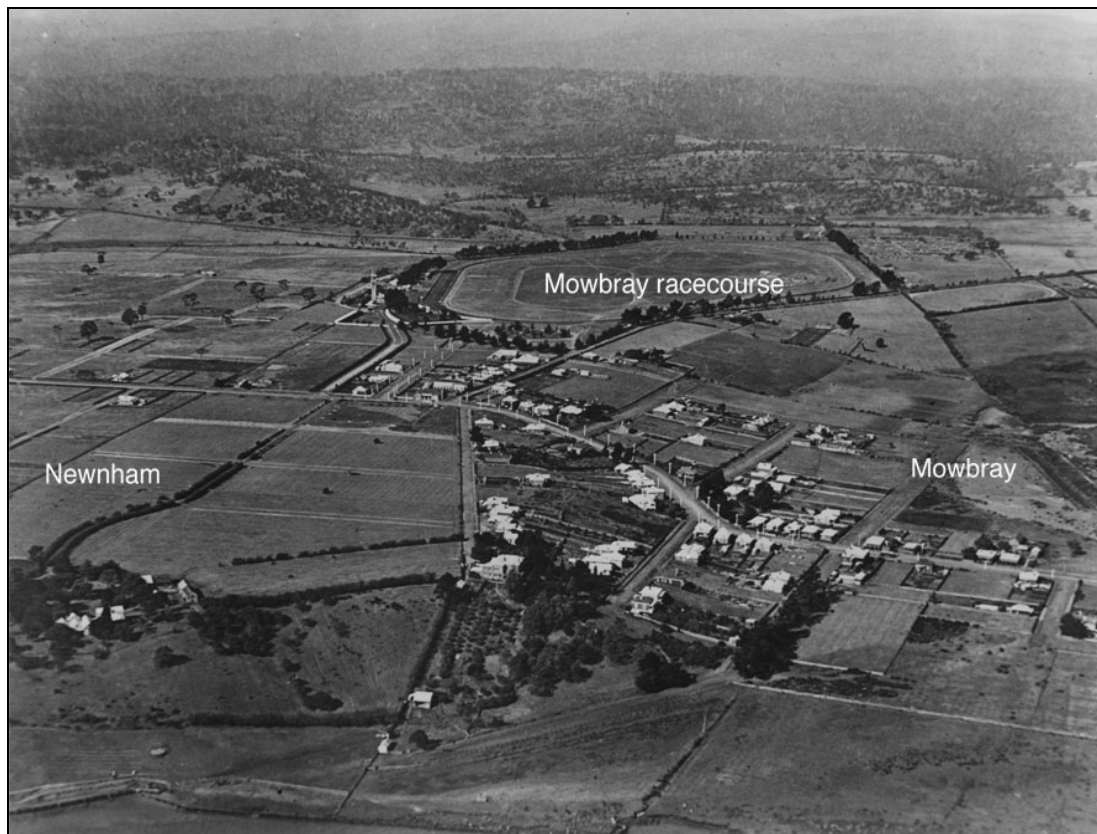


Figure 43. Mowbray area in c1921 (H.J. King, QVMAG 1991:P:1614).

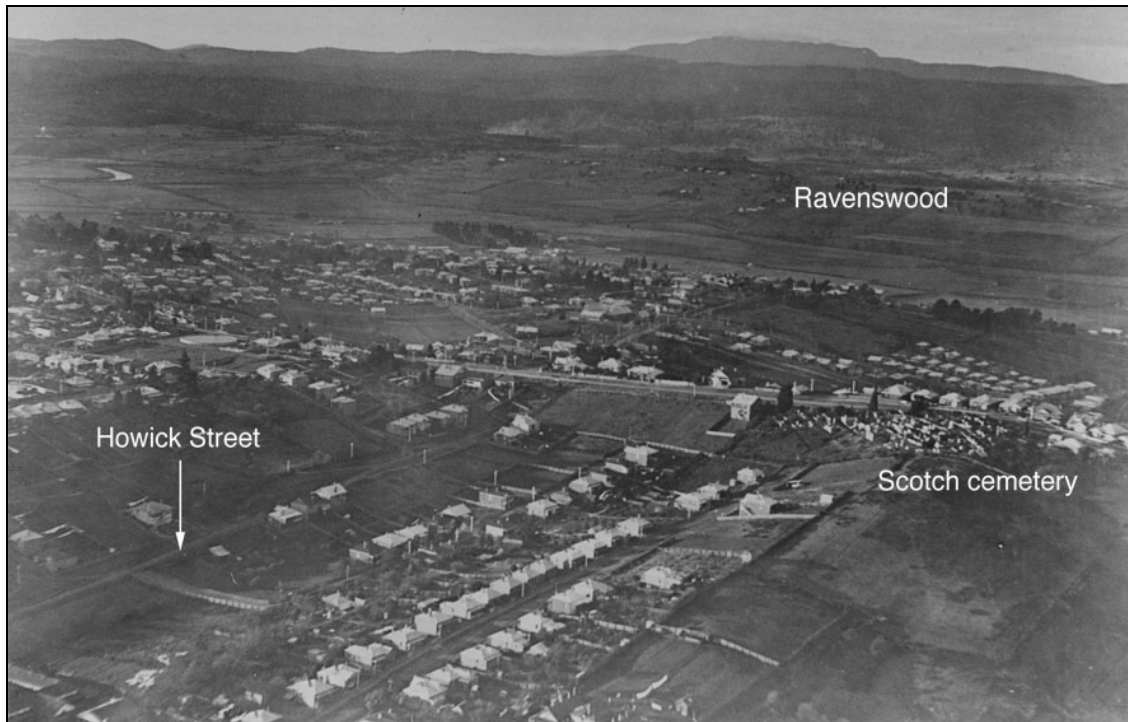


Figure 44. South Launceston looking towards the future site of Ravenswood in c1921. Note also the Scotch cemetery on High Street (H.J. King, *QVMAG*, 1991:P:1613).

4.2.1 Public Housing

Housing shortages for impoverished citizens became a middle class concern in the late nineteenth century. Two almshouses had been built by Henry Reed for rent to impoverished citizens near High Street in 1879 and the council considered proposals to build municipal housing in the early twentieth century.²⁴⁰ Subsequently, there was little further activity until 1918 when the Commonwealth built war service homes for returned soldiers in Invermay, between High Street and Penquite Road and at the top of Wellington Street.²⁴¹ Allotments set aside for war service homes in Thistle and Heather Streets, Glen Dhu were acquired by Patons & Baldwins to build homes for Scottish workers imported to work in their woollen mill.

By 1944 only twenty-six houses had been built by the state government in Launceston. These were located in Melbourne Street, South Launceston and Mowbray. This changed, however, as a substantial proportion of the city's post World War II population growth was accommodated in publicly built housing. The Tasmanian government had a policy of slum clearance in older inner city areas and providing public housing in greenfield areas earmarked for industrial expansion. The program helped solve postwar accommodation shortages, provided a workforce for expanding industry and promoted the ideal of the 'Australian dream' of home ownership.²⁴² Developments were concentrated in suburbs then located in the Lilydale and St Leonards municipalities with estates at Mayfield, Elphin, Cypress Street, Punchbowl, Waverley, Newnham and Trevallyn established by 1958 and in Ravenswood from the mid-1960s. Ravenswood, Waverley and Mayfield became Launceston's main public housing suburbs and by 1976 nearly two thousand dwellings had been erected in Launceston.²⁴³ Some of these

²⁴⁰ Walch's Almanacs; Petrow, 1995, pp. 96-99.

²⁴¹ Mayor's Valedictory Address for 1919-20; Reynolds, p. 161.

²⁴² see Bradshaw, pp. 56-62.

²⁴³ Annual Reports of the Director of Housing, in *JPPP*, vols 159 (1958), paper 59, p. 12; 169 (1963), paper 73, pp. 25-26; 195/2 (1975-76), paper 82, p. 38.

housing estates were modelled on neighbourhood units, an updated version of the garden suburb concept.²⁴⁴

4.3 Services

4.3.1 Light & Power

After Launceston's first domestic and commercial lighting came from dips, tallow candles and oil lamps Benjamin Hyrons first manufactured gas in 1844 to illuminate his Angel Inn.

Non-existent street lighting created public safety problems and, after earlier suggestions to use convicts to light street lamps, the Launceston Gas Company was founded in 1858 to produce gas for street lighting and general use. The company constructed its gasworks near the North Esk in Cimitiere Street (figure 45) and was producing gas in 1860. By 1862 about 500 houses could be lit with gas while in forty years later 3500 houses were lit as the company enjoyed a monopoly on lighting the city.

The Waverley Woollen Mill had hydro generated electric lights from July 1889.²⁴⁵ When Launceston City Council's Duck Reach power station was commissioned on 10 December 1895 Launceston became the first city in Australia to be lit by hydro-electric power (figure 46).²⁴⁶ Domestic electric lighting was introduced in December 1898 and was extended to suburban areas in 1900 with Invermay the first suburb to benefit. Suburbs outside the council area were not lit until they were either incorporated within the city boundaries or had entered into agreements with the council.²⁴⁷

Figure 45.
Launceston gasworks in the late nineteenth century (W.L. Crowther Library, State Library of Tasmania).



²⁴⁴ McNeill & Woolley, p. 42.

²⁴⁵ Morris-Nunn & Tassell, p. 180.

²⁴⁶ Walch's Almanac, 1970.

²⁴⁷ For example, St Leonards and South Launceston, which were both within St Leonards Municipality, were connected in 1925-26 — Mayor's Valedictory Address for 1925-26.

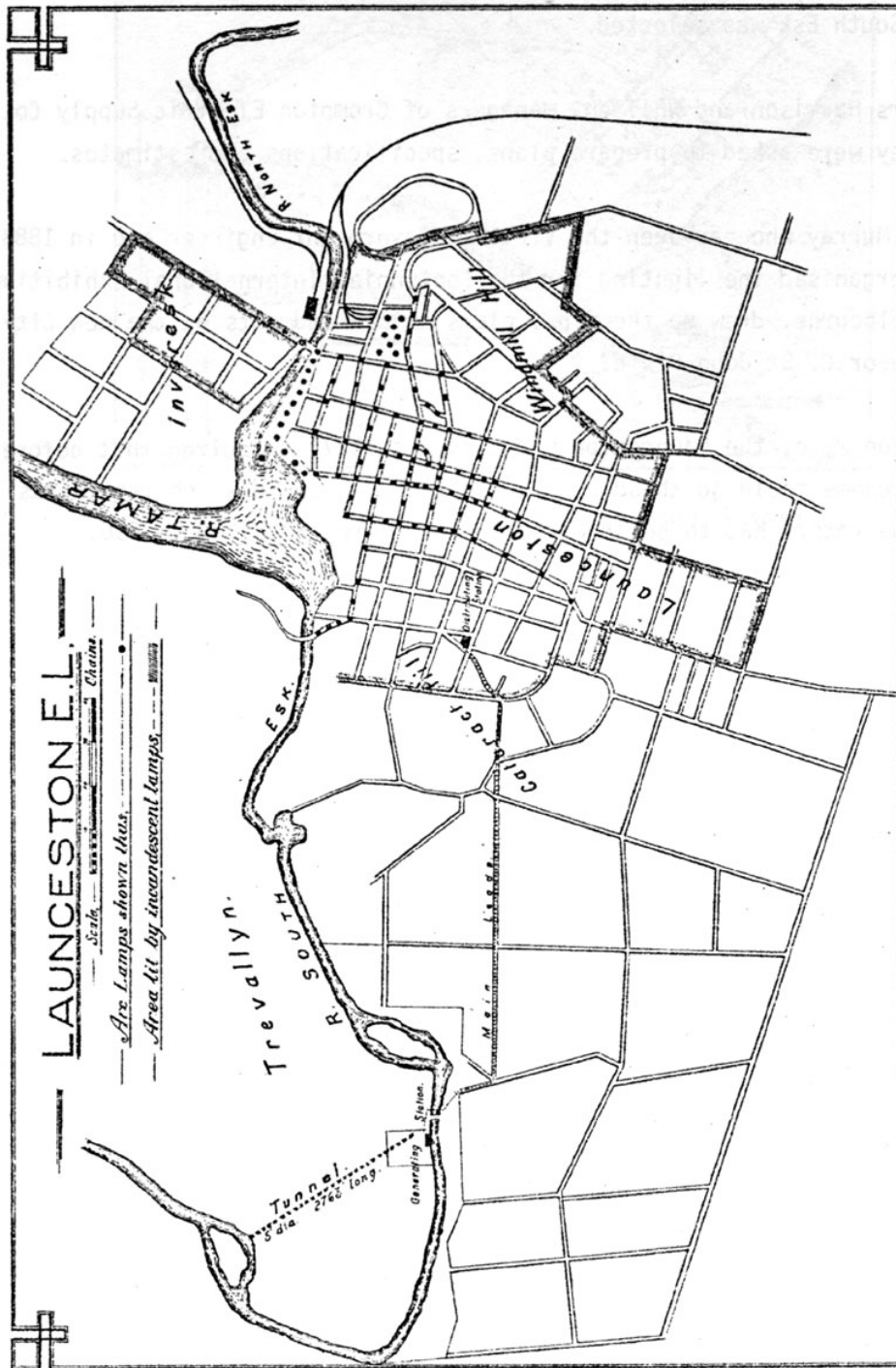


Figure 46. Map of tunnel, power station site and electrified streets (reproduced from Morris-Nunn & Tassell, p. 356).

