

**DELORAINÉ'S  
INDUSTRIAL HERITAGE**  
**a survey**

**Jill Cassidy**

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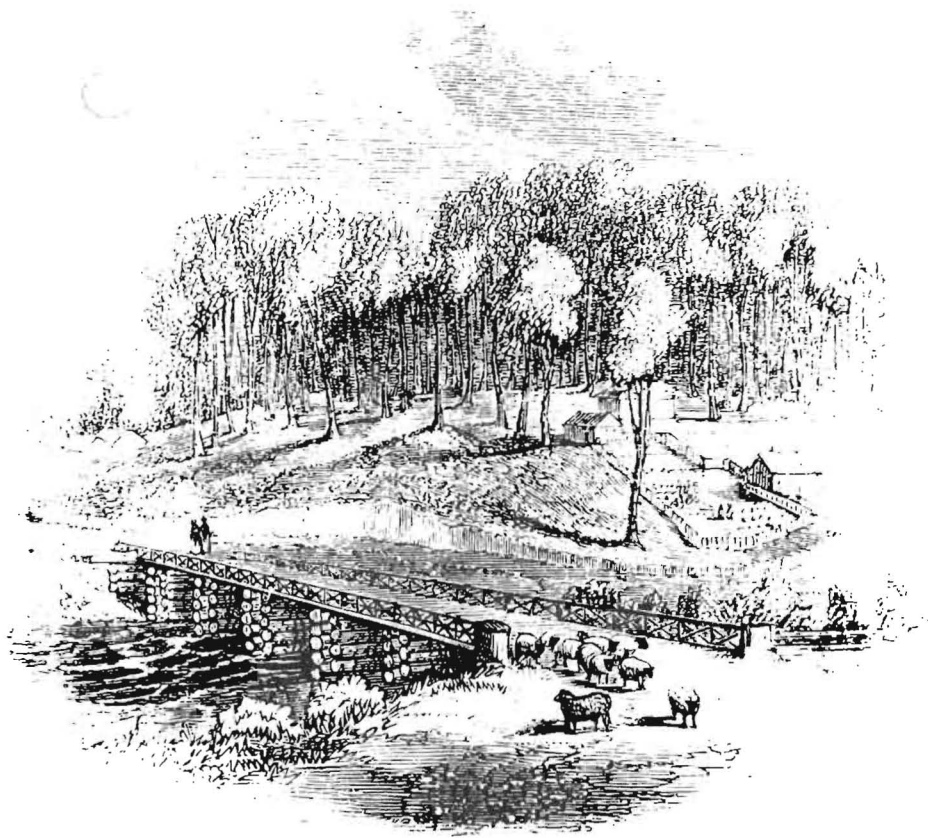
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*Deloraine Bridge.*

First Deloraine Bridge  
(L.A. Meredith, *My Home in Tasmania*)

## CHAPTER 1 - INTRODUCTION

The district of Deloraine started to be settled in the mid - 1820's. By this time much of the best agricultural land in the midlands had been taken up, usually in large holdings, and there was a gradual move westward along the Norfolk Plains, which stretched from Longford to Port Sorell. The first estate in the Deloraine district (of 1000 acres) was selected in 1825 by Gamaliel Butler; he added another 1000 acres in 1830 and called it "The Retreat", although he never lived there.<sup>1</sup> Other large holdings were taken up in the years after 1825.

That the area was quickly opened up was partly the work of the Van Diemen's Land Company, which pushed through tracks to the north-west coast, one north to Port Sorell in 1826 and one west via Chudleigh and Mole Creek to Emu Bay in 1828.<sup>2</sup> These two tracks met near the Meander ford, and about a kilometre downstream a bridge was built by public subscription at a cost of £198, finally being finished in September, 1831. When Thomas Scott submitted a report on the bridge in April of that year, he suggested that 500 acres on each side be reserved for a future township.<sup>3</sup> The first town allotment was taken up in 1831 by John Devlin, and he built a public house on the western side of the bridge near where Bonney's Inn now stands.<sup>4</sup> But progress was slow; land holdings were taken up quite quickly, but Deloraine township lots were not offered for sale until the 1840's and Westbury remained the main township for the district for some years.<sup>5</sup>

Things began to improve with the return of the convicts. (They had been in the area from 1826 onwards, road marking and clearing,<sup>6</sup> and later building the bridge.<sup>7</sup>) About 1843, some of the local gentry subscribed £460 for the purpose of building convict barracks on the understanding that the government would then station 300 men there to make a road for five miles on each side of the township.<sup>8</sup> The barracks were built on a five acre block between Church Street and Barrack Street, with a frontage on West Parade,<sup>9</sup> and the men duly moved in. They improved the road, provided a market for local business and also contributed to one of Deloraine's first manufacturing industries, making bricks, and also for a period in 1846, brown earthenware.<sup>10</sup>

The fledgling settlement suffered a setback in March, 1846, when the bridge was washed away in a flood<sup>11</sup> (not in 1844 as stated by Griffin.)<sup>12</sup> The *Launceston Examiner* reported two months later that since the bridge was swept away "communication has been almost entirely intercepted; a punt was attempted, but found of very little use in a strong current. A temporary bridge is in use, but of such a nature, that no loaded cart can pass; the wheat has to be taken across in single bags, the cart dragged over, and the cattle made to swim across the river."<sup>13</sup> The residents subscribed money, materials and cartage, and a new bridge was completed by Alexander Clerke, using convict labour, for £203. It was completed by July 1847,<sup>14</sup> and was in use for thirty years until 1877 when it was pulled down after a new one was built.<sup>15</sup>

Clerke's new bridge was not yet finished before the residents suffered another blow. Although the road was not completed, the government announced that the convicts would leave Deloraine in 1847. The residents protested, but Hampton, in the Comptroller - General's Office, denied that any pledge to finish the road had been given<sup>16</sup> and by September there were only seven men and four overseers left.<sup>17</sup>

Businessmen felt the loss, but the departure of the convicts led to the sale of the block which contained the convict buildings.<sup>18</sup> William Bramich bought this for £50 and as the road to Emu Bay ran through the middle of it, businesses began to open on both sides of the road.<sup>19</sup> Until now all buildings aside from Bonney's Inn had been at Alveston on the eastern side of the Meander, but from now on the western side would develop more and more, eventually eclipsing the earlier settlement as the central part of Deloraine, although Alveston would keep its identity as a separate township for many more years.

The Deloraine area was settled as an agricultural area and its industries were, with one or two notable exceptions, slow to develop. When industries did come, they were generally on a small scale and related to providing basic necessities for the local population, or alternatively they were larger industries processing local produce. What seems to be the very first manufacturing industry was carried on as early as the 1830's when the Boutcher family opened a limekiln about four miles west of Deloraine and supplied Launceston with hundreds of tons of lime until 1840.<sup>20</sup> This was the first of many limekilns opened all over the district to take advantage of the abundant limestone. Aside from this, everything was on a very small scale. In the 1840's, as well as the convicts' pottery, McCormack had a store with a bakehouse attached at Alveston, and John Thomas and later Joseph Cox opened blacksmith shops there.<sup>21</sup>

But the 1850's saw the rapid development of both the Deloraine area and its industries, and this was principally due to gold. The diggers who flooded into Victoria needed food and Deloraine was well placed to supply it. Moreover, it was the last township on the way to the north-west coast and could provide supplies to the settlers as they moved there. By 1855 two large flourmills, Clayton's and Bowerbank, and two breweries, Rooke's and Morse's, had been built, and as more people arrived in the area small scale industries developed apace. Brickmakers, stonemasons, tinsmiths, carpenters, bakers, tailors, tanners, shoemakers, blacksmiths and coopers all arrived in the 1850's. Some of them stayed in their jobs for another forty years. As early as 1853, the *Launceston Examiner* reported that probably no other township had advanced so rapidly yet steadily, with a property fronting on the main road changing hands for the "enormous sum" of 1000 guineas.<sup>22</sup> By 1863, when the Deloraine municipality was proclaimed, its population was 3114<sup>23</sup> and it was already one of the leading grain producers in the state.<sup>24</sup>

In the 1860's Tasmania, including Deloraine, suffered from depression as the demand for food for the gold diggers declined.<sup>25</sup> Nevertheless, this period saw the first of the sawmills which were later to play such a large part in the municipality's industrial history. Early in the next decade the railway came to Deloraine, making it much easier to send goods to market, but also allowing Launceston industries to compete with the local product, and there was some decline in local industry as a result. For example, there seems to have been no later repetition of the making of colonial cigars by general storekeeper Seelig.<sup>26</sup>

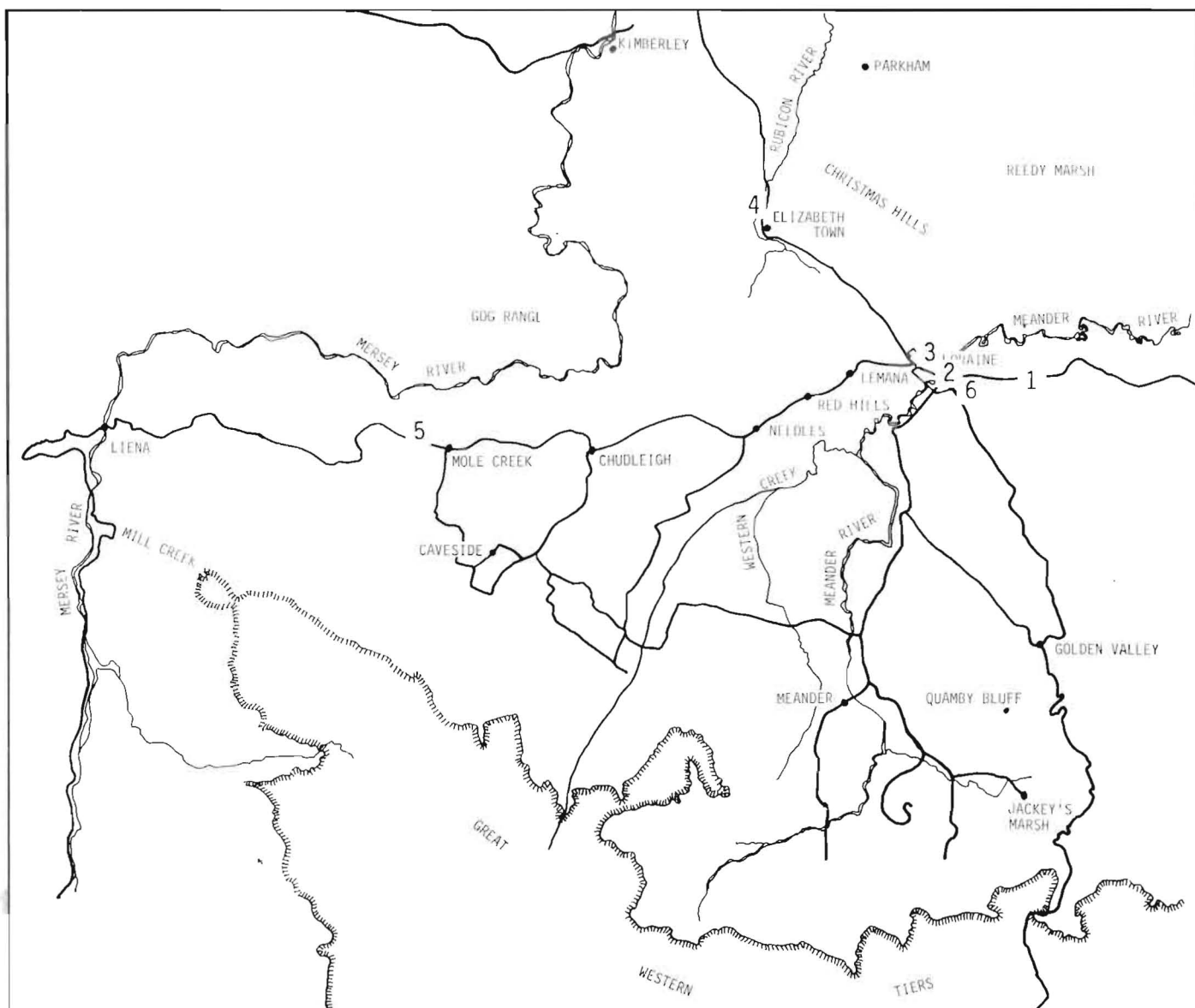
The first decade of the twentieth century saw quite a few changes in the industrial scene. Deloraine obtained a reticulated water supply and a power station was built to provide electricity. With Federation

in 1901, cheaper and better flour came from other states, and wheat - growing and flour milling became less profitable, although the mills held out against closing for some time. Farmers turned to dairying, supplying the new butter factory, and this process was accelerated in the 1920's when the advent of motor transport reduced the demand for feed for horses. Sawmilling became very important, particularly in the 1920's, with many sawmills being set up around Mole Creek, Meander and Jackey's Marsh.

However, motor transport reduced still further the viability of local industries, and only sawmilling and a lime works remain of the major industries.

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FOOD - Milling. Map 1

1. Bowerbank Mill
2. Shorey's (later Harvey's)
3. Clayton's (later Henry's)
4. Spicer's mill
5. Wren's (later Howe's)
6. Davern's



## CHAPTER 2 - FOOD

### 2.1 Milling

For almost thirty years after the first land was taken up, the Deloraine district had no flour mill. Residents either ground their own in small hand mills or carted their wheat to the flour mills at Carrick, and later Westbury. The problems that could arise are exemplified by the memoirs of Roddam Douglas, reminiscing about the 1830's. "We used to get our flour from Carrick mills, and I remember on one occasion while the dray was away the Meander rose, and the teamster could not return for many days, during which time we had to grind oats in a still mill, and without thinking about the meal not being sifted made Scotch oatmeal cakes, which we could not masticate. However, we had an abundance of meat, and we managed until the flour arrived, some of which was very wet after its passage through the river."<sup>1</sup>

Even on the eastern side of the river, however, there were difficulties associated with cartage to Westbury. The pioneer settler of the north-west coast, James Fenton, wrote: "The so-called road was simply a track through the most open, and consequently the most marshy, plains.... The Marsh paddock [about half way between Deloraine and Exton, and close to the river] [was] a caution to bullocks and their drivers; two or more teams travelled in company so as to be ready to help each other when in difficulties."<sup>2</sup>

So it was hardly surprising when in 1851 the first moves were made to obviate the necessity of risking the Westbury road by building a flour mill in Deloraine. A public meeting was called at the Bush Inn in August, attended by the most influential landowners of the Western District. Henry Weston announced that "during the past week not a pound of flour could be purchased in Deloraine, and the farmers were compelled to travel a distance of thirty miles of bad and almost impassable road to get their wheat ground."<sup>3</sup> The meeting resolved to establish a public company called the Deloraine Flour Mills Co., with a capital of £2000. The directors and trustees were John Archer (Chairman), Henry Weston, A. Archer, W. Rooke and James McArthur, and it was decided that if the required capital was not subscribed in three months, all money received would be refunded.<sup>4</sup>

But before the three months were up private enterprise had stepped in. At the end of September the *Launceston Examiner* announced that a large mill was about to be erected on the property of Mrs. Horne; working two pairs of stones, it would "suffice for all the grinding that is likely to be required in the neighbourhood for some time to come." The machinery was to be colonial made, and the mill was to be ready by March 1852.<sup>5</sup>

The owner was Mary Ann Horne, whose husband Alfred Horne had bought the estate of Bowerbank from Alexander Rose in the early 1840's but then died shortly afterwards.<sup>6</sup> By the 1850's her eldest son Alfred was managing Bowerbank, and it was probably his decision to build flour mills there.