Rebuilt after severe damage in the 1929 floods the Duck Reach power station continued to generate electricity until the Trevallyn power station was commissioned in 1956.²⁴⁸ Launceston City Council had already (unwillingly) ceded control of the city's power generation to the Hydro Electric Commission twelve years earlier.²⁴⁹

4.3.2 Water

scarce fresh water was a significant limit early settlement in Launceston. Identified by Macquarie in 1811 it was addressed by Bigge in 1819 and surveys were ordered to seek solutions to the problem.²⁵⁰ After initially being conveyed to the settlement from Cataract Gorge by boat, in 1825 a pump located on planks over the North Esk River at the foot of George Street provided water unfit for domestic consumption.²⁵¹ Water was later pumped from the river near Hobblers Bridge and carted to users while clothes were washed in Cataract Gorge.

In 1834 Andrew Sibbald, Launceston's first water benefactor, built a mill where Ritchie's mill now stands and erected a system of chutes, wooden pipes and turbines to supply water to both his mill and the town. Numerous schemes were subsequently trialed until John Lamont's St Patricks River Scheme to convey water via a saddle into Distillery Creek was adopted. In October 1857 the Launceston Waterworks was formally opened and St Leonards, Invermay, Mowbray, Trevallyn, Lawrence Vale, Newstead, Penquite, Distillery Creek and Killafaddy were serviced by the end of the century.²⁵² Other reservoirs were built at West Launceston, Ravenswood and Mowbray in the twentieth century to service new suburban areas.²⁵³

4.3.3 Fire Prevention

Water also provided the wherewithal to protect life and property against fire with insurance companies such as the Cornwall Fire & Marine Insurance Co and the Derwent & Tamar Insurance Co. organising fire fighting from c1841.²⁵⁴ By 1870 bell signals were located at the Wharf, Tamar Bridge, the City Park, Barracks Gate, Cataract, the centre of the town, Wellington Road and Windmill Hill.²⁵⁵ Launceston's various fire brigades amalgamated in 1878 to form the Launceston United Fire Brigade which subsequently erected a fire station and tower in Brisbane street (figure 47). It became the Launceston Fire Brigade in 1884 and purchased land in Paterson Street to expand its headquarters.²⁵⁶ Other fire stations in c1900 were located at Elphin Road, Wellington Road, Invermay, Trevallyn and Windmill Hill.

²⁴⁸ Morris-Nunn & Tassell, p. 367.

²⁴⁹ This occurred on 1 July 1944 — Annual Report of the Director of the Hydro Electric Commission in *JPPP*, vol 133 (1945-46), paper 16, p. 5.

²⁵⁰ Morris-Nunn & Tassell, p. 328.

²⁵¹ *ibid*, p. 328.

²⁵² *ibid*, p. 336; *Cyclopedia*, pp. 16-17.

²⁵³ Mayor's Valedictory Address, eg, 1920-21.

²⁵⁴ McNeice, p. 2.

²⁵⁵ Walch's Almanac 1870.

²⁵⁶ *Cyclopedia*, p 29; McNeice, p. 39.

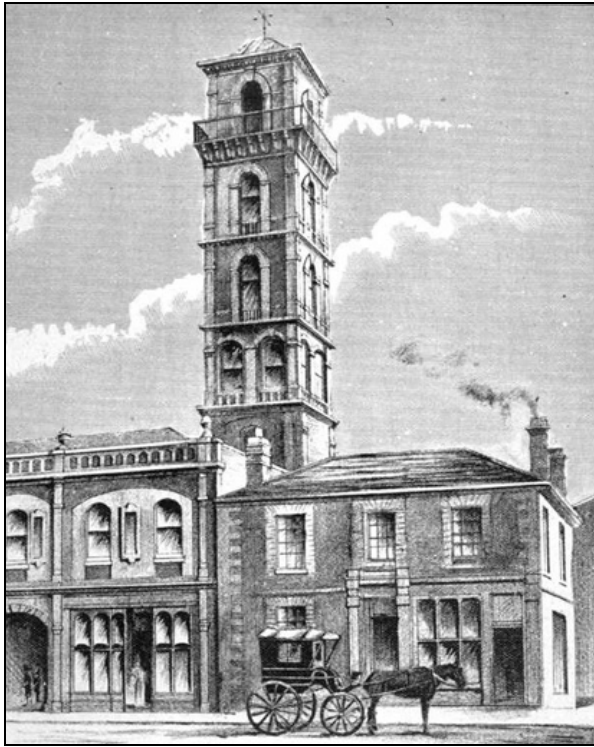


Figure 47.

Launceston fire tower in the 1880s (Fergusson & Mitchell's Tasmanian Scenery, p. 27 — held by Tasmaniana Library, State Library of Tasmania).

4.3.4 Sewerage

Early nineteenth century sanitation in Launceston was inadequate with waste tipped into streets, claypits or directly into streams causing frequent epidemics. With its natural topography the working class suburb around Margaret Street was particularly vulnerable — the street overflowed with sewage in the heavy rains of 1845 and people escaping were up to their waists in water.²⁵⁷

In March 1855 the newly elected council formed a sewerage committee and a sewerage system was constructed in 1857. Fishermans Creek was culverted as the main outfall drain with other drains running down Charles, St John, George and Tamar Streets. The scheme was, however, inadequate and despite additions and improvements water flowed up the sewer with the tide and during floods while at low tide waste deposited, showed and smelt at the head of the Tamar.²⁵⁸

Laying earthenware pipes from the 1870s improved sanitation and provided the impetus for the establishment of pipeworks in Sandhill. From the 1880s, civil engineering techniques were adopted to solve problems associated with the Margaret Street sewer. Finally, drain pipes and a pumping system were constructed and the sewer was eventually buried.²⁵⁹ Sewage, however, continued to be pumped into the Tamar, an issue raised by the marine board through many decades.

²⁵⁷ Morris-Nunn & Tassell, 1983, p 337.

²⁵⁸ *ibid*, p 340.

²⁵⁹ *ibid*, p 341.

4.3.5 Garbage Tips

Until the 1890s, garbage composed of night soil and other waste materials was dumped as landfill into former claypits (such as the Brickfields and Princes Square) and other low lying parts of the town such as the Inveresk Swamp. By the turn of the century, when waste disposal was used to reclaim areas for public parks, W.M. Gowan, the Superintendent of Public Reserves, remarked that:

The great quantity of rubbish arriving daily from the city is surprising, and gives rise to the question of what became of all the city refuse up to about fifteen years ago. Certainly a very limited quantity was disposed of in Albert Square [Brickfields Reserve] and in a few out-of-the way streets a few loads might have been tipped into some hole, but of the remainder, where? Buried in backyards?²⁶⁰

Early council reclamation projects were at York Park (1887-1920) and Royal Park (1920-1942). Subsequent tips were located in Westbury Road (1942-1955), Henry Street (1955-1964) and the Mowbray 'swamp' from the 1960s.²⁶¹ Once reclaimed, the 'swamp' was renamed Heritage Forest in the mid-1980s²⁶².

²⁶⁰ Annual Report of the Superintendent of Public Reserves for 1902, p. 15.

²⁶¹ Launceston City Council, 1996, p 2.

²⁶² 'Forest for the people' brochure.

5 EMPLOYMENT

5.1 Convict Labour

The convict system underpinned Tasmania's early colonial economy where intensive farming practices required the large work forces which could be supplied by indentured labour. In Launceston convicts were engaged in public works such as roadmaking, building and brickmaking, as well as farm labourers domestic servants, skilled clerical workers and early school teachers.²⁶³

5.2 Women and Children

Although usually neglected by historians women have played an important, if often invisible, economic role in Launceston's history. Nineteenth century Launceston women were servants, prostitutes, philanthropists, teachers in small private schools, laundresses, district nurses, girls in industrial schools, dressmakers, inmates of 'homes for the fallen', unmarried mothers, painters, writers, shopworkers shoemakers, bakers, lodging house keepers, dyers, factory workers, missionaries, actors, etc.²⁶⁴



Figure 48.
Women leaving work at Kelsall & Kemp in the late 1940s (Cassidy & Wishart, p. 78).

Few women had prominent commercial careers although some successfully ran their husbands' businesses when widowed. Mary Cox, for example, operated the coaching service between Hobart and Launceston.²⁶⁵ Those in paid employment often worked far longer hours than men and for lower wages, leaving them and their families in extremity.²⁶⁶ Like children, they could not be employed in heavy industry from the 1890s.²⁶⁷ Women's position in the workforce began to change during World War I when many were employed in place of serving men and became regarded as a reserve workforce. Although the post World War I textiles mills created employment for thousands of young women (figure 48) many, including those brought to Launceston under migration schemes in 1921, remained still confined to poorly paid and exploited domestic careers.²⁶⁸

²⁶³ Morris-Nunn & Tassell, p. 73.

²⁶⁴ Morris, 1992, p. 38; Koshin, p. 50.

²⁶⁵ Stancombe, p. 31.

²⁶⁶ Koshin, pp. 50-51; Morris, 1992, p. 39.

²⁶⁷ Morris, 1992, pp. 40-41.

²⁶⁸ *ibid.*

5.3 Unions

Tasmanian workers took longer to embrace trade unions than their mainland counterparts. Although a Trades and Labour Council was established in Hobart in 1883 it was not until 1889 that the more circumspect Launceston workers formed the Northern Trades and Labour Council.²⁶⁹ Launceston workers remained disinclined to strike, however, and few organisations became affiliated with the NTLC.²⁷⁰ Launceston workers first struck during the 1890 maritime dispute when waterside workers sought shorter hours and better conditions. There were further maritime strikes between 1919 and 1923 while women working at Kelsall & Kemp from 1923 soon complained about their wages.²⁷¹ With the Great Depression further reducing wages, 1600 mainly female workers from Launceston's three major textile factories struck for eighteen days in 1932.²⁷²

5.4 Crime

As might be expected crime was common in a convict based society. Escaped convicts harassed the nascent settlement from 1807 while in the 1810s stolen goods were frequently carried between Hobart and Launceston and a road block was established near Perth with passes inspected and carts searched.²⁷³

Bushranging was a recurrent problem through the 1810s and into the 1820s when Matthew Brady escaped from Macquarie Harbour and roamed throughout the colony. Brady styled himself as the 'Governor of the Bush' and in 1826 posted a reward for the capture of Governor Arthur from Richard Dry's Elphin Farm.²⁷⁴ Even as late as 1846 the Rev William Browne's 'Bifrons', near High Street, was raided by bushrangers.²⁷⁵

5.5 Unemployment

Unemployment was a major problem during the 1890s and 1930s depressions. In Launceston many unemployed were put to work by the council to maintain parks and gardens, to grub out snags and willows from rivers and to improve roads around the city.²⁷⁶ Others were employed by the state government on public works projects further afield. The Unemployed Workers Movement became active in Launceston with a thousand people marching in Launceston in 1932 to protest against evictions. Communists were particularly active in the movement, organising protests against conditions at the government unemployed persons camp at

²⁶⁹ Robson, vol 2, pp. 134-141.

²⁷⁰ Koshin, pp. 51-54.

²⁷¹ Reynolds, p. 161.

²⁷² Morris, 1992, pp. 42-43.

²⁷³ Bethell, 1980, p. 14; Robson, vol 1, pp. 82-83.

²⁷⁴ Reynolds, p. 56.

²⁷⁵ Lyons, p. 56.

²⁷⁶ Robson, vol 2, pp. 434, 444.