However, by 1853 nothing had been done at Bowerbank and it was another mill which was first to start operating in Deloraine. Henry Clayton was a colonist of long standing in the Longford district; there he had built a fine home, "Wickford", and in 1845 had erected a steam flour mill nearby.<sup>7</sup> In 1851 he sent a cask of fine flour from Wickford mill to the great exhibition of industry and won first prize.<sup>8</sup> It is probable that, like

the Hornes, he had been impressed by the public meeting which had brought home the fact that the fast growing district of Deloraine had as yet no mill, and with his experience in milling he felt he was just the person to build one and make a tidy profit. Certainly, within two months of the meeting Clayton was advertising for four good brickmakers to start work immediately.<sup>9</sup> Although the advertisement does not specify where they were to work, it seems highly probable that they were required for Deloraine. Clayton owned, or now acquired twenty acres of land fronting on Beefeater, Barrack and Church Streets and work began on erecting the mill in Beefeater Street (now Number 16). His son William Clayton was an architect, designing among other things St. Marks Church in Deloraine, and it is possible that son helped father in designing the mill.

Finally in April 1853 it was announced that "Messrs N.G. and R. Clayton having become joint lessees of the newly erected excellent Steam Mill at Deloraine, beg to inform the inhabitants of the Western Country that the above Mill is open as usual to receive Grist work, which will be executed in the best possible manner, and with the utmost despatch. N.B. Wheat purchased at the above mill."<sup>10</sup> "Nicholas and Richard Clayton were two more of Henry's sons. They do not give the price for grinding, but the following April the charge was three shillings per bushel." This is at least one shilling more expensive than any other mill at the time, and may have been one reason why Alfred Horne decided to push ahead with his plans for the Bowerbank Mill.

Notwithstanding the high prices and the lack of competition from other mills, the Clayton brothers ran into financial difficulties. In late 1854 they announced they were giving up their carrying business and put their horses up for sale, but the following February they ended up in the insolvent courts.<sup>12</sup> All their effects, including bullocks, horse and carts were sold, and the *Launceston Examiner* reported that "it was evident that the business had been conducted in a very loose and unsystematic manner."<sup>13</sup> After their discharge from insolvency it is possible Nicholas left Deloraine, for in September 1855 only Richard is mentioned in an advertisement announcing that the mill was in full operation again.<sup>14</sup>

In 1858 Henry Clayton put "that well-known steam mill at present in the occupation of Richard Clayton Esq." up for auction.<sup>15</sup> His reasons for doing so are unclear; perhaps Henry was merely trying to realize on some assets, as he sold about 900 acres at Wickford at the same time. He described the mill, which was to be sold with six acres of land, as built of brick with "16 horse power [engines] of the best make, driving two pairs of stones. The whole is in perfect order, not one shilling outlay is required.... The mill will grind 1000 bushels per week, and can be worked with three hands." Water was laid on to the premises and boiler (from a spring up on the hill across Beefeater Street), there was an excellent smutting machine, and the outbuildings included a four-roomed weatherboard cottage, a kitchen, a large stable and men's huts.<sup>17</sup> But there were no purchasers. This was the start of a depressed period in Tasmania and perhaps people did not feel the mill was likely to be as profitable in the future.<sup>18</sup> Whatever the reason, in March 1859 "Mr. Henry Clayton's mill" was once again in full work.<sup>19</sup>

But not to be put off, Clayton put the mill up for sale again in July, this time by contract. "With good management a thousand pounds per annum can be cleared", he claimed, "in support of which the books can be produced." £2000 was to be paid in cash, with the balance on mortgage for three years at 7%.<sup>20</sup> Even on these terms the mill was not sold, and it remained in

Clayton's possession till his death in 1863, when the brigantine "Creole" left for New Zealand with Clayton and some of his stock on board and was lost at sea.<sup>21</sup> Although Henry was given as the occupier of the mill in the Assessment Rolls from 1859 onwards, he was still living in Wickford, and it was probably Nicholas who returned when Richard left to run the mill. Certainly he was the miller in 1864 when the mills again came up for sale on the instructions of the executors. The description was, of course, glowing and includes some additional information about the mill: "these mills were erected by the late Mr. Clayton at a considerable cost; the machinery is of the best description; engine, 13 horse power, driving 2 pairs French burr stones. There is an excellent smutting and cleaning machine, elevators, etc. The whole has just been put in thorough order by Mr. Knight", who had presumably also put in a smaller engine (it had been 16 h.p. in 1858).<sup>22</sup> At auction the mill was brought in at £1500, but the *Launceston Examiner* announced that a sale was likely to take place, and it was bought soon afterwards by Samuel Henry.<sup>23</sup>

Henry had been a general store owner in Deloraine since 1852, and only in April 1864 he had announced that he had erected commodious premises in Church Street west and was prepared to purchase wheat, oats or barley for storage there.<sup>24</sup> Soon after he bought the mill he disposed of his general store to Messrs Dean and Bloch, and from now on he concentrated on his milling, though he also built a brewery near the mill and was for some time interested in lime burning at Quamby Bluff.<sup>25</sup> (See Chapters 2.3 and 3.3). In 1869 he announced that he was reducing the price of grinding and dressing wheat to fourpence per bushel cash, a far cry from the three shillings the mill charged fifteen years earlier. He was also able to provide superior "silk dressed flour".<sup>26</sup>

But in March 1873 disaster struck when the mill was destroyed by fire. The fire started in a stack of straw at the rear of the mill and, spreading rapidly, entirely destroyed the mill and machinery, leaving only the four walls standing. Also destroyed were stables, several hundred tons of wood, a carriage, a wagon and some large new sheds, along with the roof of the malt kiln and part of the brewery roof. Some of the large stock of wheat in the mill was saved. Only the mill and machinery were insured. Some excitement was caused at the inquest when it was claimed that James Horne, late of Bowerbank Mills, had been heard to say that he knew that the mill would burn down, fuelling speculation that he had deliberately burnt down a rival's mill, but later questioning revealed that he only meant that fire was likely because he knew Henry had stacked straw among the wood. The jury decided there was no evidence to show how the fire originated.<sup>27</sup>

This by no means ended Henry's interest in milling. In January 1875 he announced that he had leased the Bowerbank mill and begged "to inform his old customers and the public generally, that he is prepared to supply a first-class article in flour, sharps, bran etc."<sup>28</sup> But this was to be only temporary. By April 1876 he had given up Bowerbank in readiness for more grandiose plans.<sup>29</sup> That month he wrote to the Minister of Lands applying for a lease of land on West Parade for erecting flour and oat mills, machinery for cutting timber and grinding wattle-bark, and ultimately a woollen manufactory. (This last was interesting; Waverley Woollen Mills had been established in Launceston only two years previously.)<sup>30</sup> He also needed the right to construct a dam across the river and a mill race down to the mill. The length of the mill race would be about twenty chains. The site selected was slightly to the west of where Church Street joins West Parade, and the mill race would come down from near Moriarty Street.<sup>31</sup>

# DELORRAINE Roller Mills

SEPT. W. WOODBERRY begs to inform the Public that he has taken  
over the above Well-known Mills.

UNSURPASSED FOR QUALITY—  
BEST ROLLER FLOUR, STONE FLOUR, SHARPS, POLLARD AND BRAN.

CASH BUYER OF WHEAT.

District Agents: M. BLOCH & CO., Deloraine.

Advertisement for Bowerbank  
(*Wiltens Directory 1896-7*)



Bowerbank early 1900's  
showing skillion and miller's cottage  
(Gail and Garry Greenwood)

Henry had spent some time planning this new venture, probably starting soon after the first mill burnt down. About 1874 he had sought advice from Edwards, a mechanical engineer of Carrick, who had suggested erecting a mill on Thomas Field's land adjoining the township. Field had agreed to lease a suitable site, but they had then found that the proposed railway line to the Mersey would run through it. Next they considered a position further upstream, though still on Field's land, and finally hit upon the site near Church Street, with only the dam and water-race on Field's property. Then in each of the years 1874 and 1875, Henry had obtained a continuous daily record for four months of the rise and fall of the river and its branches.<sup>32</sup> When he felt ready to go ahead, he sought council approval, which was granted, the only opponent being Caleb Smith who protested to the Minister that the dam would "seriously injure, in fact ruin" his property, Keanefield, which was further upstream of Field's property and was already subject to floods.<sup>33</sup>

The Minister asked for a survey of the area, and when Civil Engineer Sorell did the survey work he pointed out to Henry that when the railway went through there would be no crossing at Church Street, and that heavy foundation expenses would be incurred there. Accordingly, in June Henry wrote to the Minister asking for a second site on the banks of the Meander, this time much closer to the bridge. This would entail an extra fourteen chains for the mill-race. In August the Governor in Council approved the lease of the land for the race for fifty years, and a thirty year lease of  $\frac{3}{4}$  acre on West Parade.<sup>34</sup>

Within days Deloraine was in uproar. When Warden Henry Douglas found out that there had been a change in the site, he immediately wrote to the Minister explaining that the second site had not been submitted to the Council and they would strenuously object to this use of "the pleasantest promenade open to the public" and a very valuable piece of land. Henry ordered a labourer to start excavating anyway, only to find him hauled into court and fined five shillings and costs for breaking up ground without the permission of the municipal authorities.<sup>35</sup> Nine leading residents presented a petition to the Council against the plan, and the Warden and Councillors sent another petition to the House of Assembly, showing; "That if Mr Henry's application be granted, the most valuable public place in the Municipality will be alienated for one person's use alone, and a most dangerous and unsightly drain will intersect the streets, disfigure the Township, and deprive the inhabitants of free access to the river and fords."<sup>36</sup>

But soon afterwards nearly 250 people signed another petition to the House in favour of the lease, saying that the mill would tend to improve the value of property and be of general convenience to the inhabitants.<sup>37</sup> Warden Douglas attempted to downgrade the importance of this by pointing out that Henry's miller, his son-in-law, his wife and his friend had gone around with this petition to solicit signatures, but one wonders what else he would expect.<sup>38</sup>

In the end the problem resolved itself into who had final control over the land, the Government or the municipal council, and when the council was found to have ultimate control, Henry was forced to admit defeat. When the whole matter came before the bar of the House of Assembly in November, it appeared that the government had only got itself into this difficult position because of a change of ministry at the critical time, so that the second minister thought he was agreeing with his predecessor and approving the first site, whereas by then it was the second site which was being applied for.<sup>39</sup>

Henry asked for compensation, and in 1877 an arbitrator awarded him £86/3/6, to be paid by the government.<sup>40</sup> This was the end of Henry's plans for milling in Deloraine, and soon afterwards he moved to Launceston where he remained till his death in 1887.<sup>41</sup>

During the twenty years the mill in Beefeater Street was in operation, its main competitor was Bowerbank. After the initial announcement of Horne's plans had been made in September 1851, nothing further was done there for almost two years. But in July, 1853, Horne was prompted into action. Perhaps he balked at paying three shillings a bushel to grind his wheat, if that was what the Claytons were charging then. Perhaps he saw the profits the Claytons were making. Possibly the prospect of another mill elsewhere had goaded him into action; in January 1853 an advertisement in the *Launceston Examiner* invited parties interested in the flour trade to inspect a site for a flour mill on Calstock estate, within 1½ miles of Deloraine and with an abundant supply of water always available with a fall of 15 feet.<sup>42</sup> But family history holds that the gold rushes were the main reason and this is probably true.<sup>43</sup> The gold rushes were by now well under way and reports were coming in of the scarcity of flour in Melbourne.<sup>44</sup> Alfred Horne was shortly to marry Eliza Archer of Brickendon and it appears the Archers had experience of milling in England, so that they were able to help him,<sup>45</sup> while William Archer the architect is thought to have helped design the mill.<sup>46</sup>

In July 1853 A.J. Horne advertised for three pairs of sawyers to cut 40,000 feet of timber,<sup>47</sup> and the following month he called tenders for the carpenter's work in building the Bowerbank Steam Mills, wanting to know the price for the doors, windows, flooring and roofing with slate. "The lowest tender not necessarily excepted (sic); but that from a man bearing the character of sobriety and keeping to his work till completed." This last was no doubt an essential point when so many were heading for the goldfields. It is interesting that at this early stage they are called steam mills. Many people, among them von Stieglitz, feel that the original mill operated by water power, but that when this proved unsatisfactory it was decided to install steam.<sup>48</sup> It is possible that this had been the plan in 1851, and the two year delay had been caused by the realisation that the spring up the hill behind the mill did not provide sufficient water power to drive the stones. However, a water wheel was eventually used to hoist the grain. It is also thought that the chimney and top storey were added later,<sup>49</sup> but the chimney would probably have to have been built when steam was installed at the beginning.