Beaconsfield and circumventing Launceston City Council bans against speaking in public parks by addressing gatherings from boats moored off Royal Park.²⁷⁷

²⁷⁷ Robson, vol 2, pp. 450-454.

6 EDUCATION

6.1. Libraries and Mechanics Institutes

6.1.1 Libraries

There were several privately and publicly organised libraries in early Launceston. These included John Pascoe Fawkner 1825 reading room to ‘soften otherwise barbarous manners’, the resultant Tasmanian Society for the Diffusion of Useful Knowledge in c1831, James Hill’s Circulating Library in 1835, William Browne’s St John’s Church lending library in the late 1840s, the Mechanics’ Institute reading rooms and Edward Ackerman’s library associated with his Dalhousie Floating Baths.²⁷⁸ The basis of Launceston’s main nineteenth century library was formed with the foundation of the Launceston Library Society in 1845. By 1861 the Launceston Public Library had a room in the Public Buildings, although its collection was handed over to the Mechanics’ Institute in 1890.²⁷⁹ It became known as the Public Library in 1929 when some regarded it as Australia’s finest regional public library.²⁸⁰ Control of the library passed to the state library service in 1945 and the old Mechanics’ Institute building was demolished in 1971 to be replaced by the current Northern Regional Library building.²⁸¹

6.1.2 Mechanics Institute

First mooted in 1831 the Launceston Mechanics’ Institute was founded in March 1842 with a view to unite the town’s social and economic classes. A foundation stone was laid in 1857 and its St John Street premises opened in 1860. By 1865, however its initial adult education objective had faded as it became more of a place of amusement with its lectures described as ‘very useful in [their] own way, [but] not for the working man’.²⁸² Nonetheless lectures continued to be held there and the Institute library became an invaluable community asset.²⁸³ Thus while it failed in its primary objective it succeeded in developing as an important cultural centre.²⁸⁴

6.2 Schools

In the earliest years of the settlement more thought was given to the instruction of children, than to their education.²⁸⁵ The first state-sponsored schools were poorly regarded with untrained and often ignorant teachers.²⁸⁶ Schools were significant investments of time and money for communities which had to raise much of the money to establish them and, at times, to pay teachers.

Illiteracy was high in the 1820s with only one in five children being educated.²⁸⁷ Education was not compulsory until 1868 and a fee had to be paid, although the children of convicts were taught gratis.²⁸⁸ In this environment attendance was subservient to economic necessity. By 1824 there were only 42 children being taught in schools in Launceston with an unknown number being taught privately or not at all.²⁸⁹

²⁷⁸ Reynolds, p. 39; Petrow, 1993, p. 25; Petrow, 1998, p. 119.

²⁷⁹ Petrow, 1993, p. 33; Petrow, 1998, pp. 121-23.

²⁸⁰ Petrow, 1993, p. 35.

²⁸¹ *ibid*, p. 37.

²⁸² Quoted in Petrow, 1993, p. 31.

²⁸³ See Petrow, 1993, *passim*.

²⁸⁴ *ibid*, p. 33.

²⁸⁵ Robson, vol 1, p. 127.

²⁸⁶ Phillips, p. 9.

²⁸⁷ *ibid*, p. 11.

²⁸⁸ *HRA*, III, 3, p. 249.

²⁸⁹ Robson, vol 1, p. 130.

6.2.1 Government Schools

Infants

An infants school was opened by the Infants School Society with government subsidies on the corner of Balfour and Charles Streets in 1835, moving to Frederick Street in 1836.²⁹⁰ It has been funded by the Department of Education since 1956.

Primary

The first schools were a mix of government and private institutions with funding provided by both government and religious sectors. Thomas Macqueen's Cameron Street school, located in a former blacksmith's shop, was paid for out of the Orphan Fund and by Samuel Marsden from an institution established in Britain.²⁹¹ By 1824 there was just one government school in Launceston. It relocated to the former Wesleyan Chapel (on the corner of Cameron and George Streets) in 1828, but lessons were frequently disrupted as it was also used as a Court of Requests.²⁹²

When the Education Act was passed in 1868 there were three public schools (St John's Schoolroom in Elizabeth Street, in Margaret Street and the infants school in Frederick Street) and as well as numerous private schools. More state schools opened in the ensuing century as the government assumed more responsibility for education. Their construction reflects demographic changes as suburbs were subdivided and developed. Late nineteenth century schools include St Leonards (opened by 1864), Wellington Square School, built in 1873 on the site of the former Launceston treadmill (and closed in 1939), St Leonards School opened by 1877, Charles Street School (1882 — figure 49), Invermay School (1889) and Glen Dhu School (1895). East Launceston School opened in Abbott Street in 1907, Trevallyn School in 1916 (moving to its current site in 1920), Mowbray Heights in 1928, West Launceston School in 1939 and Prospect in 1941.²⁹³ Post World War II schools, built in more outlying suburbs in response to the rapid postwar population growth, include Young Town (1945), Ravenswood (1952), Punchbowl (1952), Mayfield (1954), Rocherlea (1956), Waverley (1958), Norwood (1965) and East Ravenswood (1978).²⁹⁴

Free and ragged schools, a popular way to address the educational needs of poor children in Hobart in the late nineteenth century, do not appear to have been as common in Launceston. A charity school is shown on the 1835 map opposite the Cornwall Hotel in Cameron Street while schools of industry for poor girls were established with subscriptions in 1845-6. The Launceston Free and Industrial School Association was formed in 1862 and provided elementary instruction in trades and domestic skills to poor children. Its school was at the Bethel chapel, located on the wharf opposite the Customs House, but it had closed by c1870. A free school was established in Launceston in 1891 but only survived to 1895.²⁹⁵

²⁹⁰ *Cyclopedia*, p. 42; Fletcher.

²⁹¹ Bethell, 1954, p. 74; *Cyclopedia*, p. 42.

²⁹² Bethell, 1954, p. 75.

²⁹³ See *Cyclopedia*, pp. 44-5, Lyons, pp. 2, 68, 229; McQuestin, p. 2; Trevallyn Primary School, p. 11; Walch's Almanacs.

²⁹⁴ Terry & Davies, 1996; Walch's Almanacs.

²⁹⁵ *Cyclopedia*, p. 44; Phillips, pp. 35, 65.

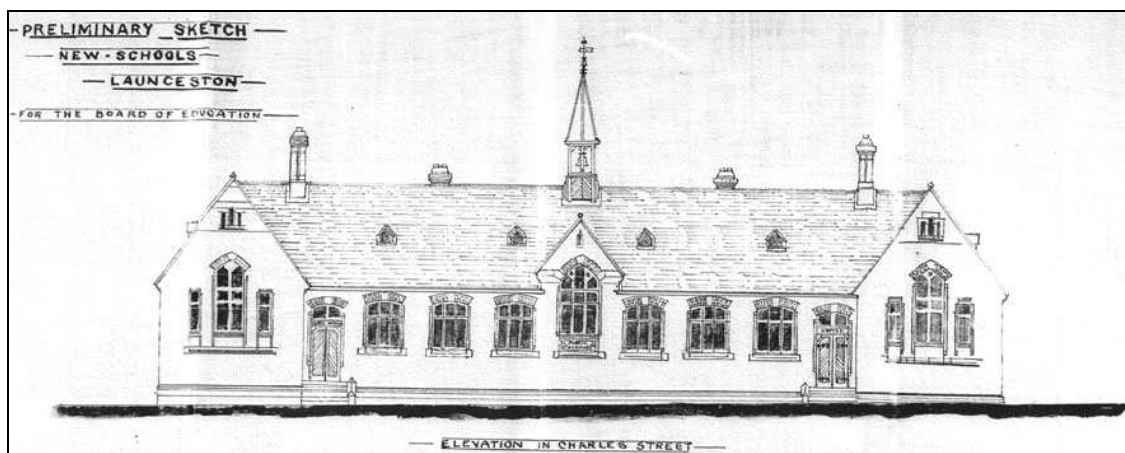


Figure 49. Architect's drawing of Charles Street School (AOT — ED69).

The needs of disabled children was addressed from the 1920s when special classes were convened for 'backward and feeble-minded' children at the Charles Street School. 'Welfare' schools established in 1942 taught basic manual skills to both boys and girls.²⁹⁶ More services were provided after World War II with the establishment of Elphin Rise Special School in 1958, St George's Special School (Newstead) in the 1950s, St Michaels School in 1965 and Newstead Heights (St Giles School) in 1982.

Secondary

Tasmania's first government high schools were opened in Hobart and Launceston in 1913. The Launceston High School was initially located in the Charles Street School and opened in its current Paterson Street location in 1916.²⁹⁷ Although the Launceston Junior Technical school opened in 1917 the next high school was not opened until Newnham Community school opened in 1947, changing its name to G.V. Brooks Community School two years later. As with primary schools the development of high schools after World War II mirrored demographic changes in Launceston. Queechy High opened in 1958, Kings Meadows High in 1960, Prospect High in 1965 and Ravenswood High in 1976.²⁹⁸

Following educational reform in the 1960s Launceston Matriculation College was opened in 1967 while Alanvale College was opened in 1975. Alanvale, renamed as Newnham College, relocated to the former Elphin Showgrounds site in 1997.²⁹⁹

6.2.2 Private Schools

Most early schools were private in that an interested citizen gave over a room and some time to instruct local youth. These children usually came from better-off families as poorer families either could not afford the fees or needed the children to work. Private schools and academies were often operated by single or widowed women and were usually ephemeral in nature.

Although Paterson was instructed to set aside land for schoolmasters in towns it was assumed that schools would be established under church auspices. One of the earliest was William

²⁹⁶ Phillips, p. 220.

²⁹⁷ Lord et al, pp. 9-13.

²⁹⁸ Terry & Davies.

²⁹⁹ See Cloudsdale, pp. 2-16.

Browne's 1820 school, funded partially by contributions from his 'scholars'.³⁰⁰ By the end of the 1820s Browne had been joined by several other academies. By 1868 there were 20-30 such private schools in Launceston while St Leonards had a 'ladies school' in 1877.³⁰¹

Most of Launceston's prominent private schools were founded in the nineteenth century. Launceston Church of England Grammar School (LCGS) opened on the corner of George and Elizabeth Streets in 1846 moving into premises built for it adjacent to St John's Church a year later (figure 50). The school, which relocated to Mowbray in 1924, is now Australia's oldest public school with an unbroken history. Broadland House school had its genesis in Mrs Manley's 'establishment for young ladies' at Sidbury, St Leonards, in 1845 and Edwin Maxey's school at Broadland House (on the corner of Elizabeth and St John Streets) in 1860. After moving to its current premises in Lyttleton Street in 1914 it was taken over by the Anglican Church in 1929 and renamed the Broadland House Church of England Girls' Grammar School.³⁰² It amalgamated with LCGS in 1982.

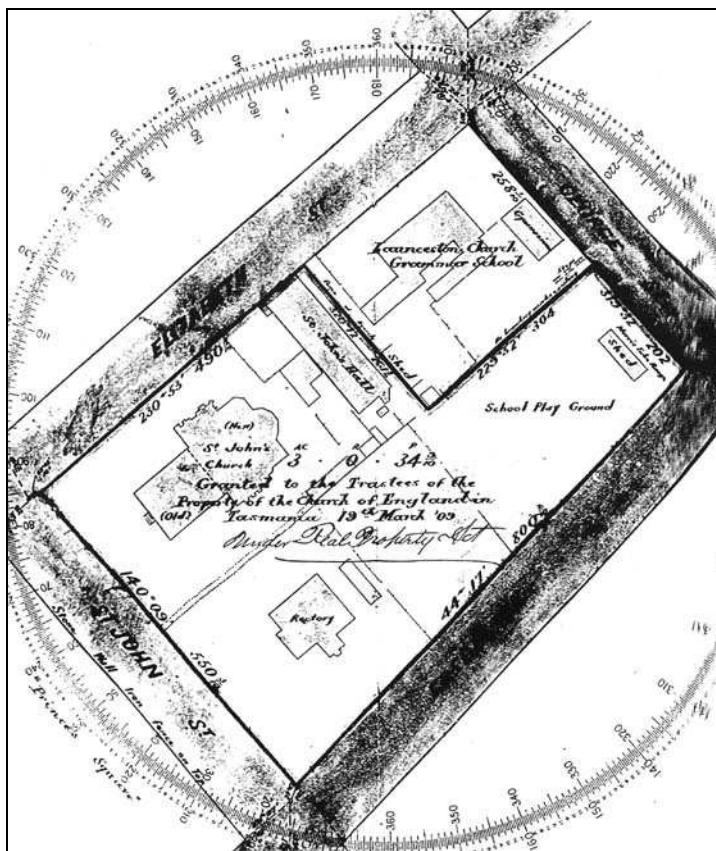


Figure 50.
1908 plan showing location of Launceston Church of England Grammar School adjacent to St John's Church and rectory (DPIWE — Launceston 54).

Oakburn College was founded as the Methodist Ladies' College in 1886 while Scotch College was founded in York Street in 1910 before moving to its current site in Penquite Road in 1916. Just as Launceston Grammar and Broadland joined forces to form a co-educational institution, so did Scotch and Oakburn in the late twentieth century.

Catholic girls were taught by the Presentation Sisters in their Sacred Heart convent from 1872. The Sacred Heart School was opened in Bourke Street in 1913 and amalgamated with the 1938 St Thomas More's College to form Marian College in 1978. Marian College in its turn merged with St Patrick's Christian Brothers School (est 1919 in Margaret Street) to form a new co-

³⁰⁰ Bethell, 1954, pp. 73-4.

³⁰¹ *Cyclopedia*, p. 45; Whitworth, p. 194.

³⁰² Layton, pp. 1-4.

educational Catholic school.³⁰³ St Finn's Barr School was opened in Invermay Road in 1894 and was rebuilt after being destroyed by fire in 1925.³⁰⁴

6.3 Tertiary Education

The Launceston Technical School opened on the former courthouse site in April 1888, although it was forced to use a number of venues, including the Public Buildings in St John Street until the school premises were erected adjacent to the Queen Victoria Museum and Art Gallery in 1910. The college became the Launceston College of TAFE in 1984 with colleges at the city school and at Alanvale in 1986.³⁰⁵

Further tertiary education was offered in Launceston in 1948 when an Emergency Teachers Centre was established by the University of Tasmania at the Charles Street School. The emergency scheme was made permanent when the Launceston Teachers College was opened at Newnham. The college was absorbed by the northern campus of the Tasmanian College of Advanced Education in 1973.³⁰⁶ The University of Tasmania amalgamated with the Launceston TCAE in 1991 providing Launceston with a university campus.³⁰⁷

The Australian Maritime College was opened at an adjacent site at Newnham in 1980 to provide maritime education and training for Australia's merchant navy and fishing industry. It is located on the site of Newnham Hall, the 1830s property of the Launceston Port Officer, Lieutenant Matthew Friend. The state government had purchased the property in 1948, initially using it as a hostel for country girls attending high school in Launceston.³⁰⁸

³⁰³ Brophy, pp. 1, 5, 109, 143.

³⁰⁴ Boutchard, p. 3.

³⁰⁵ Proverbs, 1988, pp. 2, 9, 31, 94.

³⁰⁶ Phillips, pp. 342-45; Fist, pp. 8, 13, 125f.

³⁰⁷ *Unitas*, 3 September 2001, p. 1.

³⁰⁸ Alexander, pp. 1, 25.

7 GOVERNMENT

7.1 Colonial Government

For its first half century of European settlement Launceston was governed by the colonial government. Initially, the colony was divided in two counties, Cornwall in the north and Buckingham in the south, with lieutenant-governors in both Launceston and Hobart. From 1812 the entire colony was governed from Hobart with a military commandant providing administration in Cornwall. Cameron Street and Cimitiere Street were named after two of these military commandants.³⁰⁹

The northern lieutenant-governors and commandants occupied several residences over time. A government cottage was erected in what is now City Park by the 1820s and was frequently used on vice-regal visits to the town. It was last used as an official residence by Franklin in 1842 and demolished in the 1880s. A pear tree thought to date from the governor's period was still standing in City Park in 1993.³¹⁰

Governor Arthur reorganised the administration of Launceston after 1825, ending the rule of military commandants and replacing them with civil commandants. As the nineteenth century progressed local governance was gradually introduced (see section 7.3 below) although the colony remained under the Crown until Federation in 1901. The strength of colonial feeling was demonstrated by celebrations for Queen Victoria's golden and diamond jubilees in 1887 and 1897 with street parades, illuminations and decorated buildings entertaining crowds.³¹¹

Prominent landmarks of the later nineteenth century colonial government include the 1888 Customs House (figure 51) on The Esplanade and the Public Buildings built on the corner of Paterson and St John Streets in 1859. The latter accommodated offices as well as the post office until the 1889 opening of the dedicated post office building in Cameron Street (see figure 10).

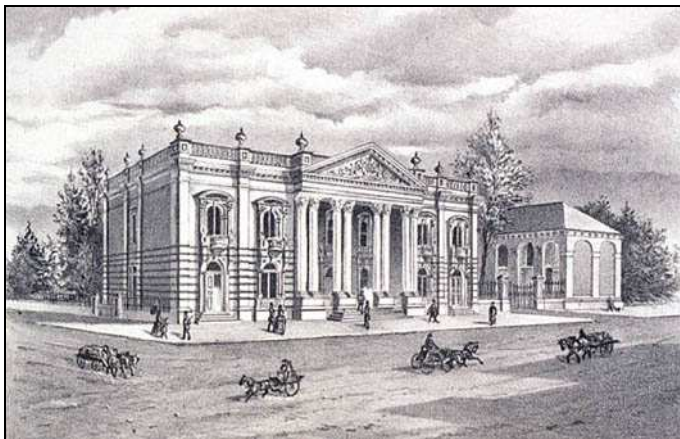


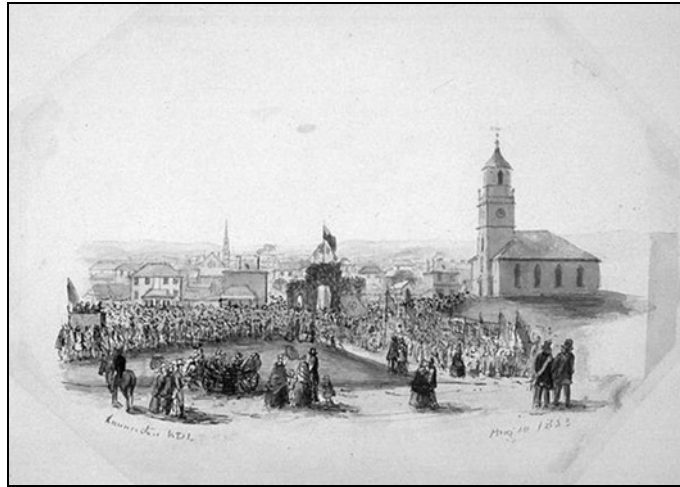
Figure 51.
Launceston Customs House in 1887. It replaced earlier Customs Houses located in Cameron Street and on the corner of George and William Streets (Leavitt, volume 2, part 1, p. 21 held by the Tasmaniana Library, State Library of Tasmania).

³⁰⁹ Robson, vol 1, p. 66.

³¹⁰ See Bennett, p. 20.

³¹¹ Robson, vol 2, pp. 123-24.

Figure 52.
*Celebrations at the
 cessation of transportation
 at Princes Square in 1853
 (painting by Susan Fereday
 held by the Allport Library
 & Museum of Fine Arts,
 State Library of Tasmania).*



7.2 Promoting Democracy and Protesting

Isolated from and often feeling neglected by the colonial government in Hobart Launceston became a focus of democratic activism in the mid-nineteenth century, with Princes Square providing a venue for political meetings and expressions of popular unrest.³¹² Tasmania's anti-transportation movement was directed from the town with advocates such as John West using the *Examiner* as their mouthpiece. While the movement was on one level a humane stand against the injustices of the convict system it was also a stand by propertied citizens concerned at the colony's reputation, and a strike against the centralised colonial government of Sir William Denison. When transportation ended in 1853 large crowds celebrated in Princes Square (figure 52).

Launcestonians again agitated against Hobart after the colonial government imposed the hated Railway Rates in 1873 in a bid to pay for the newly acquired Launceston and Western Railway.³¹³

Although Launceston had settled into a less politically active prosperity by the 1880s, the 1890s depression led to the rise of grass roots movements such as Allan McDonald's Liberal Progressive League.³¹⁴ Women ratepayers were given the vote in municipal elections in 1892.³¹⁵

On a local level the formation of ratepayers associations from c1890 heralded local (and often unsuccessful) agitation for improved services. Early associations were established at Inveresk, South Launceston and Invermay.³¹⁶

7.3 Local Government

A precursor to Tasmania's municipal councils, in boundary if not in function, were the nine police districts (which included Launceston) established by Governor Arthur in 1826. Subsequently town surveyors were appointed in Hobart and Launceston under the 1833 Police Act to maintain footpaths and the like. The creation of road districts in 1840 provided

³¹² See Chapple, pp. 57-60; Roe, 1966, p. 39; Petrow, 1995, p. 57.

³¹³ See Reynolds, pp. 107-118.

³¹⁴ *ibid*, pp. 139-40.

³¹⁵ Vincent, p. 8.

³¹⁶ Petrow, 1995, p. 63.

Tasmania with its first modest experiment in local representative government — local boards of trustees were elected by landowners to maintain secondary and bye-roads. Road trusts survived until sweeping local government reforms in 1906-07 and formed the foundation for a multiplicity of other single issue boards which mushroomed and complicated local government as the nineteenth century progressed.³¹⁷

After legislation passed in 1851 allowed Tasmania a ‘strong body’ of elected members Richard Dry’s election over Adye Douglas in Princes Square provided ‘one of the liveliest scenes ever witnessed in our town’.³¹⁸ Launceston was proclaimed a municipality in 1852 with elections held on 1 January 1853 and the first meetings convened in the court house. Like all aldermen in that first council, Mayor William Button was a committed anti-transportationist. The Launceston Town Hall was built in 1864 and extended in 1937.³¹⁹ The Launceston Corporation Act (1858) gave the council powers over health, public halls, abattoirs, butchers, carters and other services. Within Tasmania, Launceston and Hobart councils retained a special status over other municipal bodies for over a century.³²⁰ After the town’s original boundaries (see Section 2.2.1) were extended in 1858 to include West Launceston and Inveresk subsequent additions up to 1990 merged the city’s urban and suburban areas under one council.³²¹ Launceston became a city on 16 October 1888.³²²

By 1900 the Launceston Corporation was described as Australia’s most progressive local government corporation, providing a wide range of utilities, recreational facilities, cultural facilities and social services. The progressive *Daily Telegraph* observed that it afforded ‘a luminous example of municipal socialism’ by providing services which were ‘cheaper and more efficient than those obtainable in another way’.³²³

By the time of the 1906 Local Government Act local town boards administered Trevallyn, Invermay and Mowbray while the Beaconsfield, Lilydale and St Leonards Municipal Councils administered the city’s northern, eastern and southern suburbs until the last were finally all incorporated into the city under the 1985 Launceston Amalgamation Act.³²⁴

Mowbray was incorporated into the city in 1924 while parts of Trevallyn previously under the control of Beaconsfield Council were placed under the control of the city in 1932.³²⁵ The St Leonards Council had met for the first time in 1908, having been formed out of the previous North Esk Road Trust which was formed in 1859 and partially replaced by the St Leonards Road Trust in 1883. The North Esk Road Trust had raised funds by exacting a toll travellers crossing on Hoblers Bridge.³²⁶

In 1956 Launceston became the first municipal council in Tasmania to elect a female mayor, Dorothy Edwards.³²⁷

³¹⁷ Terry, 1998, p. 3.

³¹⁸ *Cyclopedia*, p. 16.

³¹⁹ QVMAG, 1989, p. 87; *Cyclopedia*, p. 16.

³²⁰ Townsley, p. 148

³²¹ QVMAG, 1986.

³²² *Cyclopedia*, pp. 16 & 20.

³²³ quoted in Petrow, 1995, p. 55.

³²⁴ See Robson, vol 2, p. 579.

³²⁵ Mayor of Launceston’s Valedictory Addresses, 1924-5 and 1932-3.

³²⁶ von Stieglitz, pp. 27-28.

³²⁷ Alexander et al, p. 14.