While the mill was being built, Mary Ann Horne and another son Leslie went to England to buy the machinery.<sup>50</sup> They also signed up experienced men. Two at least, George P. Slater of Brentwood, England, and J. Fielding, arrived in the "Whirlwind" in April 1855, and the former was the first miller to operate at Bowerbank.<sup>51</sup> In September 1855, Horne was able to announce that "having now completed the [Bowerbank Steam] Mills, [he] begs to inform the inhabitants of the Western Districts that he is prepared to do any amount of Grist Work on the Shortest Notice." Grinding and dressing cost 1/9d per bushel, smutting 3d per bushel, oats or refuse wheat cracked at 3d per bushel. Flour (first and seconds), bran and pollard were to be always on sale, and "a Paddock provided for the night for teams coming from a distance."<sup>52</sup>

The cost of the mills had been enormous. With the scarcity of workmen (most able-bodied men had gone to the goldrushes) the cost of labour was



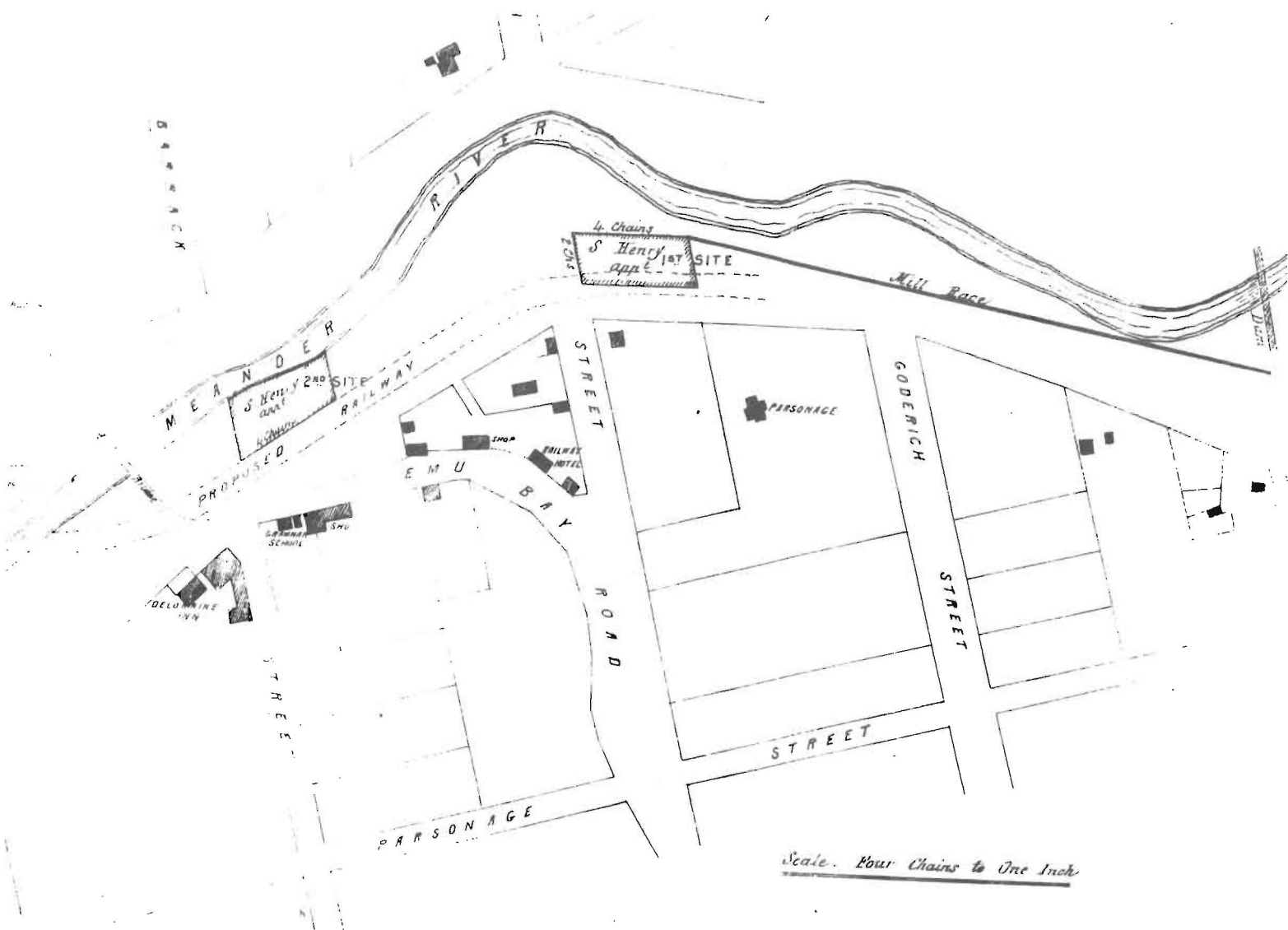
very high. According to Griffin, the Hornes paid £7000 to erect the mill,<sup>53</sup> but when it came up for auction in 1873 the auction notice announced that it had cost over £10,000.<sup>54</sup> However, with flour costing £50 a ton the Hornes might expect to recoup the money quickly.<sup>55</sup> It is interesting to note that, as usual, competition reduces prices. A week after Horne opened with an advertised price of 1/9d for grinding and dressing wheat, Richard Clayton reduced his price to 1/8d.<sup>56</sup> A little over a year earlier he had been asking 3/-.

Bowerbank Mills had a chequered history, especially later in the century when it sent two people bankrupt and closed for a period of years, and it is tempting to speculate on its profitability at the beginning. Presumably it suffered somewhat by being a short distance out of town, whereas Clayton's was so central. To help overcome this, Horne announced that "teams coming from a distance [would be] provided for the night with good lodging and provisions (gratis) for man and beast."<sup>57</sup> He also made inroads into the Westbury market, having a constant supply of flour, bran and pollard at Mr. Douglas' stores, Westbury, as early as December 1855.<sup>58</sup> Again in 1858 the Westbury Baking Co. announced that it wanted to purchase 3000 bushels of wheat to be delivered to the Bowerbank Mills.<sup>59</sup>

And yet there are signs of difficulties. In April 1856 Horne announced sternly that there would be "NO TRUST" for gristwork after May 1; he would take a toll in flour if the money was not sent.<sup>60</sup> The following year he reduced his prices to 1/6d per bushel, or 1/3d for an order over 100 bushels,<sup>61</sup> and tried to drum up custom by assuring people that the "quality of the wheat this season enables [him] to execute all orders in a very superior manner and those who are lovers of a good bag of flour will do well to give him a trial."<sup>62</sup>

But the position was certainly worse in the 1860's. By then Victoria and South Australia were growing enough food to feed the diggers; in fact many of the diggers were turning to farming, and less and less food was being exported from Tasmania. In 1860 Tasmania exported grain, flour, meal etc. to the value of £214,700, but in 1870 the value had dropped to only £86,700.<sup>63</sup> The whole of Tasmania suffered a depression until 1872 and Bowerbank did not escape.<sup>64</sup> The brunt of this fell on James Dennis Horne. In 1861 Mary Ann Horne died and the 1000 acres of Bowerbank were split up between three sons; the fourth, Alfred, married to the heiress of Brickendon, was deemed to be already well taken care of.<sup>65</sup> James Horne received 100 acres and the mill and continued to work it for another twelve years. But he had his problems; in 1866 he was forced to take out a mortgage on the property, and the following year he charged his chief miller, Andrew Bentnal with embezzling money.<sup>66</sup>

But the beginning of the end occurred in 1871 when Horne took Robert Hall Munce to court, claiming £500 damages. Horne's case was that he had agreed to buy some wheat from Munce who had then delivered bags in which bad wheat had been mixed with the good. Not realising this, Horne had put some of the flour through the mill and a number of customers had complained, since when his custom had been reduced. James Hope, engineer and assistant miller, testified that several people brought bread made from the flour back to the mill to show how bad it was; Hope had at first blamed the bakers, but eventually checked the sacks of wheat and found that although the top and bottom of the bags contained good wheat, the middle portion was bad. Several people testified that they had not dealt with Bowerbank since, including Shepherd, a Deloraine baker, and John Fleming, a baker from Westbury, as the bread was unsaleable. (As a sidelight, it is



The two proposed sites including the mill race  
and the dam for Samuel Henry's flour mill  
(House of Assembly Journals, Tasmania,  
Vol. XXXI, 1876, Paper No. 58)



interesting that testimony revealed that most of Bowerbank's flour was used in the district, the rest being sent to Launceston.)

However, Munce's testimony was damaging. While admitting he had mixed bad flour with the good, he asserted that Horne had told him to do it as it would not be noticed when made into bread. Later Horne had been unable to pay for the wheat (bought six months earlier) and although he told Munce that he could pay as soon as he could get 3-4000 bushels of wheat to town (Launceston), when in May the money still was not forthcoming Munce had sued and obtained a writ, whereby Horne's possessions would be sold unless he paid his bill. At the time of the court case this execution was still unsatisfied. The Attorney-General summed up by saying that it was clear that Horne was in poor circumstances and wished to escape payment, or stave it off, by initiating court proceedings against Munce. The jury agreed with Munce and the Attorney-General.<sup>67</sup>

At the end of June an advertisement appeared in the *Launceston Examiner* announcing that Bowerbank would be sold at auction unless Munce's bill was paid.<sup>68</sup> Horne continued in occupation so must have paid up, but he could not continue much longer. Presumably his customers still stayed away, possibly in greater numbers once a jury had decided that Horne had tried to deceive them. A little over a year later in December, 1872, it was announced that he had defaulted on repayments of his mortgage, and the land and mill would be sold by auction unless the principal and interest owing were paid.<sup>69</sup> This time there was no reprieve for Horne, and on January 9, 1873, almost twenty years after Alfred Horne had built it, it passed out of the hands of the Horne family for the sum of £2050.<sup>70</sup> (It was a pity that Horne could not hold out longer; less than three months later his long-standing rival in Deloraine, Henry's mill in Beefeater Street, had burnt down.) Horne continued in Deloraine for a little while, but by the end of 1875 he had left Deloraine for good, going to Devonport to help his son-in-law found the business of Duncan Loane.<sup>71</sup>

Bowerbank was bought by G. Collins, evidently as an investment, for two months later Douglas and Collins were calling tenders for its sale.<sup>72</sup> Despite the fact that Henry's mill had burnt down just two weeks earlier, no satisfactory tenders were received for in May they announced that it would be sold by auction. "This mill is most substantial", ran the blurb, "built of bluestone and brick, and was erected by the late Alfred Horne, Esq., at a cost of over £10,000. The machinery is very complete and in good condition. From its situation (no mill being within a considerable distance) it must command all the trade of the populous district of Deloraine."<sup>73</sup> There was some attempt to mislead here; Samuel Shorey had already announced his intention of opening a new flour mill, so that Bowerbank would shortly be facing competition again.<sup>74</sup>

Although at the auction the mill was bought in at £2350, it appears to have sold soon afterwards for by 1874 it is listed as the property of John Cartledge jun.<sup>75</sup> This Cartledge was presumably the son of that John Cartledge who had at one stage been a miller at the Cataract Mills and later the Albion Mills in Launceston.<sup>76</sup> However, he had no better luck than Horne, having to go into the bankruptcy court to make arrangements with his creditors just over a year later in October 1874, and he moved to Victoria soon afterwards.<sup>77</sup> Samuel Henry leased the mill at this stage for just over a year, and then in November 1876 James Parker Groom informed the Deloraine Council that he had bought the mill, although it remained closed.<sup>78</sup>

In 1879 the mill once again changed hands, this time being bought by John Woodberry who held it probably until his death in July 1903. Woodberry was a large landowner, well known for raising fat stock and making superior butter and cheese, and for some time he seems to have taken little direct interest in the mill.<sup>79</sup> His son John occupied it from 1880 till 1883, but then it was leased to storekeeper Henry Bloch until 1891. When Henry died in August, his son Mark took over for a year, and then in 1893 the Woodberry's again took control. The *Deloraine-Westbury Advocate* announced that John Woodberry, long famed as a maker of cheese, was now turning to flour and getting roller machinery fixed at Bowerbank. Mr. W.H. Knight of Launceston had the contract, and the mill was expected to be in full swing in a few weeks.<sup>80</sup> In November Woodberry senior announced that the Deloraine Roller Flour Mills, late Bowerbank Flour Mills, were now supplying patent Roller and Stone flour, which could be bought at the mills, at stores in town or at the bakery near the railway station.<sup>81</sup>

One can only speculate on Woodberry's motives for going to the expense of installing rollers. (In his autobiography, the Launceston and Carrick miller Thomas Monds said that when he installed rollers in 1890 it cost £3000.)<sup>82</sup> The early 1890's saw the heart of Australia's worst depression, and his great grandson says that Woodberry lost a lot of property at this time, partly through giving other, poorer souls milk and cheese to help them through the bad times.<sup>83</sup> It would have been about this time that Davern's mill closed down (see later in this chapter) and Shorey's mill did not install rollers for some time, so Woodberry must have thought it worthwhile to invest heavily and win a big share of the market when the whiteness of roller flour was so popular.

However, the following year (1894) the Assessment Book describes the mill as empty. In 1896 John's son Septimus (so-called because he was seventh in the family? He also had a brother Octavius) begged "to inform the Public that he has taken over the ... well known Mills", the Deloraine Roller Mills, with M. Bloch and Co. being district agents,<sup>84</sup> but this did not last long either, as by the beginning of 1897 Charles and Duncan McKay leased the mill. They held it till 1899, when John McKay and Ernest R. French took over for two years. The McKays were bakers, occupying a bakery owned by Septimus' brother Ernest in 1901. In 1902 William Harvey occupied the mill; as by this time Harvey had bought Shorey's mill, his reason for leasing Bowerbank is unclear.

Possibly before John Woodberry's death in July, 1903, the mills were sold to Ernest Bonney, grandson of John Bonney who was one of the first settlers in Deloraine. He at first leased it to William F. Rudge, who is probably the same W.F. Rudge who had owned a big roller mill in Latrobe.<sup>85</sup> But Bonney was always interested in milling himself and took over the running of the mill by 1904, probably having learnt enough from Rudge about how to do it. But he was not successful. After he became bankrupt his father William bought the mill (by 1905) while Ernest continued to run it.<sup>86</sup> William was soon looking for a way of getting rid of it, for in July 1905 he offered to sell his machinery to the Deloraine Council which at that time was considering the best way of supplying the Deloraine township with electricity.<sup>87</sup> However, the council turned him down and William was forced to hold onto the mill for another two years, until September 1907 the *Daily Telegraph* announced that Mr. J.P. Sullivan had negotiated the sale of the mill, three cottages and seven acres to John Taylor of "Ladybank", Chudleigh, "at a satisfactory price". Taylor intended to thoroughly renovate the mill which

"is looked upon as being one of the best in the State", obtain the services of a first class miller and have the mill in going order by January 1908.<sup>88</sup>

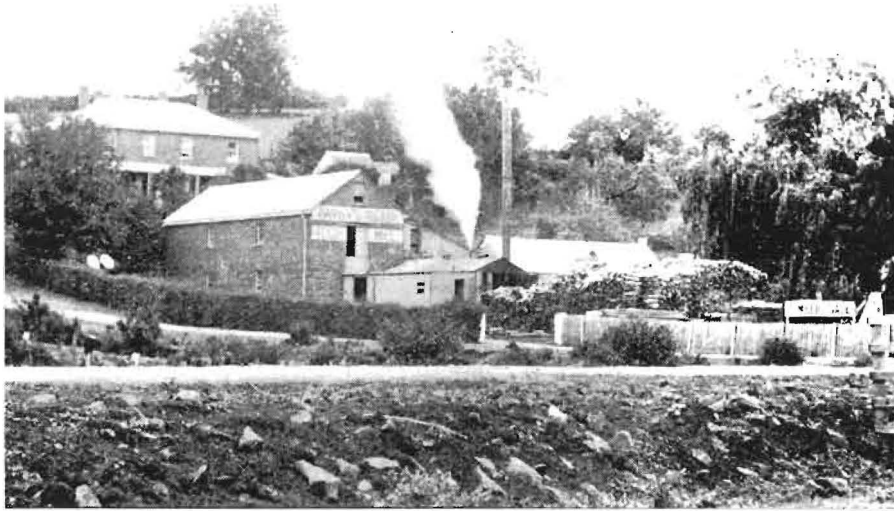
Considering Bowerbank's chequered history, Taylor was a brave man going into milling at this stage, particularly as since Federation in 1901, cheaper and better South Australian wheat was coming into Tasmania, milled at the port of entry (Hobart and Launceston) and then distributed state-wide.<sup>89</sup> Yet as it turned out he held the mill longer than any other and it only closed with his death in 1935. However, it appears that for the last ten years or so he used the machinery mainly for grinding pig feed and cleaning seed wheat for farmers, occasionally making small amounts of flour for local people who took it to local bakers to make into bread. (One baker, Robert Williams, eventually stopped doing this because the local flour did not rise properly, going sideways instead.)<sup>90</sup>

While Bowerbank was the most long lasting of Deloraine's flour mills, the most successful was almost certainly Shorey's (later Harvey's). Samuel Shorey settled in the Dairy Plains area in the mid 1850's, renting a farm there for some years. A careful, hardworking man (according to his obituary), he was later able to buy the farm, but before then, in 1862, he had bought twenty acres at Cotehele, just north of the Deloraine bridge on the western side.<sup>91</sup> By the following year he had built a large house and a three storey flour mill there, but by the time the buildings were completed he had had second thoughts about the viability of a third mill in Deloraine at a time of depression, and for ten years he used the brick building only as a store.