7.4 Federation

Tasmanian support for Federation came early when *Examiner* proprietor, James Aikenhead, editorialised strongly in its favour from 1850.³²⁸ Aikenhead was a prominent anti-transportationist, the movement whose flag closely resembled the flag adopted by the Commonwealth after Federation in 1901.³²⁹

The Federal movement officially formed in Tasmania in 1894-95 with the establishment of the Northern and Southern Federation Leagues. The three Launceston newspapers promoted a 'yes' vote and the Albert Hall was packed to hear debates on the issue in 1898 and 1899.³³⁰ Launcestonians overwhelmingly supported Federation with 96.6% voting 'yes' in the 1899 referendum.³³¹ The town marked Federation with celebrations, illuminations and a mayoral address attended by large crowds.³³²

7.5 Police and Justice

Thomas Massey, Cornwall's first chief constable, had three constables under his charge. After Arthur's reorganisation of colonial administration in 1826 police magistrates were appointed along with constables, often ticket-of-leave men.³³³ They were charged with maintaining law and order in their districts, being 'responsible for whatever occurs in it'.³³⁴ A timber watch house, erected on the corner of St John and Paterson Streets by 1836, was later replaced by two brick structures on the site of the old courthouse on the corner of Cameron and St John Streets.³³⁵ The police and magistrate's offices were also located in Cameron Street in these early years.³³⁶ In St Leonards there was a police office and watchhouse by 1877.³³⁷

With the advent of municipal government, local government was expected to take control of policing. After early objections the Launceston Corporation exercised control of local law enforcement from 1865 until policing was centralised under the colonial government in 1899 (figure 53).³³⁸

As noted above police magistrates dispensed justice under Arthur's reforms of 1826. At around the same time John Gleadow established the town's first legal practice in St John Street.³³⁹

In the first half of the nineteenth century inquests were held in public houses where the landlord laid the body on a table suitable for examination and autopsy and ensured the house was well supplied with food and drink to refresh those involved. Other hearings were held in school houses.³⁴⁰

Figure 53.

³²⁸ Davis, pp. 55-57.

³²⁹ McNeill & Woolley, p. 11.

³³⁰ Reynolds, pp. 141-42; *Cyclopedia*, p. 20.

³³¹ *Cyclopedia*, p. 20.

³³² *Examiner*, 1 January, 1901, p. 6.

³³³ *HRA*, III, 3, p. 249.

³³⁴ *Colonial Times*, 10 September, 1830, p. 2.

³³⁵ Evans, 1996, p. 86; Bethell, 1980, p. 106.

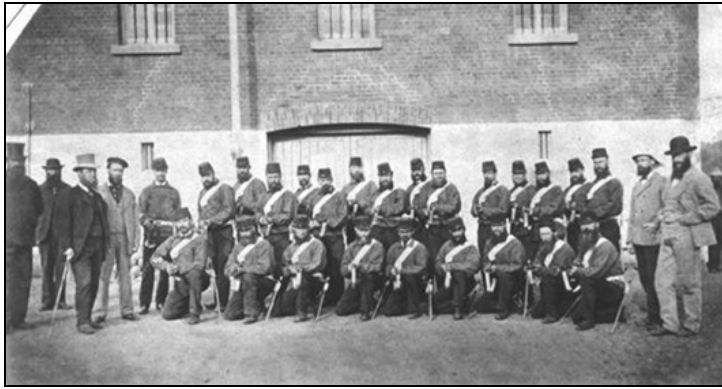
³³⁶ See 1835 H. Smythe plan of Launceston.

³³⁷ Whitworth, p. 194.

³³⁸ *Cyclopedia*, p. 18; Petrow, 1995, p. 52.

³³⁹ Robson, vol 1, p. 362.

³⁴⁰ See Bethell, 1954, p. 75.



*Launceston police in 1876
(Allport Library & Museum
of Fine Arts, State Library of
Tasmania).*

Launceston's first courthouse on the corner of Cameron and St John Streets was replaced in the 1840s by a second court located in Paterson Street, opposite the gaol complex and on the site of the modern College of TAFE. The current Supreme Court has been located in the 1870 Struan House in Cameron Street since 1930.³⁴¹

The second building to be erected in Launceston in 1806 was notably the 'tench', or prisoners' barracks, located in what was later George Street.³⁴² In 1820 Although Bigge observed that the town needed a 'commodious' gaol, the existing ramshackle gaol on the corner of Bathurst and Paterson Streets was only repaired until being rebuilt in the late 1820s. It was extended in ensuing years with a chapel erected in 1831, the octagonal female factory in 1834 and a treadmill in 1835-36 (figure 54).³⁴³ With its high walls and considerable bulk the gaol complex was a dominant landmark and constant reminder of the town's convict past long after the cessation of transportation (figure 55). It was not demolished until 1914 and is now occupied by Launceston College.³⁴⁴

7.6 Military

With its substantial convict population Launceston had a pervasive military presence throughout its first half century. Although there to protect the free citizenry drunken soldiers commonly caused as much disturbance as they were supposed to prevent.³⁴⁵ Military barracks were constructed in the settlement early and were located opposite Wellington Square in Paterson Street while other camps were located on the North Esk River near Hobblers Bridge.³⁴⁶

Military infrastructure included powder magazines which also served civil purposes to store explosives for mining and industry. Launceston's first ordnance store was on the site of the Launceston College of TAFE In Paterson Street. A powder magazine erected on the corner of Frederick, Bourke and Canning Streets in 1834 (in a portion reserved for a military barracks) was closed in the 1870s after the first stages of a magazine complex was constructed on an isolated peninsula jutting into the North Esk River.³⁴⁷ Relocated away from the populated parts of the city the complex is a rare surviving purpose built nineteenth century powder magazine. Powder and explosives were unloaded at the Queens Wharf and rowed upstream to the magazine jetty from which rail trolleys conveyed them to the magazine. The complex was

³⁴¹ Lyons, p. 6; Wilson, p. 46.

³⁴² Morris & Tassell, p. 67; see Smythe 1835 map.

³⁴³ Robson, vol 1, p. 104; Evans, pp. 74, 5; 83; Bethell, 1980, p.63.

³⁴⁴ *JPPP*, vol 70, 1915, p. 317.

³⁴⁵ See Reynolds, p. 102.

³⁴⁶ See von Stieglitz, p. 10.

³⁴⁷ www.heritage.gov.au/cgi-bin/ahpi/record.pl?RNE101047; Bethell, 1980, p. 105.

extended during World War I and continued to store explosives and ammunition during World War II.³⁴⁸

Figure 54.
Detail of Smythe's 1835 map showing location of gaol complex. Note also the barracks and hospital opposite (QVMAG).

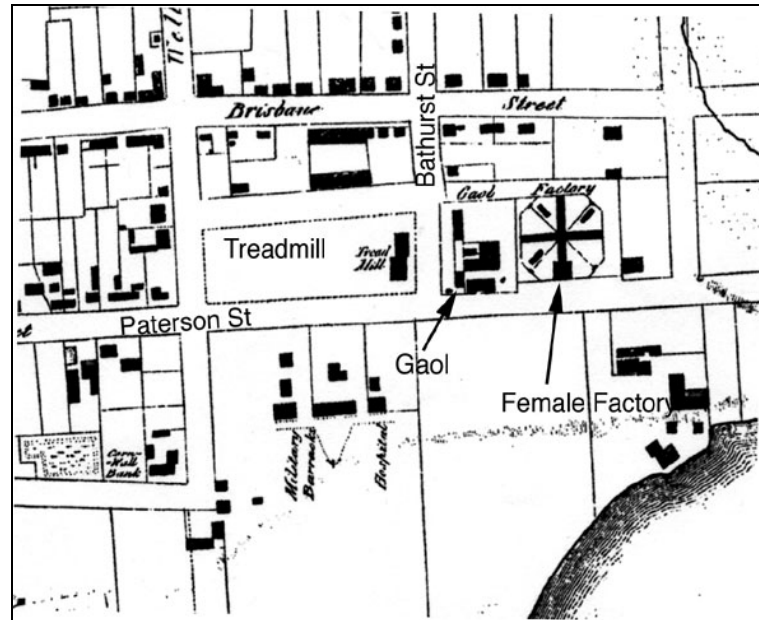
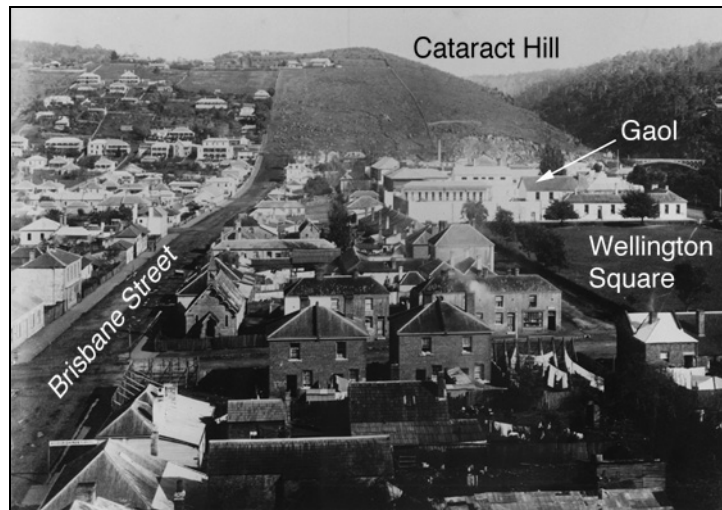


Figure 55.
Launceston in 1885 showing the dominant landmark of the gaol. Note also Cataract Hill prior to the development of Jubilee Park (S. Spurling photograph, QVMAG 1991:P: 1343).



7.6.1 Preparing to Face Invasion

³⁴⁸ www.heritage.gov.au/cgi-bin/ahpi/record.pl?RNE101047

Launceston's first battery was located on the site of Royal Park with the ordnance yard nearby having the best road in the town.³⁴⁹ A second battery, the Cormiston Battery, was constructed south of Tamar Island (and outside the study area) in 1864.³⁵⁰

Volunteer forces played an important role in colonial defences from the mid nineteenth century after John Pascoe Fawcner had already attempted to raise a Volunteer Town Defence Corps in the 1820s. The incipient removal of British soldiers following self-government and the perceived threat of French ambitions in the region catalysed the formation of a volunteer movement in Tasmania in the late 1850s. Rival volunteer rifle corps which were formed in Launceston in May 1860 later merged to form the Launceston Volunteer Artillery Corps which became responsible for the town's defence after British troops were withdrawn in 1870.³⁵¹ Various other volunteer regiments were formed in Launceston in the later nineteenth century often to meet perceived immediate threats. Easter camps were held around the colony including at Newnham.

To assist the training of volunteers, rifle ranges were established at many locations in the colony and regular shooting matches held. In Launceston, the original rifle range was at Inveresk on the banks of the North Esk upstream of the railway workshops. The range was relocated to the North Esk floodplains near the powder magazine where it was used until the 1950s.³⁵²

After Federation the Commonwealth assumed control of defence responsibilities and the volunteer corps were disbanded. After compulsory military training was introduced in 1910 the annual passing out parade was held at Cornwall Square.³⁵³

The most serious invasion threats arose during World War 2 when mines were laid by German submarines in Bass Strait and various citizens civil defence detachments were raised and evacuation plans drafted. Air raid trenches were excavated at city parks, schools and at various factory sites while the Council constructed reinforced concrete surface shelters capable of holding fifty people. In April 1942 air raid sirens sounded in a mock air raid but a year later most of the trenches had been filled in.³⁵⁴

7.6.2 Going to War

Launcestonians were ever willing to help Britain fight its imperial wars, as well as to defend their own nation. In 1899 ten thousand spectators watched the *S.S. Coogee* sail from the Launceston to the Boer War with eighty Tasmanians (including twelve Launcestonians) on board.³⁵⁵

During the World War I large crowds attended conscription debates in the Princess Theatre and the Albert Hall. Urged to vote for conscription by the establishment and the *Examiner*, Launcestonians voted about 50% in favour.³⁵⁶ Of the approximately 1750 Launcestonians who went to war some 14.75% (258) did not return.³⁵⁷

³⁴⁹ Annual report of the Superintendent of Public Reserves, 1912; *Cyclopedia*, p. 13.

³⁵⁰ Richardson, p. 78.

³⁵¹ Reynolds, pp. 100-01; *Cyclopedia*, pp. 54-57.

³⁵² www.heritage.gov.au/cgi-bin/ahpi/record.pl?RNE101047; see Aikenhead and Button's 1881 plan of Launceston.

³⁵³ Reynolds, p. 149.

³⁵⁴ See Alexander et al, p. 10; Mayor's Valedictory Addresses for 1941-42, p. 2 & 1942-43, p. 2.

³⁵⁵ *Cyclopedia*, pp. 60-1.

³⁵⁶ *Examiner*, 30 October, 1916, p. 5; Ryan, 1975, p. 81.

³⁵⁷ Reynolds, p. 152.

In World War II an aircrew training school was established outside the study area at the Western Junction air field while up to 700 men were barracked at a temporary camp at the Elphin Showgrounds.³⁵⁸ Troops left Launceston en route to war from the Kings Wharf.

7.6.3 War at Home

Patriotic fervour and joint communal activities characterised local responses to World War I with the council providing the Albert Hall as venue for concerts to raise money for the war effort. Approximately £352,000 was raised in Launceston in the various funds established during the war. The war was disastrous for the town's economy with the mining industry collapsing and labour shortages leading to decline in other industries. An estimated 18,000 citizens throng city streets and enjoyed two days of unofficial holiday at the war's end in 1918.³⁵⁹

Launceston's industrial capacity was utilised during World War II with foundries, shipbuilders, textile mills and the railway workshops all contributing directly to the war effort. Citizens (often women) were 'manpowered' from less critical industries to work in the essential war related factories such as Patons & Baldwins. 'Brown outs' were observed at night, essential items were strictly rationed and shop windows were boarded up.³⁶⁰ End of war celebrations were held in June and August 1945 with thanksgiving services in City Park and two days of singing and dancing in Albert Hall. A year later up to 15,000 spectators enjoyed wreath laying ceremonies and street parades under a victory arch over St John Street.³⁶¹

7.7 Conserving Heritage

Launceston City Council and the local branch of the National Trust has been proactive in attempting to conserve the city's cultural heritage in the last quarter of the twentieth century. Various conservation and heritage studies were commissioned and prepared while the Queen Victoria Museum & Art Gallery was very active in promoting and conserving both the city's and region's history. The biggest project undertaken by the council and museum with the assistance of Federal funding was the conversion of the redundant railway workshops at Inveresk into a major campus for the museum and university. While this report was being prepared a conservation battle failed to save a century old oak tree located in Ockerby Gardens.

³⁵⁸ *Examiner*, 30 September, 1944, p. 9; interview with Nora Seager in Cassidy & Wishart, p. 128; Mayor's Valedictory Address for 1939-40, p. 2.

³⁵⁹ Reynolds, p. 151-54.

³⁶⁰ Interview with Naomi and Lesley King in Cassidy & Wishart, pp. 113-18.

³⁶¹ Mayor's Valedictory Address for 1944-5, p. 8; *Examiner*, 11 June 1946, p. 1.

8 CULTURAL INSTITUTIONS

8.1 Recreation

Early nineteenth century recreation was often aggressive, violent and related to gambling and excessive consumption of alcohol, making public houses key recreational venues. Three types of sport were acceptable — horse racing, boat-racing and boxing.³⁶² In Launceston citizens could also recreate in natural surrounds where hunting provided sport, wealth and food.³⁶³

Regattas reinforced the colony's maritime focus and Launceston's first official event was held at Stephenson's Bend in January 1840.³⁶⁴ It remained there until relocating to Royal Park in 1925. The Tamar Boating Club was established in 1870 and the Tamar Rowing Club in 1876 with the construction of a boathouse on the river near the Kings Bridge. A yacht club was formed in 1879.³⁶⁵

Bathing was another popular nineteenth century pastime with domestic washing facilities rudimentary at best. Edward Ackerman's Dalhousie Floating Baths at the Russian Wharf complex (opposite the TRC Hotel) offered showers, Turkish baths, baths with 'medicated fragrant vapors from aromatic herbs' and 'Turkish and steam sweating baths for horses and other animals' as well as a library and numerous other recreational activities from 1856.³⁶⁶ Ackerman had built a new complex in Cameron and Charles Streets by 1870 while another Turkish bath was located in Upper Elizabeth Street in 1861.³⁶⁷

The council erected baths near Ritchies Mill in 1885 (see figure 19) while the Corporation Victoria Baths were erected adjacent to the courthouse in Paterson Street to commemorate Victoria's Diamond Jubilee in 1897 (figure 56).³⁶⁸ In the early twentieth century the baths had male and female facilities and a popular Turkish bath. Owned by the council it was closed in 1944-45 to provide room for expansion of the Launceston Technical College.³⁶⁹ The Victoria Baths were augmented by the construction of swimming pools in the First Basin of Cataract Gorge in 1935-36 and was replaced by an Olympic pool on Windmill Hill in the 1950s.³⁷⁰ At around the same time the Mowbray Memorial Indoor Pool was constructed in George Town Road.

With the advent of television, the commonality of attending a football match or going to the movie declined and we forget that leisure was not always what it is nowadays: an organised activity limited both in time (eg week-ends) and space (eg football ground). In the early days of the twentieth century, leisure could be as simple as watching passers-by and street scenes from ones doorstep.³⁷¹

8.1.1 Parks, Gardens and Beauty Spots

In the mid to late nineteenth century organised recreation assumed greater prominence throughout Tasmania as people enjoyed more disposable income and leisure time. In particular many sought places of natural beauty as antidotes to the uglier sides of industrial

³⁶² MacFie, p. 133.

³⁶³ *Cyclopedia*, p 65.

³⁶⁴ Richardson, p. 156.

³⁶⁵ *Cyclopedia*, p 68.

³⁶⁶ See Walch's Almanac, 1864, p. 138; 1866, p. 61 Advertisements; Richardson, p. 60.

³⁶⁷ Walch's Almanac, 1864, p. 138; 1866, p. 61 Advertisements.

³⁶⁸ Richardson, p. 158.

³⁶⁹ see Annual Report of the Launceston City Engineer for 1944-45, p. 49.

³⁷⁰ Walch's Almanac, 1970.

³⁷¹ Hildyard, p. 24.

Figure 56.
The grand façade of the Corporation's Victoria Baths in Paterson Street in c 1900 (Cyclopedia, p. 86).



urbanisation. The development of parks became a mark of Victorian civic pride, a mark Launceston was eager to embrace.

Popular 'natural' areas in and around Launceston included Cataract Gorge and the Devil's Punchbowl both of which were reserved. Public open space was established in the city centre from the 1820s when St George's Square was set aside.

Parks and gardens were often planned by enthusiastic local committees as places of botanical and horticultural interest as well as for public recreation and enjoyment.³⁷² Thus City (or People's) Park was developed as a 'very prettily laid out botanical garden' by the Launceston Horticultural Society (established in 1838).³⁷³ A toll gate was erected to raise money for expenses although the park was handed over to the municipality in 1863. A small zoo including mandarin ducks, monkeys, brown bear, guinea pig house, parrot cages and badger was added while from the 1910s there were swans, emus, a wedge-tailed eagle and kangaroos.³⁷⁴ A large pavilion dating from the horticultural society's tenure was demolished in 1891 and the Albert Hall built to host the International Exhibition.³⁷⁵

By 1900 Launceston prided itself on its parks, regarding them both as an indicator of the city's quality of life and an attraction for visitors.³⁷⁶ Other major parks in Launceston include Cornwall Square (currently being redeveloped as a commercial space), Princes Square, Victoria Square, Wellington Square, Arbour Park, Jubilee Park (located on Cataract Hill and developed to celebrate Queen Victoria's Diamond Jubilee, and Royal and Kings Parks. The latter two, developed by the council in the twentieth century after land reclamation projects, have exceptional archaeological potential as the sites of early colonial convict and industrial activities. Launceston's greatest attraction was the Cataract Gorge and Cliff Grounds, developed by the Launceston City and Suburb Improvement Association from 1889 and taken over by the council in 1898. A teahouse was erected and in 1904 the pedestrian suspension bridge was in place.³⁷⁷

From the 1920s many of the city's small burial grounds were redeveloped as parks. Thus the former town cemetery in Charles Street was transformed into Ockerby Gardens in 1946-49

³⁷² Blackwood, 1998.

³⁷³ Stoney, p. 234; *Cyclopedia*, p. 50.

³⁷⁴ Hildyard, pp. 24.

³⁷⁵ *Cyclopedia*, p. 51.

³⁷⁶ See annual reports of the Superintendent of Reserves.

³⁷⁷ Blackwood, 1998; *Cyclopedia*, p. 53; Petrow, 1994, p. 28; Mayor's Valedictory Address for 1944-45, p. 7.

while the Jewish community handed over its former burial ground in Invermay to be developed as Monash Reserve.³⁷⁸

8.1.2 Organised Sport

Organised sports were developed in Launceston through the nineteenth century in response to the Victorian ideal of ‘rational recreation’ whereby approved sports were to keep working class men out of the tavern and in healthy socially acceptable pursuits. The major organised sports, for many years predominantly a male domain, have included cricket and football. Cricket has a particularly long history in the city with the Launceston Cricket Club established in 1843 and the Prince of Wales Club in 1862. They played at the Northern Tasmanian Cricket Association ground which hosted the colony’s first intercolonial match between Tasmania and Victoria in February 1851 and is Australia’s oldest first-class cricket venue.³⁷⁹ Football also enjoyed early popularity, with the Launceston Football Club formed in 1867.³⁸⁰

The development of sports grounds is an important element of sporting history. The establishment of the NTCA ground in Newstead has already been mentioned while the development of York Park on a former tip site into ‘a very fine sports ground’ with a ‘spacious grandstand’ erected in 1922-23 has provided the city with its best appointed ground.³⁸¹

The Launceston Bowling Club had been founded by 1884 at a bowling green in the Invalid Depot grounds (later Royal Park).³⁸² By the early twentieth century the club also had tennis courts. Golf became popular in Tasmania in the late nineteenth century and the Launceston Golf Club had begun playing at links at Kings Meadows by 1903.³⁸³

Launceston’s first horse race was held in March 1824 along a straight course on Elphin Road. In 1830 the Cornwall Turf Club was formed and by 1920 there were six racing clubs or associations in and around Launceston.³⁸⁴ Horse races were held on Racecourse Crescent, Elphin from 1830. Later race courses were at Newnham and Invermay, while the Mowbray Racecourse Society establishment in 1876 led to the development of the Mowbray Racecourse.³⁸⁵ Other racing carnivals were also held in St Leonards in the nineteenth century.³⁸⁶

8.2 Agricultural Shows

Agricultural shows have played a significant role in Tasmanian life — they have provided venues for old friends to meet and exchange news and ideas, to show their produce and wares and for town dwellers to connect with rural lives. After the Cornwall Agricultural Society held its first show in 1835 the Tasmanian Agricultural and Pastoral Company ran its first annual show at Invermay Park (now the site of York Park) in 1874.³⁸⁷ Shows were subsequently held at the ‘Western Swamp’ on the corner of Goderich and Gleadow Streets, Inveresk, then at Invermay Park before a long term home was found in Elphin at the turn of the century.³⁸⁸ They were held there until the mid-1990s when the showgrounds were redeveloped as Newnham College and new showgrounds were established near York Park.

³⁷⁸ See Mayor’s Valedictory Addresses for 1946-47 and 1948-49.

³⁷⁹ Walch’s Almanac, 1870, p. 146; Arthur & Bailey, p. 26.

³⁸⁰ Walch’s Almanac, 1870, p. 146.

³⁸¹ Mayor’s Valedictory Address for 1922-23.

³⁸² Walch’s Almanac, 1884, p. 211.

³⁸³ Walch’s Almanac, 1903, p. 316.

³⁸⁴ Walch’s Almanac, 1930.

³⁸⁵ Walch’s Almanac, 1881; Bethell, 1980, p. 122.

³⁸⁶ von Stieglitz, p. 31.

³⁸⁷ Walch’s Almanac, 1878, p. 184; Launceston National Estate Conservation Study, p. 28.

³⁸⁸ See 1881 and 1891 maps; Launceston National Estate Conservation Study, p. 28.

8.3 Tourism

As Tasmanian confidence grew in the late nineteenth century it marketed itself as a tourist destination to mainland Australians seeking relief from the heat of summer. With its thriving passenger port, natural attractions and pleasant parks Launceston was ideally placed to capture some of the trade.

Boarding houses established in the late nineteenth century catered to the tourist trade while after 1945 the motor car's growing affordability and popularity saw motels beginning to replace guest houses and hotels as accommodation outlets. The 1959 Abel Tasman Motor Inn in Young Town reflects this change.³⁸⁹ The development of caravan parks reinforced the trend while offering cheaper accommodation. The council redeveloped Glen Dhu Park as a caravan park in 1955 after evicting all occupants of tents, sheds and caravans who had been living there. After opening the caravan park it proudly proclaimed that 'it is generally accepted that the transformation of this park from one of Shanty-town and all it represented, to one of complete order combining beauty and utility is a great achievement'.³⁹⁰

8.4 Halls

Like churches (see Section 8.6 below), halls have been important community meeting places. They have been venues for political meetings, dances, concerts, lectures, movie shows and all manner of recreational activity. Launceston's main hall, the Albert Hall, was built for the 1891 Launceston International Exhibition and has since been one of the most significant community buildings in the city, serving as a recreational, ceremonial, emergency and commercial space.