However, by 1872 Shorey judged the time was right. Horne was by this time obviously in deep trouble at Bowerbank and the colony was fast coming out of the depression, while Shorey may also have been influenced by the advent of the railway to Launceston in 1871 which made markets more accessible.<sup>92</sup> Whatever the reasons, in November Shorey told the *Cornwall Chronicle* that he had purchased the necessary machinery and was busy getting it into the store, ready for an immediate opening on completion. The *Chronicle* thought that "the proprietor, a man of means, will no doubt soon gain a notoriety for his mill,"<sup>93</sup> which had two pairs of millstones and a crusher driven by a 12 h.p. engine. A spring from the hill behind provided water through underground pipes to a tank which supplied the mill boilers and could be used in the event of fire.<sup>94</sup> Shorey was also able to get experienced men: James Hope came from Bowerbank to manage it for him until Shorey's death (Hope was later to have flour mills at Railton and become an M.H.A.), and G.P. Slater, Bowerbank's first miller, worked with Shorey for some time too.<sup>95</sup>

Within a few months Shorey's was the only mill working in Deloraine, for Bowerbank was sold and Henry's mill burnt down; even when Bowerbank reopened later on, Shorey's central position close to town and to the railway station must have given his mill the edge and it continued to do a thriving business. The profits from this and his properties at Dairy Plains enabled him to keep a flat in Melbourne which he lived in from May to October, and to make several trips home to England.<sup>96</sup>

When in 1888 Shorey suddenly died, his wife Esther continued to run the mill, advertising for a competent miller to help her (Hope by this time having left).<sup>97</sup> The call was answered by William Harvey, an Englishman who had come out to the colonies only a few years before, staying a little while in Dunedin and then moving on to Hobart where he worked at Rossetor's mill on the wharf. On the strength of this, plus his experience working in a mill in Huntingdon, England, he got the job as Mrs. Shorey's manager, and when in



Harvey's Mill 1900  
showing chimney, miller's cottage and sawmill.  
(*Cyclopedia of Tasmania*, 1900)

29

DELORAINE ADVERTISEMENTS.

*Deloraine Roller Flour Mills,* *W. Harvey,*

**. . . DELORAINE. . .**

**Flour, Sharps, Pollard, Bran, Oatmeal,**  
GRISTING DONE AT  
CURRENT RATES. **Rolled Oats and Crushed Oats.**

**TIMBER, IRON AND BUILDING MATERIAL KEPT IN STOCK.**

**CASH BUYER OF ALL KINDS OF PRODUCE FOR SHIPMENT.**

Advertisement for Harvey's Mill  
(Wise's *Tasmanian Post Office Directory*, 1903).

1894 Mrs. Shorey died, Harvey bought the mill and soon afterwards married one of Shorey's daughters.<sup>98</sup>

It was not long before Harvey diversified; while continuing to provide "Flour, Sharps, Pollard, Bran, Oatmeal, Rolled Oats and Crushed Oats", he also sold timber, iron and building material and in 1903 announced he was a cash buyer of all kinds of produce for shipment.<sup>99</sup> By 1911 he was also advertising new and second hand furniture for sale, with surplus furniture and machinery bought or exchanged.<sup>100</sup> Probably by then Harvey was feeling the full effects of Federation, so that milling was no longer as profitable. Early on he had supplied the demand for roller flour by selling Affleck's and Mond's, but he must have suffered in competition with Bowerbank's rollers for he had installed rollers by 1900.<sup>101</sup> In 1905 he erected a wind-mill, claiming it to be the first in Tasmania, perhaps in Australia, but it was unclear what its exact function was.<sup>102</sup> Harvey did perhaps 75% of his work by train; people from further west, even as far as Riana and Nietta, sent their wheat to him to be ground or asked him to send them supplies in 25 pound, 50 pound and 150 pound bags.<sup>103</sup>

However, by 1917 Harvey felt that milling was no longer viable for him and he shut down the steam engine.<sup>104</sup> This was the end of the sawmill too. As had happened at Bowerbank, he continued to clean seeds and grind fodder for stock, and when after Harvey's death in 1927 the mill was sold, the new owner R.P. Furmage also used the mill for this purpose until about 1960.<sup>105</sup>

The only other mill built in Deloraine was a very short-lived affair. Edward Davern had been a sawmiller in Deloraine for a few years and in March 1887 he wrote to the council asking consent to erect flumes and cut a race on West Parade to conduct water to work a sawmill in Westbury Place.<sup>106</sup> Possibly the *Launceston Examiner* correspondent had been mistaken, for in a short time it was obvious that Davern wanted to build a flour mill and construct fluming on East Parade. The storm over Samuel Henry's attempts to do something similar ten years earlier was still fresh in people's minds, and both Council and Government decided to tread warily, especially when Davern further asked permission to build a dam across the river. Once again citizens put pen to paper in large numbers, several irate people writing to the *Launceston Examiner*<sup>107</sup> and 35 residents petitioning the government that the granting of permission would "open the door to the plunder of public rights and property by private greed and corruption." Moderate language was hardly their strongpoint, but they were more precise with their objections when they claimed that the dam would lead to a succession of stagnant pools in summer and would seriously affect all fords and much private property. If this was allowed, they concluded, it "would be a lasting cause of bitterness and disgust."<sup>108</sup>

As a result, the Council at first was prepared to grant permission only for construction of the fluming, not the dam.<sup>109</sup> By November, however, things were going Davern's way. A petition in favour of the race and signed by 261 people was presented to the Council, and when Davern wrote that if at any time the water should get so low in the river that there was insufficient water for the inhabitants, he would only work the mill at night, the Council finally approved the dam four votes to three.<sup>110</sup>


Then it was the government's turn. At first it too refused to agree to the lease, and when it finally did, arguments over the terms of the lease continued to occupy more months.<sup>111</sup> When the Council yet again discussed the whole affair in July, 1888, the *Launceston Examiner* correspondent must have

DELORAINÉ.

# THE DON STORES

... (R. P. FURMAGE), ...

Direct Importer of—  
**DRAPERY.**  
**CLOTHING,**  
**GROCERY,**  
**IRONMONGERY,**  
**CLASSWARE,**  
**WALL PAPERS,**  
**HEALTH TEA**



ESTABLISHED IN DELORAINÉ DISTRICT SINCE 1888.

Cash Purchaser of—GRAIN AND PRODUCE OF ALL KINDS, HIDES, BONES, RABBIT  
 SKINS; WALLABY, KANGAROO AND OPOSSUM SKINS.  
 For Sale—CHAFF, OATS, BRAN, POLLARD.  
 Always on Hand—BONEDUST, PHOSPHATE, GUANO, KAINIT.

Davern's mill (top right)  
 in use as a grain store early 1900's.  
 (Wise's *Tasmanian Post Office Directory*, 1920)



The dam in the Rubicon River  
 for the Elizabeth Town flour mill

been voicing the exasperation of everyone involved when he reported that "the Council then went into Mr. Davern's everlasting mill race business".<sup>112</sup> It was not until September, however, that the Council was finally satisfied with the location of the dam (just upstream of the bridge: Davern had hoped to build it near Goderich Street) and with its size and the construction of the mill race.<sup>113</sup>

The whole decision-making process had lasted eighteen months, but the mill, once built, was to last only a few years. Perhaps Davern did too much; along with the large wooden flour mill he had a bark mill and a bathing house, although the latter was washed away by floods early in 1890.<sup>114</sup> Perhaps there simply was not room in Deloraine for a third mill; at all events by 1894 the mill was in the hands of Davern's mortgager, R. Green of Launceston. The following year the Council bought it for £415 (its capital value had been listed as £350), intending to build a public slaughter house there, but when this idea fell through, in 1896 William Harvey bought the silk dressing machine for £8,<sup>115</sup> and the timber from the mill race was sold at auction for £1/15/6.<sup>116</sup> In 1897 John Dunham rented the mill for six months,<sup>117</sup> although it is unclear what he used it for; he was a sawmiller at Calstock and may have used it to store timber. In 1898 it was leased to R.P. Fumage, and the same year he offered to buy it for £100. In a fitting conclusion to the Council's involvement with the mill, it took another eighteen months to finalise Fumage's purchase.<sup>118</sup> From then on Fumage used it as a store, although either it or an adjacent building was a cordial factory for some years (see Chapter 2.3). Later a sawmill was built nearby eventually owned by Fumage's son, and it seems to have been pulled down around the 1930's,<sup>119</sup> (Note - Skemp is incorrect in saying the mill was built in the 1870's; he has confused it with the plans to build Henry's water-powered mill then.)<sup>119B</sup>

No other flour mills were built in Deloraine, although there was some talk in 1902 of building a new one; nothing eventuated.<sup>120</sup> But two others operated for a time in the municipality. In 1864 the *Launceston Examiner* reported that Abraham Wren was supplying a long-felt want for Chudleigh inhabitants by "erecting a mill at the Mole Creek, a short distance from Chudleigh". Situated at Wingfield Creek, the mill was said to be nearing completion and ready to commence operations in a short time.<sup>121</sup> Within a year it had been taken over by William Reed How, youngest son of James How who had arrived thirty years earlier and set out to populate the Mole Creek district. Described as a small flour mill driven by steam,<sup>122</sup> the mill continued to be owned by How until 1897. After he left the colony in 1893, James Scott leased it until 1897; then it was owned by Robert Cameron between 1900 and 1902 and occupied by Peter Cameron; finally it was owned by Enoch Richardson 1902-1906. After that it is not mentioned in the records.

The second mill to operate outside Deloraine was built at Elizabeth Town by John A. Spicer in 1885. Built 0.9km past the hotel on the southern side of the main road, it was a wooden building with machinery powered by water. Spicer dammed the Rubicon River (the dam is still there) and trenched the water down to his mill which was further downstream; here he had a deep trench dug for the wheel to fit into so that water came over the top of the wheel. Estimated to be about ten feet in diameter, the wheel had an iron rim with wooden spokes and buckets and required only a small quantity of water to power it. Besides owning the local hotel, Spicer was a carpenter and probably did most of the work himself.<sup>123</sup>





Davern's flour mill. (centre front)  
 The fluming can be seen on the left hand  
 side of the river under the railway bridge  
 (Queen Victoria Museum)



Davern's dam and fluming  
 (Queen Victoria Museum)





The site of the Elizabeth Town flour mill

However, the mill lasted less than ten years. In 1894 the *Deloraine - Westbury Advocate* reported that it had been totally destroyed by fire, although the origin of the fire was a mystery as there was no engine on the premises. It further stated that the mill had not been working for some time (presumably it closed every year when the grain season finished), but that Spicer had intended to start the machinery shortly. Luckily the late rains of that year had delayed the harvest so there was no grain in the mill, but Spicer still suffered losses, for although its capital value was assessed at £400 he had insured it for only £300. The mill was not rebuilt.<sup>124</sup>

## 2.2 Baking and Confectionery

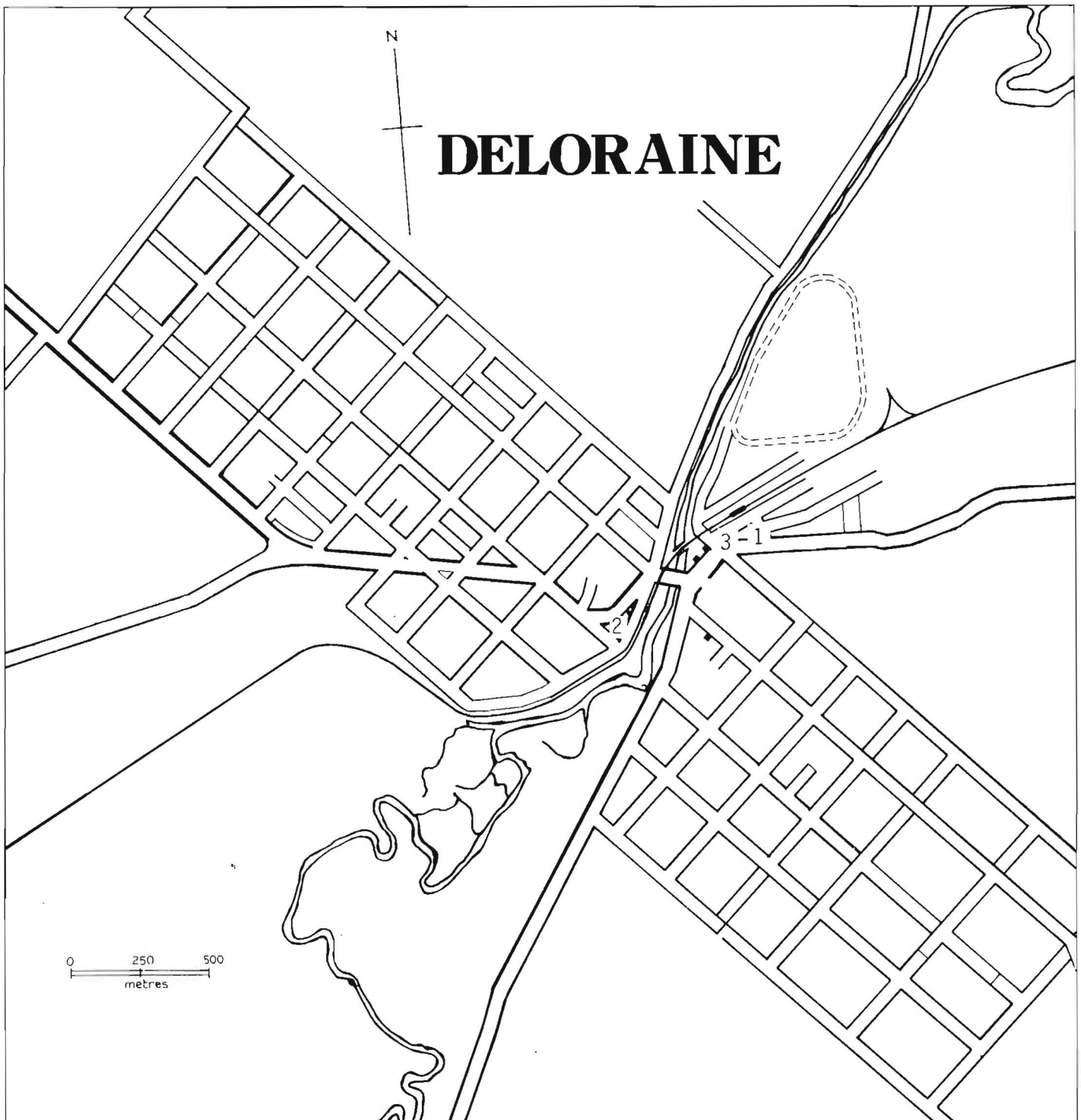
It is difficult to give a complete history of bakeries in Deloraine, as many bakers stayed for only a year or two, often giving their address simply as Deloraine. Some of them may have worked from their homes, while others were operating from small bakehouses attached to large general stores. This was certainly true in the early years. The first shop was erected by McCormack at Alveston in the 1840's, and described by his son as a "store in which almost anything was obtainable: attached was a bake house and butcher's shop."<sup>125</sup> In the 1850's it was fairly common to see advertisements such as this one from 1851: W.C. Hayes of Deloraine Store wants a good steady workman as a bread and biscuit maker.<sup>126</sup>

John Bonney was possibly the first to build a specialist baker's shop. In 1860 William Grice, also a general storekeeper, was occupying Bonney's bakery at Alveston, valued at £15. This was occupied by William Ryland from 1867 onwards and when Bonney died, Ryland in 1875 bought the establishment, described as a brick house with bakehouse on Westbury Road (Bass Highway) for £410.<sup>127</sup> He continued to work there till 1882. It is unclear whether this is the same bakery which is still there on the corner of Railway Street and the Bass Highway; architecturally it fits in with the row of early cottages next to it, but it is of a rather grander appearance than they are. Yet the money paid for it in 1875 indicates a fairly good building. If this is the same bakery, the bakehouse itself at the back is not original, having been rebuilt two or three times.<sup>128</sup> However, there used to be a small oven at the back of the two storeyed house two doors east of the shop on the corner of Westbury Place; the oven was there in 1920 when it was bought by Walter Dixon but it was not used after this time.<sup>128B</sup> It is possible that this was the original Alveston Bakery.