8.5 Eating and Drinking

Nineteenth century inns and hotels could be sources of rapidly acquired wealth. Hardworking nineteenth century citizens sought ample liquid refreshment and by 1831 Launceston's first public house, the 1820 Black Swan on the corner of Brisbane and Wellington Streets, had been joined by around thirty others.³⁹¹ Hotels were also places for public meetings, inquests and elections, although many burnt down after only several years trading.³⁹² Significant hotels in Launceston include Melbourne co-founder, John Pascoe Fawkner's Cornwall Hotel (figure 57), and the Launceston Hotel, first erected as a small wooden building in 1822 and still licensed.³⁹³ Other pubs opened at St Leonards and Mowbray by the mid nineteenth century and provided facilities for rural communities on the town's periphery.³⁹⁴

The popularity of hotels raised middle class anxieties concerning drunkenness, idleness and disorder and led to the creation of temperance societies throughout the colony. Organisations such as the Church of England Temperance Society and the Women's Christian Temperance Unions were established in the mid to late nineteenth century and the Temperance Hall opened in 1849.³⁹⁵ Similarly the temperance movement's answer to pubs, coffee palaces such as Sutton's Federal Coffee Palace (figure 58), enjoyed a brief period of success in the late nineteenth century.

³⁸⁹ QVMAG, 1985.

³⁹⁰ Mayor's Valedictory Address for 1955, p. 5.

³⁹¹ *Express*, 28 June, 1969.

³⁹² eg see Newitt, p. 198.

³⁹³ *Cyclopedia*, p. 10; Launceston National Estate Conservation Study, p. 21.

³⁹⁴ See von Stieglitz, p. 33; Luck & Bartle, pp. 9-10.

³⁹⁵ Walch's Almanac, 1880.



Figure 57.
Cornwall Hotel in 1880s
(Fergusson & Mitchell's
Tasmanian Scenery, p. 5, held
by Tasmaniana Library, State
Library of Tasmania)

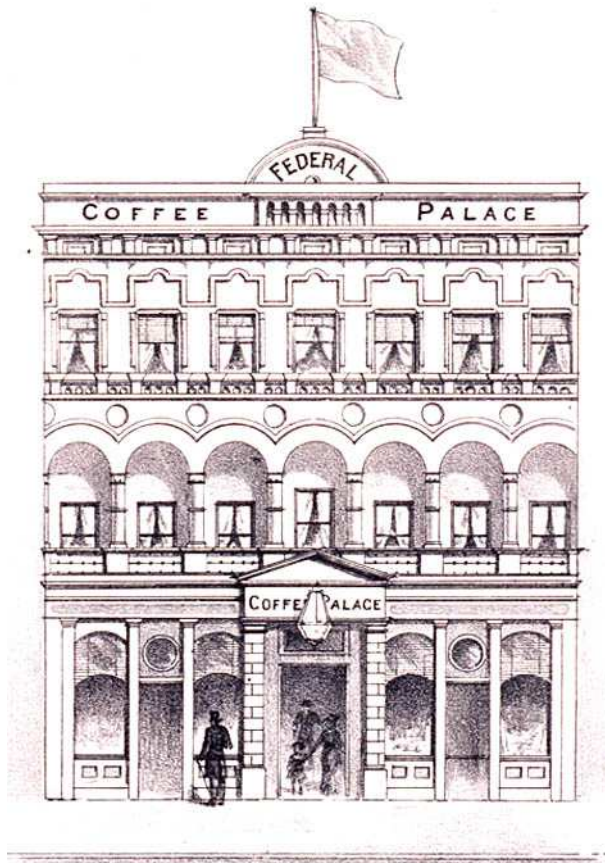


Figure 58.
Federal Coffee Palace in
1887 (Leavitt vol 1, part 2,
p. 24 — held by
Tasmaniana Library, State
Library of Tasmania).

8.6 Churches

In a colony renowned for the perceived shortcomings of its society church provided both a retreat and a social gathering place for the ‘respectable’ and a tool to reform the ‘fallen’. Social activities, lectures, concerts and harvest festivals were commonly held in these community buildings while churches also had sporting teams and clubs in the twentieth century. Churches reflected settlement patterns, being erected when there were sufficient people in a district. Early services were held in barns, schoolhouses and private homes. The first chapels, erected by one denomination, were often used by several although the Anglican church was the official denomination of the colony. Thus in 1825, Lieutenant-Governor Arthur laid the foundation stone of St John’s Anglican Church. This was some fourteen years after Rev. Knopwood made his first visit to Launceston from Hobart and six years after Rev. John Youl became the north’s first permanent clergyman.³⁹⁶

Non-conformist churches followed St John’s with Rev. Hutchinson erecting a small Wesleyan chapel in Cameron Street in 1826. The chapel was purchased by the Government and became a state school in 1828.³⁹⁷ The first Scotch National Church in Launceston was built in Lower Charles Street in 1833 while the Tamar Street Congregational Church and the Wesleyan Chapel in Paterson Street opened in 1837. The Tamar Street Church was built by Rev. Charles Price for whom the adjacent Price Memorial Hall was later named.³⁹⁸ The St John’s Square Congregational Chapel (or Milton Hall), built in Frederick Street in 1842, had as its first pastor the anti-transportationist activist and historian, John West.³⁹⁹ The square, later Princes Square became the town’s ecclesiastical centre with the construction of Chalmers Free Presbyterian Church in 1860 and Christ Church in 1883.⁴⁰⁰

Launceston’s first Roman Catholics worshipped in a long wooden building near the corner of Tamar and Cameron Streets. St Joseph’s was erected in Margaret street in 1842, then rebuilt and opened as the Church of the Twelve Apostles in 1866.⁴⁰¹ The Jewish community worshipped in its synagogue built in St John Street in 1844-5.⁴⁰²

Church construction was not confined to urban areas. St Leonards’ first Anglican church was erected in 1847 (and replaced in 1868), a Methodist Church (with adjacent burial ground) was built in 1846 and a Roman Catholic Church opened in 1947.⁴⁰³

Twentieth century churches continued to follow population. The post 1945 population and housing boom was accompanied by the construction and consecration of churches such as Ravenswood’s 1958 All Saints church (built by voluntary labour), Norwood’s 1960 St Catherine’s and Waverley’s 1961 St Matthew’s Hall (destroyed by fire in 1966).⁴⁰⁴

The Salvation Army was established in Launceston in November 1883 and initially rented halls and used tents for worship. After relocating to a wooden shelter in Elizabeth Street, the Army built a ‘Citadel’ in Galvin Street in 1942.⁴⁰⁵ A Chinese Mission was formed in the 1880s

³⁹⁶ Bethell, 1980, pp. 78-9.

³⁹⁷ *ibid*, p. 83.

³⁹⁸ *ibid*, p. 86.

³⁹⁹ Bethell, 1980, pp. 86-7.

⁴⁰⁰ Launceston National Estate Conservation Study, pp. 11-12

⁴⁰¹ Southerwood, 1988, p. 2-3, 17.

⁴⁰² Bethell, 1980, p. 87.

⁴⁰³ von Stieglitz, pp. 29-30.

⁴⁰⁴ see Proverbs, 1969, pp. 28-29.

⁴⁰⁵ Beasley.

to minister to the colony's growing Chinese population. It was run from the YMCA rooms in the Quadrant Mall.⁴⁰⁶

8.7 Commemorating significant events

Fountains, statues and plaques commemorating significant events are important as reminders of events and indicators of contemporary concerns and aspirations. The Victorian era was notable for erecting monuments which sought to provide stirring and salutary reminders of heroic deeds and (usually) men. Ornate gates and fountains were similarly erected in public spaces to celebrate prosperity and the civic spirit of benefactors. Their erection (often paid by public subscription) in Launceston's parks between the 1860s and 1890s reflects this trend. In the later twentieth century anniversaries and events were more commonly marked by less monumental plaque laying and tree planting.⁴⁰⁷

The Princes Square fountain is Launceston's earliest public art work and commemorates the establishment of the city water supply in 1857. Cast in France the fountain was erected in 1858.⁴⁰⁸ The Children's Jubilee Fountain in City Park, made by Walter MacFarlane in Glasgow, was presented by Launceston's children in 1897 to commemorate Queen Victoria's Golden Jubilee in 1887.⁴⁰⁹

City Park's entrance gates were designed by prominent architect, Alexander North and manufactured by W.H. Knight to commemorate the 1902 coronation of King Edward VII.⁴¹⁰

8.8 War Memorials

War memorials, almost universally paid for by public subscription, have been erected in Launceston to mark residents' involvement in conflicts since the Boer War. The Boer War Memorial, erected in City Park to commemorate the twenty-nine Tasmanians who lost their lives in the conflict, had been severely vandalised by the 1990s.⁴¹¹

Following World War I both symbolic and utilitarian memorials were raised. In 1921 trophy guns were placed outside the ANZAC Memorial Hostel at 49 Paterson Street, the Town Hall and museum.⁴¹² After a 'very handsome' memorial bandstand had been built in the Trevallyn Reserve in 1921, L.G. Bruer's Launceston war memorial was unveiled in Kings Park in May 1924 and became the focus of future remembrance ceremonies.⁴¹³ Three years later the St Leonards Memorial Hall was erected by voluntary labour in memory of local servicemen.⁴¹⁴

Other memorials in Launceston include a 1964 plaque in the Launceston General Hospital to nurses massacred on Sumatra during World War II, the c1950s Mowbray Memorial Indoor Pool and a plaque to commemorate the Vietnam War.⁴¹⁵

⁴⁰⁶ Walch's Almanac, 1890.

⁴⁰⁷ QVMAG, 1986, pp 1-2.

⁴⁰⁸ *ibid*, p. 9

⁴⁰⁹ *ibid*, p. 6.

⁴¹⁰ *ibid*, p. 10.

⁴¹¹ Inglis, pp. 46, 414.

⁴¹² The ANZAC Memorial Hostel provided accommodation for returned servicemen; Mayor's Valedictory Addresses for 1920-21 and 1921-22.

⁴¹³ Inglis, p. 285; Mayor's Valedictory Address for 1922-23.

⁴¹⁴ von Stieglitz, pp. 30-31.

⁴¹⁵ Inglis, pp. 366, 388.

8.9 Arts and Sciences

8.9.1 Music

Music has played a significant role in Launceston's cultural life since at least the mid-nineteenth century when the town's first musical society met in the York Street Baptist Chapel. In 1854 the Sacred Harmonic Society met in Wycliffe Chapel in Vincent Street. The 1886 Academy of Music in George Street was later demolished to make way for the Plaza Cinema.⁴¹⁶ By 1900 Launceston supported seven musical and one dramatic society. Brass bands, such as the 1845 St Joseph's Band were also popular, entertaining crowds in the People's Park on Sunday evenings while orchestras entertained bathers at Ackerman's Dalhousie Floating Baths.⁴¹⁷

Music played an important role at the Launceston Mechanics' Institute which 'believed in music's social purpose and tried to encourage citizens to acquire vocal and instrumental skills or to listen to concerts by choirs and its own organ'.⁴¹⁸ Several of the city's larger churches acquired impressive organs in the second half of the nineteenth century, providing venues for uplifting sacred music.

8.9.2 Art

Like music, art was considered to have a civilising influence and was encouraged in nineteenth century Launceston with the Mechanics' Institute holding classes and the town's first exhibition in 1848. The institute acquired art and natural history collections which it relinquished to the Launceston City Council. The council used the collections to provide the basis for the Queen Victoria Museum & Art Gallery which was established in 1889. The museum opened in its Wellington Street building in April 1891.⁴¹⁹

8.9.3 Literature

Like music and art, literature was held to mitigate 'hostile influences' on the minds of the Victorian 'lower orders'. Literary societies were often promoted by clergymen and numerous such organisations were established in Launceston from the 1850s.⁴²⁰

8.9.4 Photography

The modern art of photography took hold in Launceston in the second half of the nineteenth century. Indeed the *Cornwall Chronicle* had already published Australia's first known description of photography in 1839.⁴²¹ Well known commercial photographers such as Stephen Spurling II ('Photographer to the Government of Tasmania by Special Appointment') had established themselves in Launceston by the 1880s while the Northern Tasmanian Camera Club, established in 1889, pioneered new technical and artistic advances in photography with x-rays, home movies and colour photography. Launceston photographer, H.J. King, pioneered

⁴¹⁶ *Cyclopedia*, p. 64.

⁴¹⁷ Gill, 1990a, p. 57; *Cyclopedia*, p. 65; Richardson, p. 160.

⁴¹⁸ Petrow, 1998, p. 99.

⁴¹⁹ *ibid*, p. 114; Elspeth Wishart, pers comm.

⁴²⁰ *ibid*, pp. 131-2.

⁴²¹ Long.

aerial photography in the 1920s while the opening of the city's tramway was captured on moving film in 1911.⁴²²

⁴²² Long.

9 BIRTH AND DEATH

9.1 Babies

Little has been written of the practice of birth in Launceston. Last century most babies were born at home, without the benefit of trained medical assistance, technology or drugs. Traditional practices would have predominated, with knowledge and assistance being the domain of local midwives who had learned their trade from experience.

In the early 1890s the Salvation Army opened a maternity home for unmarried mothers. It relocated to West Launceston in 1896 although by the 1960s it had changed to a refuge for women physically or mentally unable to look after themselves.⁴²³

Queen Victoria's Diamond Jubilee in 1897 provided a radical opportunity to build a maternity hospital in Launceston, just as the queen herself opened such an institution in Sheffield in the same year.⁴²⁴ Northern Tasmania's main jubilee memorial, the Queen Victoria Hospital responded to race fears and a perceived need to reinforce declining birth rates. It was opened by the lady mayoress in September 1897 and registered as a training school for midwifery nurses in 1908. The hospital operated in St John Street until 1937 when a new hospital was opened in High Street. The High Street hospital closed in the 1990s when the Queen Victoria Maternity Unit was opened in the Launceston General Hospital.

Other maternity hospitals included the St Ives Maternity Hospital which closed in 1949 and had become the St Ives Convalescent Home by 1951, indicating an extension of welfare services for new mothers.⁴²⁵

Child welfare became an increasing social concern in the twentieth century and baby health clinics were established in Launceston from the 1920s. The city's first clinic in Brisbane Street was joined by clinics at Invermay (which had to be rebuilt after the 1929 floods), Newstead (1929), Sandhill (1936), Trevallyn (1939) and Mowbray (1942) clinics.⁴²⁶

9.2 Childhood

The Girls' Industrial School was established by prominent citizens in 1876 to 'reclaim' neglected girls, providing them with accommodation, care and tuition and providing them with domestic skills to enable them to enter the workforce. Originally located on the site of Christ Church on Princes Square, it moved to other sites before settling on Wellington Street in 1885 where the building remained until the 1950s.⁴²⁷ In the 1960s, girls who were state wards or homeless could find refuge in one of several girls' homes located at 10 Canning Street, Ellesmere, 69 Abbott Street and 18 Cypress Street.⁴²⁸

The Northern Tasmanian Home for Boys was established in Young Town and operated in the 1950s 'to maintain a home for boys under the age of 16 years who through no fault of their own lack proper care'.⁴²⁹

Children were often involved in commemorative events. For Queen Victoria's Diamond Jubilee in 1897 thousands of children were marched into City Park and presented with cake

⁴²³ Beasley.

⁴²⁴ Section on the Queen Victoria Hospital is based on Vincent, pp. 7-17.

⁴²⁵ 1951 Annual Report of the Queen Victoria Maternity Hospital.

⁴²⁶ Queen Victoria Maternity Hospital Annual Reports, 1929, 1930, 1936, 1938, 1942.

⁴²⁷ Walch's Almanac, 1950.

⁴²⁸ Walch's Almanac, 1960.

⁴²⁹ Walch's Almanac, 1950, 1960.

and a commemorative medal. A Children's Jubilee Fountain was erected at the park's entrance in 1897.⁴³⁰

9.3 Aging

Until recent years old age was a difficult period if money was short and supportive relatives absent. The poor and elderly have been accommodated in various ways. An invalid depot established at the former Launceston military barracks in 1868 catered mainly for destitute men, most of whom were ex-convicts (figure 59).⁴³¹ The depot was demolished in 1914 with residents transferred to the 'Home for Invalids' in Mulgrave Street. Mid twentieth century facilities for older people include Nazareth House, opened by the Poor Sisters of Nazareth at the St Leonards property, Mt Esk, in 1950 and the Cosgrove Park Home for the Aged, opened by the Governor in 1954.⁴³²



Figure 59.
Residents of the Launceston Invalid Depot in the late nineteenth century (Allport Library & Museum of Fine Arts, State Library of Tasmania).

9.4 Cemeteries

In the nineteenth century the various denominations and religions each maintained their own burial grounds (figure 60). Although, Launceston's oldest cemetery was probably the Anglican cemetery on the corner of York and High Streets, it would have been used as a public cemetery until 1826 when an exclusively Anglican cemetery was opened off Elphin Road on Goderich Street (later renamed Cypress Street).⁴³³ A convict cemetery was bound by Peel Street and Westbury Road, Glen Dhu.⁴³⁴

A small Jewish burial ground located adjacent to the Anglican cemetery on Windmill Hill was relocated to the corner of High and Balfour Streets in c1826, then later to Rooms (South) Street in Invermay. The Jewish community donated the Invermay site to the Council in the 1940s and it was redeveloped as Monash Park.⁴³⁵

⁴³⁰ *Cyclopedia*, p. 50.

⁴³¹ Robson, vol 2, pp. 19, 163.

⁴³² von Stieglitz, p. 32; Craig, pp. 86-88.

⁴³³ Button, p. 63.

⁴³⁴ Morris-Nunn & Tassell, p. 81.

⁴³⁵ Mayor's Valedictory Address for 1951, p. 5.

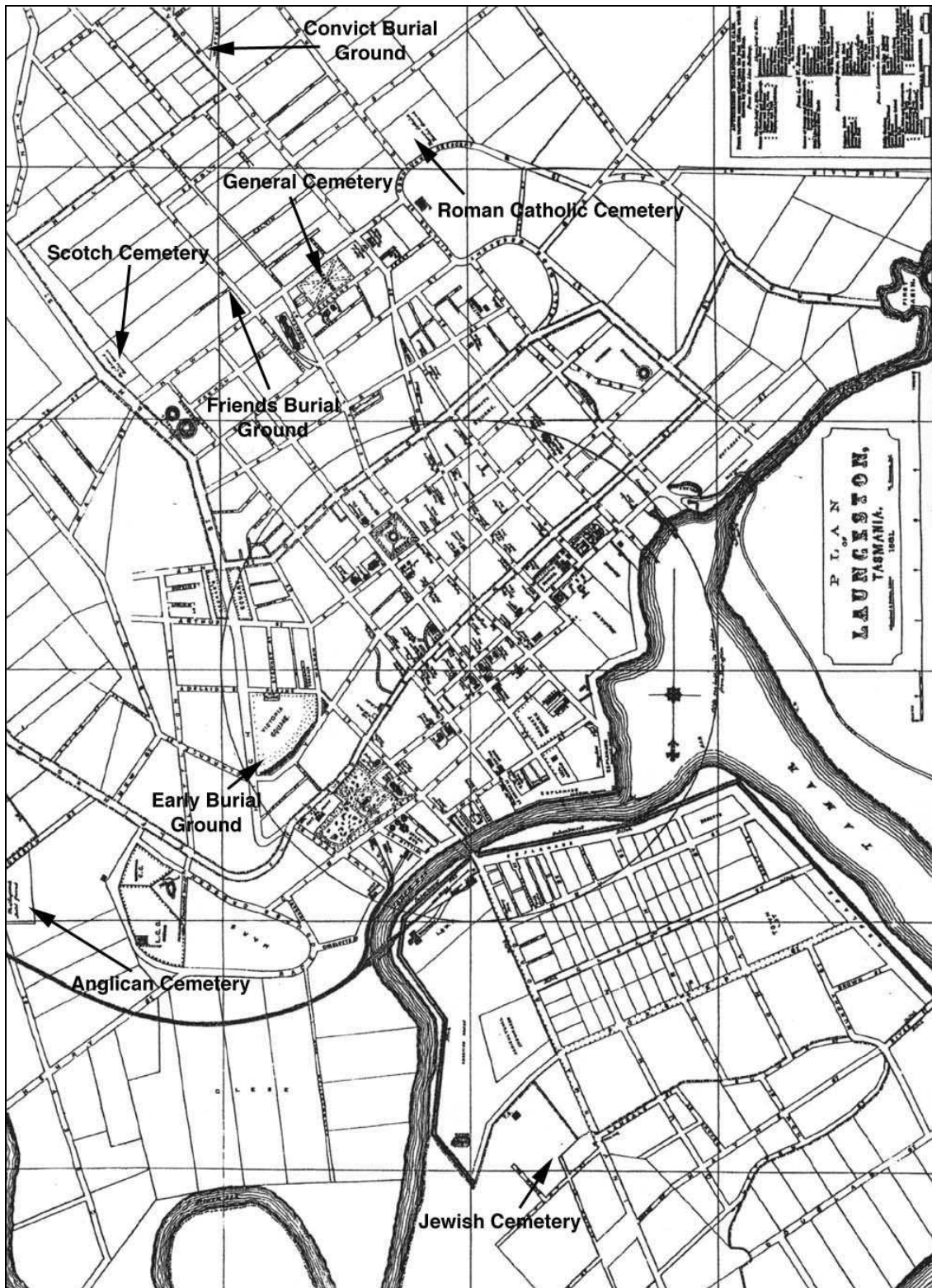


Figure 60. 1881 map of Launceston with location of main nineteenth century burial grounds marked.

The Presbyterian Scotch Cemetery was located on High Street between Howick and Melbourne Street while the small Quaker Friends Burial Ground was created on land donated by John Lawson on the corner of Pedder and Mulgrave Street, South Launceston⁴³⁶ The Roman Catholic cemetery was located at Glen Dhu by 1832 and remained there until 1953 when graves from both the Scotch and Catholic cemeteries were transferred to Carr Villa.⁴³⁷

The town's main nineteenth century burial ground, the Charles Street Cemetery, was located at the corner of Howick and Charles street from 1841 and closed by the end of 1925. The Council redeveloped the burial ground as the Ockerby Gardens following World War II.⁴³⁸

Victims of the 1887 and 1903 smallpox outbreaks were interred in a burial ground on James Lamont's 'Braemar' estate in Vermont. Now in Barclay Place the burial ground was subdivided in the mid 1950s.⁴³⁹

To comply with the late nineteenth century policy to rationalise the numerous small denominational burial grounds into one central cemetery away from population centres the Launceston City Corporation's new cemetery was opened at Carr Villa in 1905. Burials continued to take place at the smaller burial grounds until the mid 1920s.⁴⁴⁰ City Engineer, C. St. John David, who laid Carr Villa out and designed its first buildings, was interred near the entrance gates.⁴⁴¹ In 1936 The council opened a crematorium at Carr Villa in 1939, although cremations did not become a popular way of disposing of the dead until the 1960s. The crematorium was upgraded in the 1980s with a modern computer controlled operation.⁴⁴²

⁴³⁶ Walch's Almanac, 1880; Launceston map no 4, 1930.

⁴³⁷ Roberts, pp. 2-3.

⁴³⁸ *Examiner* 29 September, 1925, p 4.

⁴³⁹ Luck, 29/3/1976.

⁴⁴⁰ Mayor's Valedictory Addresses, 1901-1930, passim.

⁴⁴¹ *Weekly Courier*, 19 May 1921, p. 23.

⁴⁴² *Examiner*, 13 January 1985, p. 14.

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- Subject Index
- Map Index
- Plan Inventories
- Agency Inventories
- Place Index.

Files from the following agencies held at the Archives Office of Tasmania were examined.

- Launceston City Council
- Lands and Survey Department
- Public Works Department

In particular, images, maps, plans and census data were closely examined.

Almanacs and Directories

Post Office Directories

Walch's Almanacs

Annual Reports

Annual reports of the Good Neighbour Council of Tasmania

Annual Reports of the Queen Victoria Maternity Hospital

Mayor of Launceston's Annual Valedictory Addresses

Parliamentary Papers

These include annual reports of various Government departments and instrumentalities

Journals of the House Assembly

Journals and Printed Papers of Parliament

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