In the 1890's the Alveston bakery was occupied by Charles Clarke and Mrs Clarke (1893-95) and Richard Dewis (1897-98). Henry James was a baker there from 1913 (and this was certainly on the corner of Railway Street) before selling it to George Yates in 1924. According to the baker who followed him, Yates was a dynamic businessman, being able to take business from the other Deloraine bakeries. While there, Yates enlarged the oven from ten feet square, to one measuring approximately eighteen feet by fifteen feet and able to hold 500 two-pound loaves.

In 1926 he sold to H.G. (Bert) Williams from Scottsdale whose family continued at Alveston for many years. Williams had three bakers and two carters; his son Robert worked with him from 1926, and two other sons, Neil and Ronald, later also came into the business, which was advertised in 1936 as being the sole maker of the famous Procera bread - starch reduced, protein increased - for the Deloraine district.<sup>129</sup> Neil eventually bought the business and kept it until the 1950's. Meanwhile his father had bought land at 6-8 Bass Highway on the corner with Westbury Place, and about 1937 he built a house, bakery and tearooms there, this business being later carried on by his son Ronald until 1962.<sup>130</sup>

Another long standing bakery, which would have been built about the same time as Bonney's, is the one in Emu Bay Road, now selling Takeaway foods. Built by Bramich, who owned such a lot of Deloraine, its first known baker was John Barnes who occupied it 1868-69. Martin Foy leased it 1870-72, then Michael Foy 1873, and then it was empty for a few years.



FOOD - Baking and Confectionery. Map 1

1. Bonney's
2. Bramich's Bakery
3. Williams Bakery

William Reid occupied it from 1881 to 1884 until forced into the bankruptcy court,<sup>131</sup> and he was followed by Nat Poole who held it until 1888, when he advertised "a bakery doing a good business" for let by tender.<sup>132</sup> It is possible Charles Clarke had it at this stage, although it might have been later (he was there by 1890). He was an ex-bootmaker who had evidently found bootmaking not remunerative. Baking does not seem to have been much more satisfactory for him; in 1890 he described himself as a baker, confectioner and bootmaker who also sold watches and jewellery on time payment,<sup>133</sup> but even this proliferation of jobs did not save him from the bankruptcy court that year.<sup>134</sup> Still 1890 was not a good year for anyone; in March he and John Wilkinson (another Deloraine baker) had been forced to reduce the price of bread from 3½ pence to 3 pence per two pound loaf for cash or weekly accounts,<sup>135</sup> to try to keep sales up in the midst of a depression. In 1892 Clarke sold his business to R.P. Furmage but continued to act as manager, and respectfully requested "a liberal continuance of public support,"<sup>136</sup> and he moved to the Alveston bakery in 1893.

It is unclear who, if anyone had the Bramich bakery in the middle part of the 1890's, but in 1898 it was leased by John Russell, during whose tenancy it narrowly escaped being burnt down, a stable behind being completely destroyed by fire.<sup>137</sup> Albert Pinkard came in 1901 and proved much more successfully than his predecessors, for he stayed in baking until 1918, and between 1905 and 1910 he also leased Ernest Woodberry's new bakehouse.

In 1912 he announced, together with Luke Scott, that he had decided to raise the price of bread to 3½ pence per two pound loaf, thus returning it to its pre-1890 level.<sup>138</sup> This must have raised an outcry, for less than a month later J.P. Sullivan, general storekeeper and "the poor man's friend" proclaimed that he would sell cheap bread in future, although he did not say where it came from.<sup>139</sup> Pinkard was further in trouble that year when two of his ex-employees, John V. Russell and D.G. Russell, successfully sued him under the Factories Act for extra wages for working overtime.<sup>140</sup> When in 1918 he leased the Empire Hotel, he turned the bakery over to his son Henry, and in 1924 it passed into the hands of Mrs Rose, then Walter Dixon, then Roy Keen (1929-33), Mrs Lloyd (1933-37) whose Federal Bakery produced goods which were "always fresh and in big demand",<sup>141</sup> then Ken Elmer and lastly Len Harding.

In 1900 the *Daily Telegraph* informed its readers that Deloraine (presumably excluding Alveston) had recently got a third baker "when two can do all the trade comfortably."<sup>142</sup> This was probably the bakery established in Harris' general store at 37 Emu Bay Road; John Brown had been a baker there in 1882, and Jimmy Green worked there at least in 1902, but its main lessee was Luke Scott who kept it as the "Rising Sun" bakery between 1905 and 1921. In 1911 he advertised "Best Bread delivered daily. Wedding Cakes a Specialty. Refreshments at all hours."<sup>143</sup> In April he announced that he was moving into the larger premises next door which had lately been occupied by Mr Harris, presumably still part of the same large building.<sup>144</sup> In 1919 the *Weekly Courier* published a photograph of Scott's bakery with the accompanying notes: "For those who enjoy a cup of tea, with the addition of the daintiest pastry imaginable, a visit to the establishment of Mr L. Scott will be well repaid. The business is centrally situated nearly opposite the post office, where Mr Scott, in addition to the above has a long established bakery business on a large scale. Mr Scott's delivery carts may be met daily on almost every farm in



The house labelled "Bric a Brac" had a  
bakehouse at the rear in the early days



L. Scott's Bakery  
(*Weekly Courier*, May 22, 1919)

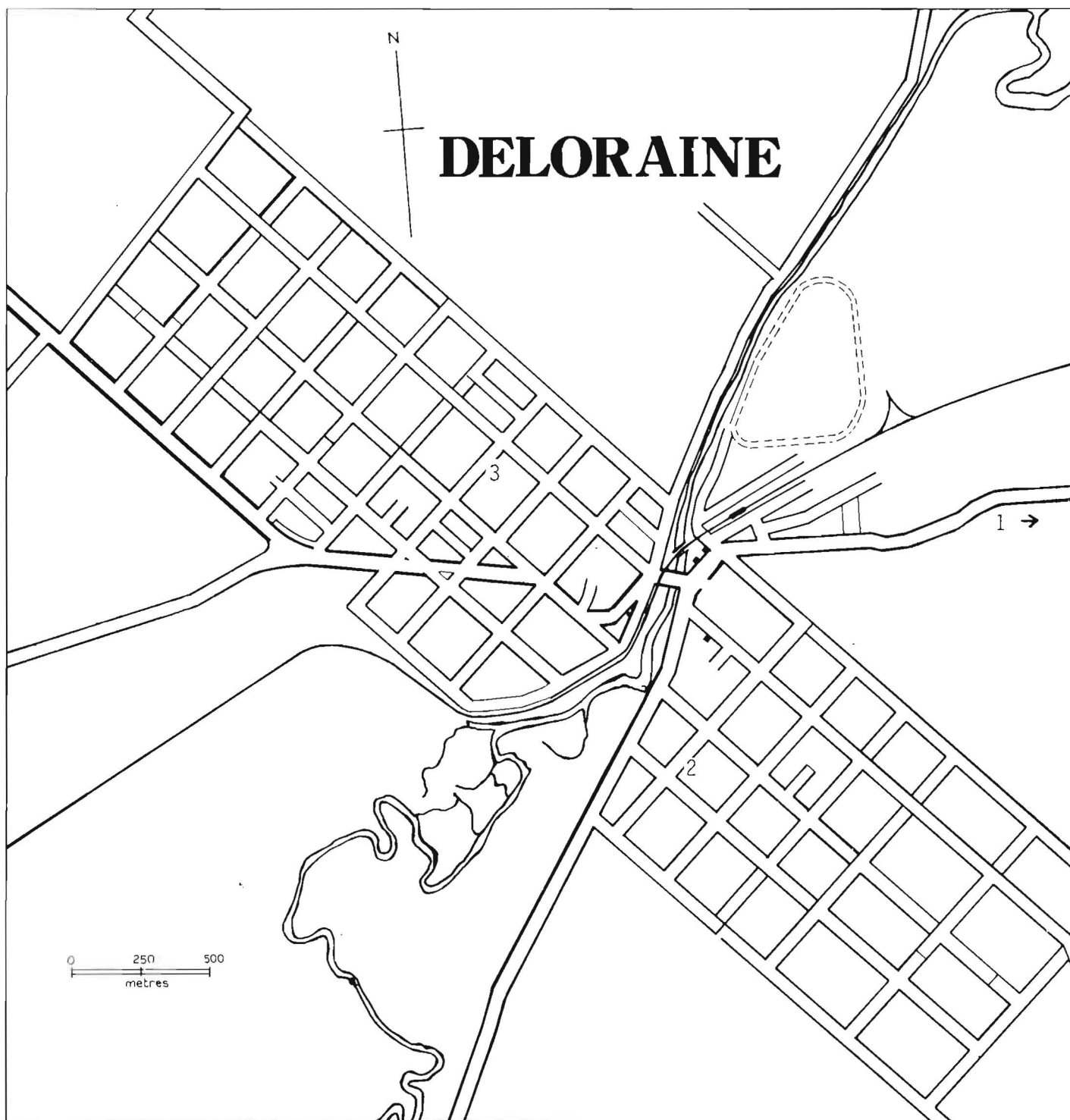
the locality."<sup>145</sup> When Scott retired no one took the bakery on and other businesses moved in, notably the Hobart Savings Bank, but interestingly enough another bakery has recently taken over there.

The newspaper correspondent who had been surprised to find a third bakery in 1900 was even more put out to find that Mr E.H. Woodberry's new Empire Hotel had a bakehouse there.<sup>146</sup> By July he was able to inform his readers that the new bakery was completed and Woodberry's tenants would occupy it "next week;" despite his doubts about its viability, he was forced to admit that the "building is well-built, and reflects great credit on those who carried out the work."<sup>147</sup> The first tenants were John McKay and Ernest R. French (at this time lessees of Bowerbank), but they shortly moved out and Woodberry himself was listed as the occupier in 1902. Later that year Raymond Wyatt, confectioner, took over the lease, but in 1905 he absconded without paying £9/10/- still owing for rent.<sup>148</sup> Pinkard then took it, but as if to prove the *Daily Telegraph* correspondent correct, he was the last baker there. In 1907 Woodberry sold the hotel to a Mr Bushman, who in 1911 made alterations to the hotel which included removing the bakehouse.<sup>149</sup>

There was one other bakery in Emu Bay Road but its exact position is unclear. From 1885 to 1907 John Wilkinson owned and occupied a bakery there. When he left the district, John V. Russell occupied it for a year, but then it appears to have fallen into disuse. Other bakeries whose location is unknown include two in Parsonage Street and one in Church Street. At least as early as 1859 this last was occupied by George Heyward, one of the first known bakers in Deloraine, although he spent most of the 1860's in one of the Parsonage Street bakeries. Another baker who stayed a number of years was William Ryland who, apart from occupying and later buying Bonney's Alveston bakery, at various times occupied the other Parsonage Street bakery (1864-67), one in Emu Bay Road (1873-78: was this later bought by John Wilkinson?) and one in Church Street (1880-81) which he also bought.

Outside Deloraine township, there was one, possibly two other bakeries. John V. Russell, who worked in various bakeries in Deloraine, sometimes for himself and sometimes for others (see above) described himself from 1906 to 1917 as baker of Deloraine and Elizabeth Town.<sup>150</sup> It is possible he had a bakehouse in the latter place, although he may have simply delivered his bread to the shop there.

However, there was certainly a bakery at Mole Creek. Frank Cooke was a baker in Penguin, but when he planned to marry Claudia Byard from Caveside he decided to build and operate a bakery at Mole Creek. His father-in-law Clement noted in his diary for June 28, 1907. "I rode out to Mole Creek. Paid one pound as purchase deposit on a piece of ground from W. Howe for Frank Cooke." Will Howe built the bakery, and by November 1908 the Excelsior Bakery was open for business; when in 1928 Frank died, his wife and later his son Gilbert carried it on until 1977, thus making it continuously operated by one family for almost seventy years.<sup>151</sup>



FOOD - Breweries and Cordial Factories. Map 1

1. Rooke's (at Retreat)
2. Morse's (approx location)
3. Henry's.



## 2.3 Breweries and Cordial Factories

There were three breweries in Deloraine during the nineteenth century, the most long-lasting of which was Rooke's. Although Adolphus Frederick Rooke owned a great deal of land in various places, he chose to live in a rented property to the east of the township, Gamaliel Butler's "Retreat." Primarily a farmer, he built here at an unknown date a wooden brewery and produced a good, cheap brew which was still remembered fondly in the 1940's.<sup>152</sup> It was certainly available by 1851, for in that year an advertisement appeared in the *Launceston Examiner* for the purpose of establishing a committee to elect John Archer to the Legislative Council, and as an added inducement it noted: "N.B. - Bread and cheese, with Rooke's X ale, provided for committee men."<sup>153</sup>

In 1864 Rooke was one of six brewers and maltsters giving notice that they would not receive barley into stores which had been damaged by the thrashing, "as without great care it is often cracked by the machine, and is then totally unfit for malting purposes. [They] would therefore recommend thrashing by flail."<sup>154</sup> There is no record to show whether this attempt to halt the march of progress succeeded, but perhaps this problem along with the increased competition provided by Samuel Henry's new brewery was the reason for his not applying for a brewer's licence between 1865 and 1869. However, he returned to brewing in 1870 and continued to run it until just before his death in 1881.<sup>155</sup>

In 1884 and 1885 Richard Jamieson took out a brewer's licence for the "Retreat"; although he described himself only as a cordial manufacturer, but in October 1885 the large wooden buildings comprising the homestead and brewery were burnt to the ground, along with the valuable plant and Jamieson's residence. The only portion saved was the store and malthouse in which George Hall, the occupier of the homestead and farm, had his grain stored, and a part used by Dimmock and Jamieson as the cordial manufactory.<sup>156</sup> According to the *Examiner*, the fire had started in the chimney of the cordial factory, and with only one person at home at the time the fire took hold.<sup>157</sup> The small barn with massive stone foundations near the present house still had twenty or thirty bottles containing various ingredients in it early this century, so this may well have been part of the cordial factory or perhaps the malthouse.<sup>158</sup>

Another early brewery, owned by James Morse, was situated in Alveston on a 7½ acre lot between Church and Goderich Streets. In early Assessment Rolls its address was given as Church Street but from 1865 on it was Goderich Street. It appears to have been somewhere in the vicinity of Lansdowne Street, for in 1870 the Deloraine Council, in an effort to improve the drainage of the Recreation ground, recommended that a drain be cut in Goderich Street to carry off water from Morse's brewery, towards the river. (Another drain was going from Pultney Street.)<sup>159</sup> At least as early as 1855 this brewery was leased by John Nunn, but in 1861 he was forced into the bankruptcy court with debts of £2097 and assets of £71/9/-.<sup>160</sup> His assignee advertised for sale the lease and goodwill of the Deloraine brewery, together with the whole of the brewery utensils consisting of coppers, vats, beer coolers, beer tuns, weighing machine, 50 empty casks, malt, hops, etc. "The brewery," he enthused, "which is complete with every requisite for carrying on an extensive business, is in perfect order, and acknowledged to be the best country brewery in Tasmania, and nearly all built with stone, 88 ft x 26." There was also a four roomed cottage and 7½ acres, and the



Site of "Retreat" brewery.

A few stones from the foundation can be seen  
in the centre. The wooden building to the right  
" may possibly have been part of the brewery.

lease, which had fourteen years to run from July, 1862, could be obtained for a ground rent of only £16 per annum.<sup>161</sup>

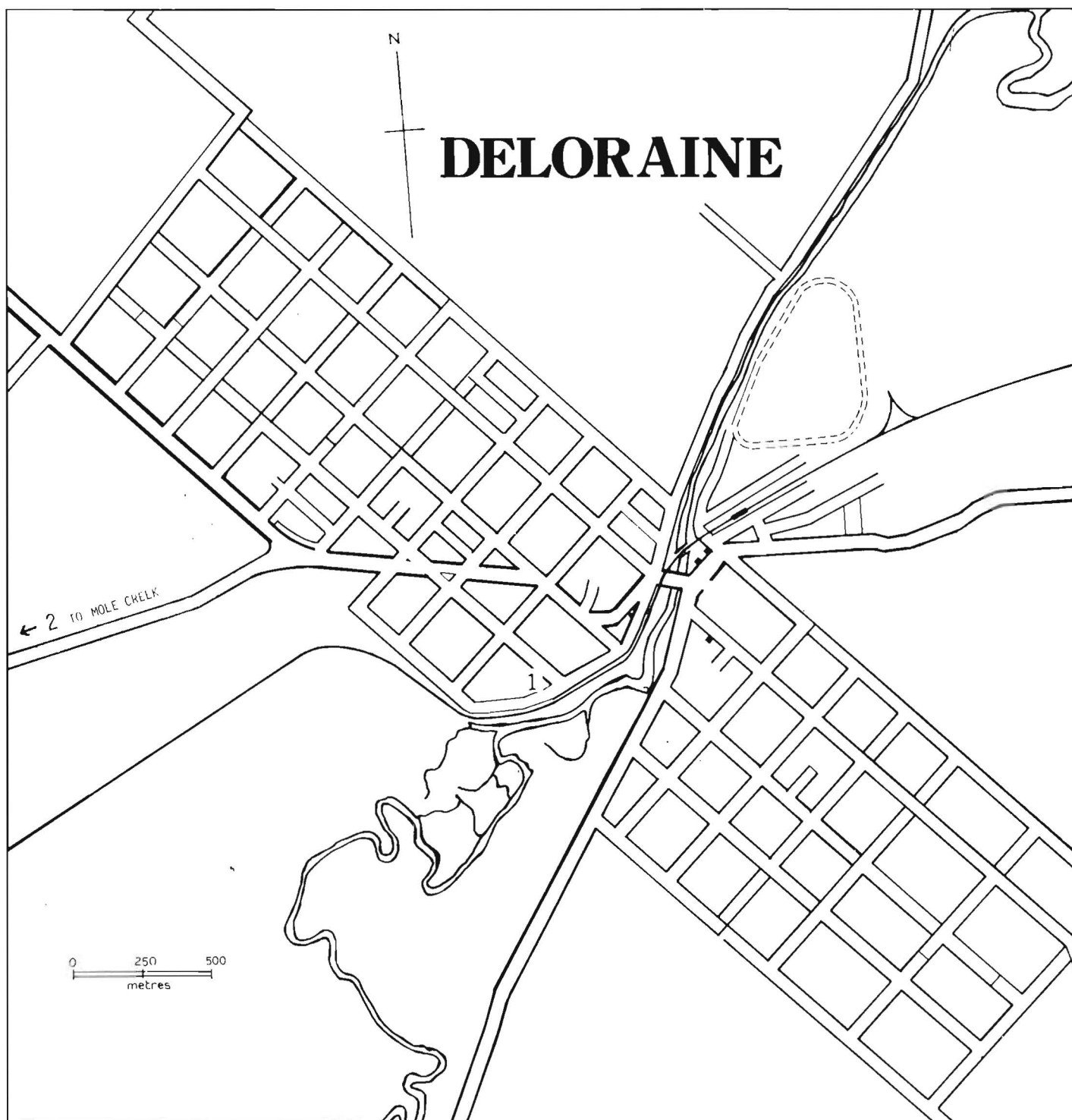
George Whiley took over the brewery for two years until 1863 (he was probably Morse's son-in-law or was to become so: Morse's daughter was a Mrs. Whiley),<sup>162</sup> but after that Morse himself is listed as the occupier until 1869, although as he did not have a brewer's licence it seems that the brewery fell into disuse. After 1873 it is no longer listed in the Assessment Rolls.

The Third brewery was built by Samuel Henry next to the flour mill in Beefeater Street shortly after he bought it in the middle of 1864, and Fred Rudge was the brewer there until 1870. This was probably the same one who had built the Plough Inn in the 1840's but had become insolvent and gone to Carrick.<sup>163</sup> After 1870 Rudge occupied the brewery but without a brewer's licence (this was when Rooke started up again) and after 1872 he had left for Latrobe where he was brewing by 1879. (Skemp says he was brewing in Alveston in the 1870's<sup>164</sup> but I can find no evidence for this.) In 1873 the roof of the malt kiln and part of the brewery roof were destroyed by the fire which burnt down Henry's flour mill, (See Chapter 2.1) and there was no further brewing there. Frank Good (1885-89) and John Hall (1890) later occupied the brewhouse, but evidently not for brewing as neither had licences.

The demand for local breweries declined as transport improved, and the Launceston beers provided too much competition for the local small-scale efforts. It is interesting to note that in 1857 there were thirty brewing licences issued in Tasmania; thirty years later in 1886 there were only 4. There were none in Deloraine.

The manufacture of cordials and aerated waters was carried on in various locations, but often there is little information obtainable about them. The establishment at the "Retreat" run by Dimmack and Jamieson has already been mentioned; it appears to have continued on after the fire, for two months later Jamieson described himself as a cordial manufacturer residing there.<sup>165</sup> In 1888 James Bennett of Elizabeth Town advertised for sale a Cordial Plant, with every convenience including a 2 h.p. engine and a horse, cart and harness. Everything was ready for a start and it would be sold a bargain.<sup>166</sup> It is, however, unclear as to whether Bennett himself had operated the business or he had merely picked it up cheaply by some means. The buyer, if any, is unknown.

The other cordial factory is a little better known. It was started by William Fred Rudge in 1904-05; he had come from Latrobe and was probably the son of Fred Rudge the brewer. The son had become bankrupt in the flour-milling business in 1902 with debts of £4058<sup>167</sup> and had come to Deloraine and leased Bowerbank for a short time. (See Chapter 2.1). He began manufacturing cordials in Davern's flour mill or in an adjacent building, possibly the bark mill, but by November 1906 the business had been bought by Edward Kean (or Keen or Keane).<sup>168</sup> Martin Kean appears to have run it and it operated until 1912, but once again competition from Launceston seems to have been too much for the local product. An advertisement in the *Deloraine & Westbury Advertiser* in 1911 began: "Patronize Local Industry. The Deloraine Cordial and Aerated Water Factory." It went on: "Try Kean's Hop Ale. A sparkling Non-intoxicating beverage. None like it."<sup>169</sup> But by the following year Local Industry had once again succumbed and the factory was closed, although an advertisement for it can occasionally still be seen on the wall of Bowerbank's chimney.



FOOD - Butter and Cheese. Map 1

1. First Factory 1901
2. Second Factory 1902

## 2.4 Butter and Cheese

The manufacture of dairy products was essentially a domestic industry carried out on all farms which had a few milk cows; thus butter and possibly cheese were probably made from fairly early times. If the farm had a larger herd and more butter was made than could be used by those on the farm, then the excess was sold; occasionally this became the chief business of the farm, as with John Woodberry of Bowerbank whose obituary mentioned that he was well known for superior class butter and cheese.<sup>170</sup>

But about 1890 there were moves throughout Tasmania, and particularly in Launceston, to develop central butter factories which could produce a consistently high standard product which in the long term could be exported. A factory was set up in Launceston at least by 1892, and a number of creameries opened in the north of the state to supply the cream. The first of these in the Deloraine district was at Caveside, a creamery being built where the Chudleigh-Caveside road crosses Cubit's Creek. Clement Byard, the manager, put through forty-two gallons on the first day, December 14, 1892, and was able to deliver one can of cream to the Chudleigh railway station. Byard lamented the fluctuating support of the farmers, and was pleased the following March when he "got word from Town [Launceston] to offer 4d a gallon for milk, and to lend cans." But it was too late in the season for this to lead to a sudden rise in the amount of milk delivered, and the creamery soon closed for the winter.<sup>171</sup> It continued operating in the summer months until at least 1898, with Byard carting wood, cleaning the firebox, maintaining the engine, supervising two separations daily and then delivering the cream to Chudleigh.<sup>172</sup>

A year after the Caveside creamery began, two more opened up at Chudleigh and Dunorlan to forward cream to the Tasmanian Butter Factory in Launceston. Once again there were problems, with farmers reported to be reluctant to send their milk because they did not know if it would pay.<sup>173</sup> Many had sold their cows because of the depression, and considerable dissatisfaction was caused by the factory lowering the price from 3d to 2½d.<sup>174</sup> By November, it was reported that the flow of milk to the Dunorlan creamery was steadily increasing,<sup>175</sup> and it must have worked reasonably well as it was still in operation at least in 1896 when William Burke was its manager.<sup>176</sup>

However, there was always a strong local feeling that Deloraine should not have to rely on Launceston. Commenting on the opening of the Chudleigh creamery in 1893, for example, the *Deloraine - Westbury Advocate* wished the creamery success, but felt that Deloraine should have been able to support a butter factory itself.<sup>177</sup> But the feelings did not turn to action until 1900 when the Department of Agriculture engaged a Victorian dairy expert, H.W. Potts, to give a series of lectures throughout the state on modern dairying.<sup>178</sup> In his lectures, Potts stressed the value of the co-operative system as practised in Denmark, and he also pointed out that when Federation came in January, 1901, Victorian and New South Wales butter would flood in to Tasmania and the local inferior product would be unable to compete.<sup>179</sup>

"A goodly gathering" listened to Potts' message in the Deloraine Town Hall,<sup>180</sup> but it was not until six months later in July that some firm steps were taken. Following another meeting with the newly appointed government dairy expert, A. Conlon<sup>181</sup> (who many years later became the first principal of the Tasmanian Agricultural College, later Ashley<sup>182</sup>), "a numerous and representative gathering of the business and farming interests of the community" met at the Council Chambers and decided to form a co-operative

factory with a capital of £4000 in £1 shares. M. Bloch, who had been instrumental in setting the wheels in motion, was appointed temporary joint secretary with R.P. Furmage, and 550 shares were applied for in the room. The thinking behind the formation of the company was made apparent a few days later at a meeting of the provisional directors, who unanimously agreed to the following opinion: "It is generally acknowledged that the want of uniformity in our dairy products has hitherto prevented successful competition with the imported and factory made article. The fact of £40,000 being paid annually for imported factory-made butter proves the existence in our midst of a profitable market."<sup>184</sup>

The *Daily Telegraph* correspondent was also enthusiastic, pointing out that when creameries ran in the district, farmers could get one shilling per pound for butter and would not supply milk for the low prices offered, but with butter at 1/2 to 1/5 per pound, it would now pay to supply the factory. It was expected, he went on, that a bacon factory would be started later on because of the pigs reared on skim milk.<sup>185</sup> It was generally hoped that the factory would make dairying once again a major occupation in the district; there had been 3000 cows in the area but low prices for butter (attributed to inferior methods of manufacturing) had led to the culling of herds, so that in 1900 there were less than 1500.<sup>186</sup> It was indeed a good time to start promoting dairying, for by now much of the land around Deloraine had been worn out by continuous cropping and no fertiliser, but dairy cows could feed on a field of clover.<sup>187</sup>

In September the first general meeting of shareholders in the Western Co-operative Dairy Company Ltd elected as its first directors Thomas Walker, W.F. von Bibra, Henry Reed (Chairman of Directors), J.P. Sullivan, a Mr Alcock and Mark Bloch, the last being managing director. Later Norman Rock was appointed secretary at £50 per annum<sup>188</sup> and Hugh Rose of Moe, Victoria, was appointed factory manager.<sup>189</sup> Field offered land at the corner of West Parade and Goderich Street on its north western corner for £100, and when this was accepted,<sup>190</sup> the Deloraine Road Trust agreed to build a road along West Parade to the factory at the cost of £5.<sup>191</sup>

The job of designing the factory (the architect was A. Luttrell) and then building it was speedily carried out, and on 15 February, 1901, the factory was opened by Henry Reed in the presence of the Premier, the Chief Secretary, several other parliamentarians and a number of leading residents.<sup>192</sup> By then the factory had been producing butter for a fortnight (the opening had had to be delayed owing to Queen Victoria's death<sup>193</sup>) and consumers had rated the butter equal to anything from the mainland. Bloch had admitted that the milk supply was fairly limited, owing, he thought, to the lateness of the season, but he hoped to produce four to five tons weekly in the next season.<sup>194</sup>

On a conducted tour of the premises, the guests were shown how the factory worked. A hoist lifted cans of milk to the top floor, where after sampling and weighing the milk went into a Sharples turbine cream separator which worked at 25,000 revolutions per minute. The skim milk then ran by gravitation to a tank at the front of the factory for the suppliers to get it back, while the cream went into ripening rooms which were insulated by 9" charcoal all round the walls. A refrigeration plant was yet to be installed, although urgently needed. The cream was eventually taken to huge wooden churns on the ground floor which turned out 400 pounds of butter at one churning. The butter was then worked on a Cherry butter worker, and taken to a print machine which ran off half-pound pats of butter with the name "Deloraine" in bold relief. The copious quantities of water needed to maintain cleanliness were pumped from the Meander.<sup>195</sup>



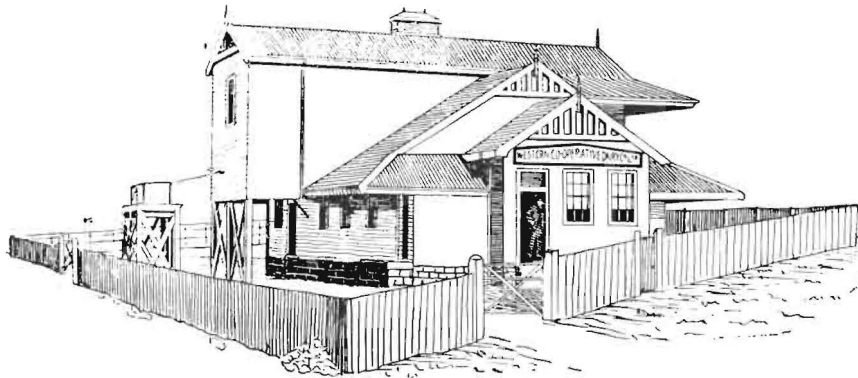
At the first annual meeting in July, the shareholders gave authority to borrow up to £1000, if necessary mortgaging the property, to buy a refrigerator and for any other purpose required, but it was obvious that things were not going so well when von Bibra moved a vote of no confidence in Bloch as managing director, seconded by Bowman, although "out of deference to the shareholders" the motion was withdrawn.<sup>196</sup> The Company fitted out two new creameries at Riana and Chudleigh to add to those already opened at Caveside (once again operated by Clement Byard) and the Needles,<sup>197</sup> but a number of problems had surfaced by the next meeting in January 1902. Ominously, there was no quorum present, only twelve shareholders showing up, so it had to be an "informal gathering". The directors informed those present that 19,000 pounds of cream from private separators and over 18,000 pounds of milk had been treated in the previous six months, but that the factory could handle that amount in seven days. They were still only producing about one ton of butter a week. The big problem seemed to be that farmers were simply not sending their milk and cream to the factory;<sup>198</sup> presumably they still preferred to make their own butter privately. Even one of the directors, William von Bibra of Dunorlan, owned his own butter factory at Dunorlan from 1899 to 1907.<sup>199</sup> As well, there seem to have been some difficulties with the Needles creamery, as the manager, Rose, discussed the possibility of moving it ready for the following season. The factory had sent over 7000 pounds of butter to London, but the company had yet to make a profit, and the directors admitted that there would be "a little difficulty" in meeting payments of £300 that would soon be due.<sup>200</sup>

A special meeting had to be called two months later to consider Dehle, Bennison and Co.'s demands for immediate payment of the £300 owing for the machinery, and the shareholders decided to issue debentures, while managing director Bloch, in a masterly understatement, opined that perhaps it was "not wise" to sell their butter through a rival firm while owing money to Dehle, Bennison and Co.<sup>201</sup>

The company was, however, unable to surmount its problems, and in 1904 it was sold to Rock, the company's secretary. The *Daily Telegraph* correspondent felt that although it had "proved a frost" when run by a company, the factory should surge ahead now that it was "run by such a deservedly esteemed resident as Mr Rock."<sup>202</sup> One of the problems with the old system seems to have been that the factory paid by the quantity of butter fat in the milk, rather than by the quantity of milk, and it was the factory which submitted the cream to the Babcock test and thus decided how much butter fat there was. Farmers seem to have been suspicious of this,<sup>203</sup> and Rock soon announced that at the desire of farmers he would pay by the actual churn result of each supplier's milk.<sup>204</sup> However, later that year Rock asked the government dairy expert, Conlon, to come to Deloraine and when the latter demonstrated the superiority of payment for butter fat delivered, Rock decided to re-adopt this system.<sup>205</sup>

Rock was able to make the factory pay. As early as December 1904 output had reached 1½ tons weekly and was expected soon to be twice that,<sup>206</sup> although in May 1905 the total output for the seven month season was given as 29 tons, or an average of one ton a week.<sup>207</sup> Conlon pronounced the butter intended for export to London as high class and suitable in every way for the British market.<sup>208</sup> In 1908, Rock announced excellent returns for the previous shipment to London, securing 128 shillings, only 2 shillings less than the record price.<sup>209</sup> Possibly one reason for the greater success was that the factory no longer separated the cream from the milk, but bought cream direct from the farmers. (Perhaps Dehle, Bennison and Co. had repossessed the separator!) However, this led to other problems; Rock

**DAIRYING INDUSTRY IN TASMANIA.**



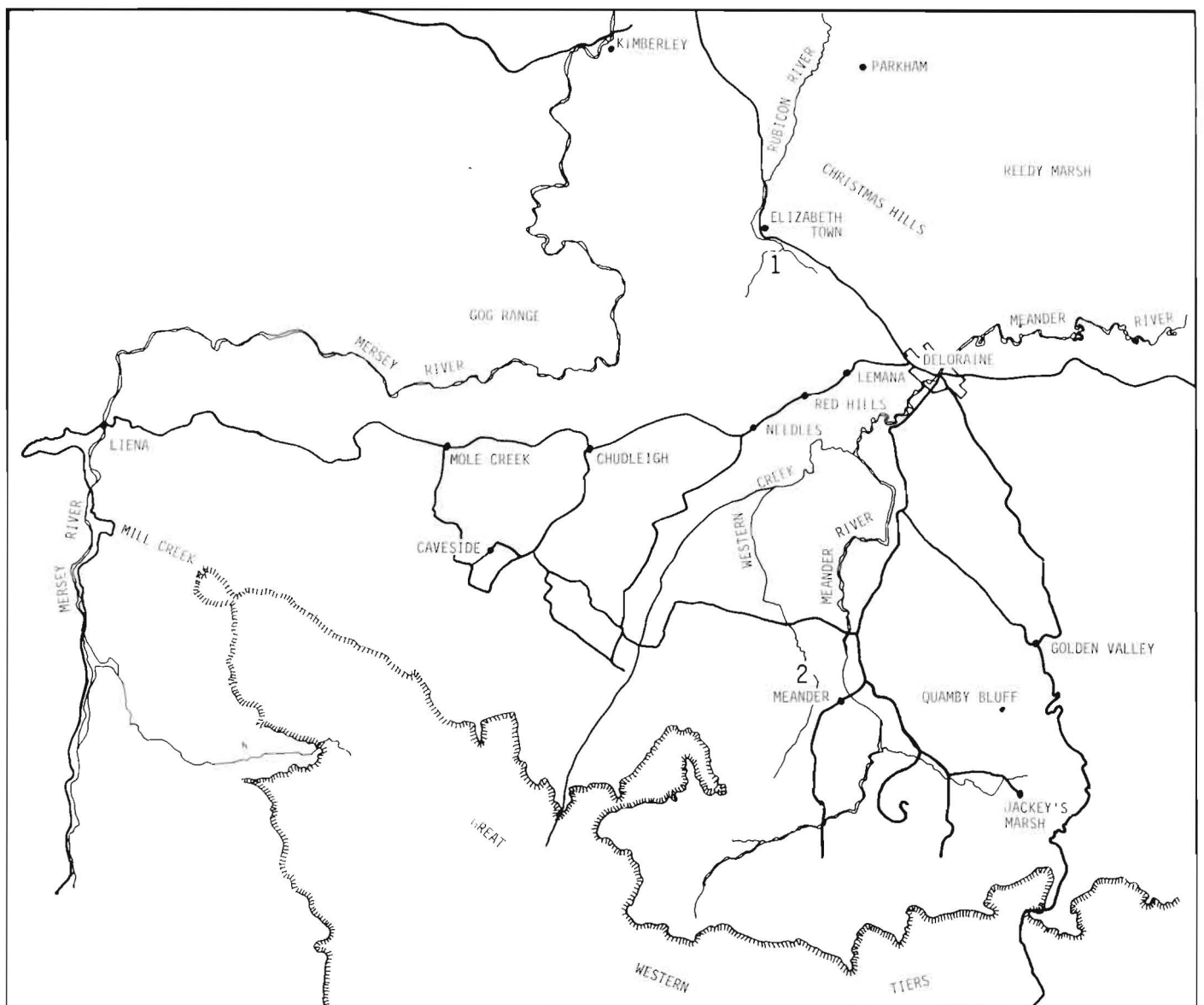
WESTERN CO-OPERATIVE DAIRY COMPANY'S FACTORY, DELORAINE

Deloraine Butter Factory  
(*Examiner* 23/2/1901,)



"Kinvarra" Cheese factory's steam engine, "Cheshunt", 1901





FOOD - Butter and Cheese. Map 2

1. Hawthorn
2. Cheshunt

complained that the majority of farmers were not yet sufficiently impressed with the importance of cooling the cream immediately after separating it, and keeping it in a pure atmosphere.<sup>210</sup> The creameries seem to have been gradually discontinued, the last in operation being that at the Needles which closed in 1907.<sup>211</sup> The initial hopes of a bacon factory were realised in 1905 when A. Woodberry announced he had opened one, but it is unclear where it was or if indeed it lasted any time.<sup>212</sup>

Rock continued at the butter factory until 1923, although from 1911 he is described as the manager rather than the owner. Dairying started to flourish in the 1920's after the land was cut up for soldier settlement, as it was eminently suited to 150 acre blocks, already cleared, and a farmer had only to milk 15 or 20 cows to keep a family.<sup>213</sup> Perhaps it was the promise of greater profitability which prompted Alexander F. Stenhouse to buy the butter factory in 1924 and add it to the one he already owned in Devonport. John Rose became the manager. He had been in the factory since at least 1905 and was possibly the same person as the Hugh Rose who was first manager, or perhaps his son. In 1920 both Devonport and Deloraine factories were bought by the North Western Co-operative Dairy Company, based in Burnie, with Gordon Douglas as the first manager in Deloraine.<sup>214</sup>

The factory site had always been something of a problem. As early as 1911 there were complaints that butter and oil leaked into the Meander, and the sanitary inspector had to ask Rock to make alterations to the disposal of drainage.<sup>215</sup> By the 1940's, when similar complaints were being heard, the factory had outworn its usefulness with its small size and outdated machinery,<sup>216</sup> so a new factory was built in 1951 just out of Deloraine on the Mole Creek road. In 1963 the factory produced 900 tons of butter and 900 tons of butter oil;<sup>217</sup> cheese was also made until 1983 and the factory employed about 35 people, but in 1985 it produces only butter oil for the Asian market and the building is for sale.<sup>218</sup>

The production of cheese continued to be based on the farm for some time. Early this century there were several well known cheddar cheeses produced privately by A.J. Bramich of Dairy Plains, Hardy of Montana, and the three Bowman family factories at "Cheshunt" producing Cloverdene (worked by F.J. Bowman), Hiwiroa, (D.W. Bowman) and Kinvarra (A.M. Bowman) cheese.<sup>219</sup> Expert Conlon reported in 1908 that "Cheshunt" at Meander wanted his help for a large development of cheese making.<sup>220</sup> Each of the three farms had about eighty cows, and the factory itself, set up next to the dairy, was simply a couple of rooms, one with a boiler to generate steam, and one with a large vat in which to make the cheese. The cheese was sold wherever a market could be found, much being sent to Launceston; butter was still made as well and sent to a shop in High Street, Launceston. It is unclear when the factory stopped producing: it was certainly before the Second World War,<sup>221</sup> and Skemp suggests as early as 1915.<sup>222</sup>

The last private cheese factory to be built was at "Hawthorn", Dunorlan. Here in the early 1930's the Wyatts were faced with very low prices for their butter fat - six pence a pound; for two months only 5½ pence - and decided rather than send their cream to the butter factory they would make their own cheese. They built an extension on the dairy with a shingle roof because it was cooler than iron, and bought a vat twelve feet long, a rake for stirring the curd, a mill for cutting it into strips, and hoops and moulds. They then commenced making 40,20 and occasionally 10 pound cheese, at first to be sold in local stores and later sold entirely to Johnstone and Wilmot. Their lowest price was sixpence a pound, and as from each pound of butter fat they made 2½ pounds of cheese (late in the season it could come close to 3 pounds),

it was definitely more profitable than sending their cream to the butter factory. All the milk from their cows - usually thirty, although it did get up to fifty - was thus put into cheese production until 1942 when Hedley Wyatt went to the war and the factory closed.<sup>223</sup>

## 2.5 Honey

Another small domestic industry which developed into a business was the production of honey. When Robert Stephens of Mole Creek returned from the war in 1919, he decided to expand his bee-keeping hobby and build a shed on a block of land as his factory for extracting the honey. By 1923 he had fifty hives which were taken to Caveside by horse and cart; by 1930 there were 450 hives to be moved, which entailed the purchase of an A model Ford truck and the employment of two men. A record crop followed, but 1930 saw the beginning of the depression and honey sold poorly. Shortly afterwards, Stephens began to sell his honey under the Golden Bee label.

From 1951 onwards Stephens began to concentrate on leatherwood honey, taking his hives to the west coast to areas between Zeehan and Kelly's Basin, and along the Lyell Highway from Mt. Arrowsmith to Gormanston. Today leatherwood honey makes up 75 per cent of the factory production, which reaches about 250 tonnes annually, or about one-fifth of the State's total. Much is exported to Germany, Singapore and the United States. Robert's son, Ian, took over in 1966 and employs eight people to work the 1600 hives.<sup>224</sup> The original factory is now just a small part of the present modern one.

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2. Quoted by Daniel Griffin, op. cit., p.43.
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42. Ibid, 8 January, 1853.
43. Mr. Leslie Horne, interviewed 1984.
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46. Mrs. Gail Greenwood, one-time owner of Bowerbank, interviewed 1984, quoting Professor Freeland of Sydney.
47. *Launceston Examiner*, 9 July, 1853.
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- 49B. Mrs. Gail Greenwood, one-time owner of the mill, interviewed 1984.
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94. *Mercury*, 1 December, 1883.
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99. Wise's *Tasmanian Post Office Directory*, 1903.
100. *Deloraine-Westbury Advertiser*, 7 January, 1911.
101. *Deloraine-Westbury Advocate*, 14 October, 1893; *Cyclopedia of Tasmania*, op. cit., Vol. II p.233 (photo).

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104. Tasmanian Tourist Council brochure.
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107. *Ibid*, 22 October, 1887, 3 November, 1887.
108. *Tasmania Journals & Papers of Parliament*, op. cit., 1887, Paper No.139.
109. *Launceston Examiner*, 5 July, 1887.
110. *Ibid*, 9 November, 1887, 10 December, 1887.
111. *Ibid*, 10 January, 1888, 8 May, 1888.
112. *Ibid*, 5 July, 1888.
113. *Ibid*, 5 July, 1888, 18 September, 1888.
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116. *Ibid*, 13 April, 1896.
117. *Ibid*, 3 May, 1897.
118. *Ibid*, from 4 April, 1898 to 4 December, 1899.
119. Mr. Eugene Gay, (mgr of the sawmill), interviewed 1984.
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120. *Daily Telegraph*, 5 August, 1902.
121. *Launceston Examiner*, 28 April, 1864.
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123. Information supplied by Mr. Ken Shelton, later owner of the flour mill site.
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165. *Daily Telegraph*, 11 December, 1885.
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172. Ibid, pp 130,133,137,141.
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180. Ibid, 26 January, 1900.
181. Ibid, 25 July, 1900.
182. *Examiner Supplement*, 10 August, 1965, p.70.
183. *Daily Telegraph*, 25 July, 1900, 30 July, 1900.
184. Minute book for the Deloraine Co-operative Dairy Co. Ltd, in the possession of the Deloraine Museum.
185. *Daily Telegraph*, 23 August, 1900.
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187. Mr. Hedley Wyatt, interviewed 1984.
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190. Dairy minute book, op. cit., 1 October, 1900.
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192. Ibid, 16 February, 1901.
193. Ibid, 8 February, 1901.
194. Ibid, 14 February, 1901.
195. Ibid, 14 February, 1901.
196. Ibid, 5 August, 1901.
197. Ibid, 20 July, 1901, 23 August, 1901.
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206. Ibid.
207. Ibid. 4 May, 1905.
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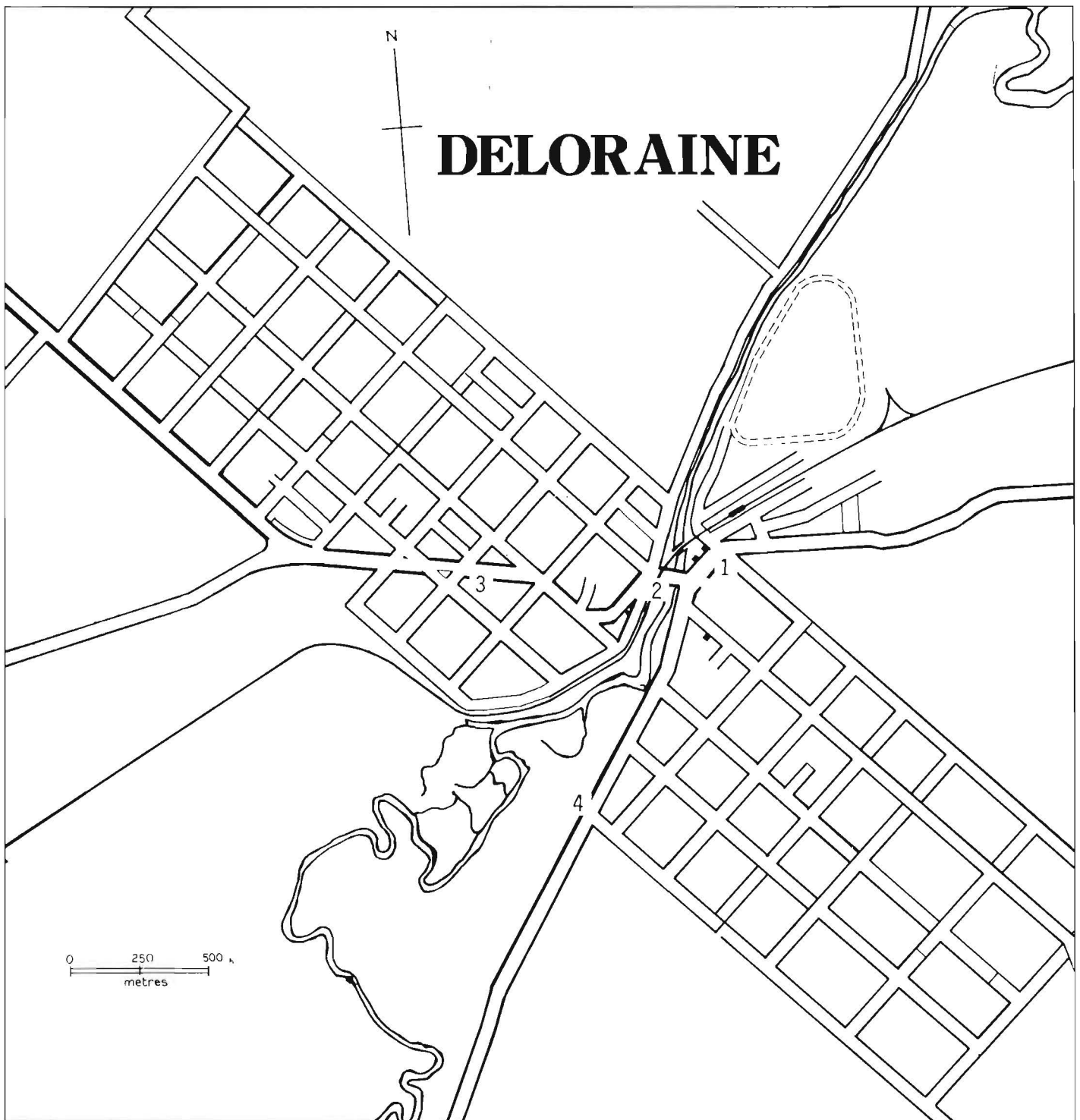
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## CHAPTER 3 - SHELTER

### 3.1 Introduction

One of the first houses, perhaps the very first, to be built in Deloraine was that built by John Devlin near the corner of West Parade and Barrack Street, just to the north of the bridge. This "wooden structure of no great architectural pretensions" was the first licensed house in Deloraine and was built by 1832.<sup>1</sup> The first house in the district as a whole was that built by Paddy McHaskell (or McCaskey) who was the first tenant of Gamaliel Butler's "Retreat". It was erected perhaps in the late 1820's<sup>2</sup>, but certainly by February, 1831, when Mrs. McHaskell was killed by aboriginals, and thus, says Fenton, "the first homestead was sprinkled with human blood."<sup>3</sup> The first brick building in the district was Powell's cottage, built to the order of Alexander Rose on the estate which became Bowerbank after he sold it to Alfred Horne by 1842.<sup>4</sup>

By the time Louisa Meredith passed through in August, 1844, she described the settlement "with its recently erected raw brick and wooden buildings" as having "very much the character of the ugly irregular suburbs of some fast-growing manufacturing towns, with square patches of ground fenced for gardens, but as yet producing little besides a scattered crop of brick ends, old mortar pits, and sawdust..."<sup>5</sup>



SHELTER - Brickmakers and Stonemasons. Map 1

1. Stone Quarry
2. Stone Quarry
3. Galloway's yard
4. Burnie's brickworks

### 3.2 Brickmakers and Stonemasons

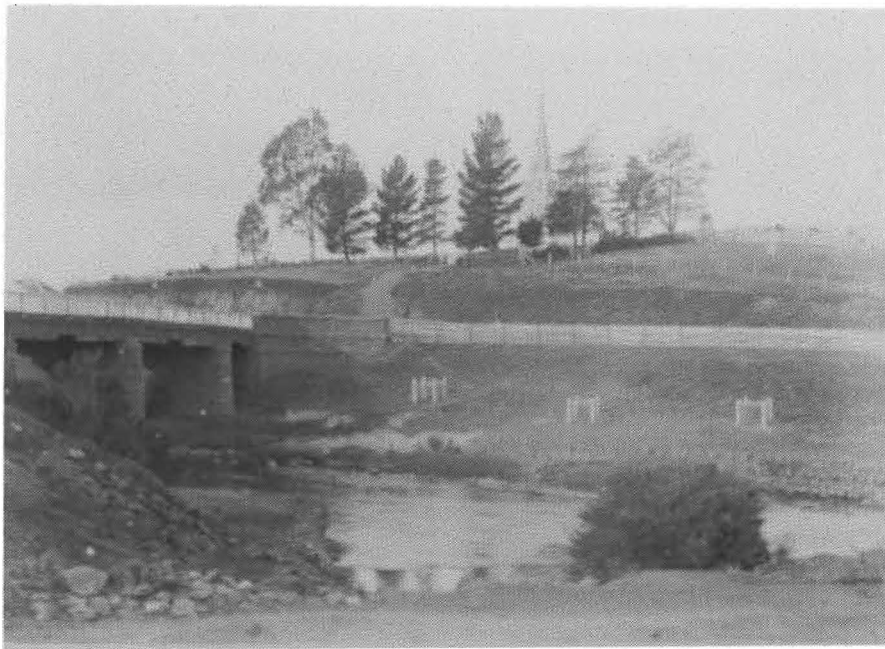
Deloraine was lucky enough to be sited where there was an ample supply of clay for bricks along both sides of the river. The Superintendent of Convicts at the probation station, Dr. O. Pineo, reported in 1846 that the convicts had made 40,000 bricks that year,<sup>6</sup> and they would have almost certainly used the loam available just nearby on West Parade. (Presumably the bricks were sold to the settlers for their buildings). This clay continued to be used at least until the 1870's: a report of a Council committee in 1867 decided that there was no reason why bricks could not be made from the loam on West Parade provided it was taken at least two chains from the eastern boundaries of allotments fronting there, and half a chain from any street.<sup>7</sup> By 1872 the Council decided that as the loam was constantly being used for building purposes, they would charge sixpence per load.<sup>8</sup>

But bigger supplies of clay were found on East Parade, and it was here that brickmakers set up their businesses. As early as 1852 John Marshall advertised that he had 41,000 bricks for sale by private contract on the Deloraine Swamp,<sup>9</sup> and he continued to make bricks there until 1862, giving East Parade as his address. But one brickmaker was not enough, given the rapid expansion of Deloraine in the 1850's, and the advertising columns of the *Launceston Examiner* contained many advertisements for brickmakers to make large quantities of bricks; for example, in 1852 John Thomas of the Bush Inn wanted 100,000 bricks made,<sup>10</sup> while Poole wanted 300,000.<sup>11</sup>

It was possibly in answer to one of these advertisements that Alexander Burnie (or Bernie) came to Deloraine. He was certainly working as a brickmaker there in 1857 when he married.<sup>12</sup> He probably worked on these private contracts for some years, but by 1862 he had bought three acres in Moriarty Street near East Parade and had begun a business there which was to last almost forty years. In the 1860's he had some competition; Joseph Carling owned brickfields at East Goderich Street 1860-63, although they were worked at different times not only by Joseph but also James and Frederick Carling (perhaps his sons). Then in 1860 Joseph rented an acre of John Marshall's old brickfields on East Parade. Between 1867 and 1871 John Brown owned a one acre brickfield in Brunswick Street (a street which ran at an angle between East Parade and Lansdowne Street and was the road to Calstock).<sup>13</sup>

But after 1871 Burnie was the only brickmaker, and his bricks were used to build most of the buildings in Deloraine from then on, including "Lansdowne" in the 1870's<sup>14</sup> and "Tahara" in the 1890's, which needed 140,000 bricks.<sup>15</sup> He never used much machinery, so his bricks always have the thumb prints in them which were made when taking bricks out of the mould while they were still soft. Burnie's boiler was close to the road on the western side of East Parade, just in front of the old sawmill which is still there, and he eventually built a tramway from the road to the river to dig out the clay and take it to the area where the bricks were made.<sup>16</sup> By the time Burnie died in 1901<sup>17</sup> there were very large holes where the clay had been removed. (This was one of the reasons why the sawmill was later sited there: the holes were used for disposing of the sawdust.)<sup>18</sup>

Deloraine was also well served by stone outcrops suitable for building purposes, again on both sides of the river. At least one quarry was used on West Parade to the south of and adjacent to the bridge; its presence was one reason why the Council objected to Samuel Henry's having a lease of this area.<sup>19</sup> (See Chapter 2.1). There was another quarry opposite the Town Hall



Stone quarry below St. Mark's Church about 1890.  
Possibly another in the left foreground.  
(Queen Victoria Museum)

and below St. Mark's Church, and in 1862 William Cox was given permission to quarry building stone from there,<sup>20</sup> while in 1876 Patrick Davern, contractor for the Deloraine bridge, was permitted to take stone from the East Parade quarry as well as loam from West Parade.<sup>21</sup>

Two of the earliest stonemasons in Deloraine were Thomas Tye (or Tighe) and Henry Tidey (or Tidy). Tye bought land as early as 1852<sup>22</sup> and was certainly in residence by 1855, but by 1858 he had sold his stone cottage on the corner of Towerhill Street and Westbury Place and left the district.<sup>23</sup> Henry Tidey, on the other hand, stayed in the district, working as a stonemason and builder from 1855 to 1870 when he died.<sup>24</sup> But the man who stayed longest as purely a stonemason was Alexander Galloway, who arrived in Deloraine by 1887 and set himself up in a shop in Parsonage Street. By 1894 he had a house at 104 Emu Bay Road, opposite Oddfellows Hall, and he used to do his work in the yard at the back.<sup>25</sup> Galloway did a lot of headstones, and is known to have done the stonework for the power station.<sup>26</sup>



Bulrushes mark the large pond where  
limestone was dug out at "Gala".



One of the four "Gala" limekilns.

### 3.3 Limekilns

Before the use of cement became widespread, lime was an essential ingredient in building stone or brick houses, and with this the whole of the Deloraine municipality was amply supplied. According to Griffin,<sup>27</sup> the very first lime kiln to be opened was at Gibson's Sugarloaf, and the first to cart lime from there were Jack Clifford and George Hall. This must have been in the mid - 1830's, because about 1837 the Boutcher family went to the district and opened a limekiln on the western side of Beefeater Hill, about four miles past Deloraine. From this kiln hundreds of tons of lime were carted by bullock team to Launceston via Longford and Muddy Creek Road, the journey occupying four or five days.<sup>28</sup> If there were floods, the teams might be two or three weeks on the road.<sup>29</sup> In 1840 the Boutchers left and moved closer to Launceston.<sup>30</sup>

The area around Chudleigh remained busy with limekilns. When in 1850 the "indisposition of the proprietor" forced him to sell "Bentley", he advertised that there were two limekilns on the land and a large quantity of limestone. It appears possible that the two kilns were in different positions. There still is one kiln situated between two gullies about one kilometre due south of the present "Bentley" homestead<sup>31</sup> which had stopped producing by the First World War.<sup>32</sup> But in 1853 the Chudleigh Road Trust called for tenders for a bridge over the large ditch "above Mr. Gardner's paddocks and near to the Lime Kiln".<sup>33</sup> Gardner owned Bentley,<sup>34</sup> but there is no road or bridge near the lime kiln to the south of the homestead, so perhaps there was a second kiln somewhere else close to a road.

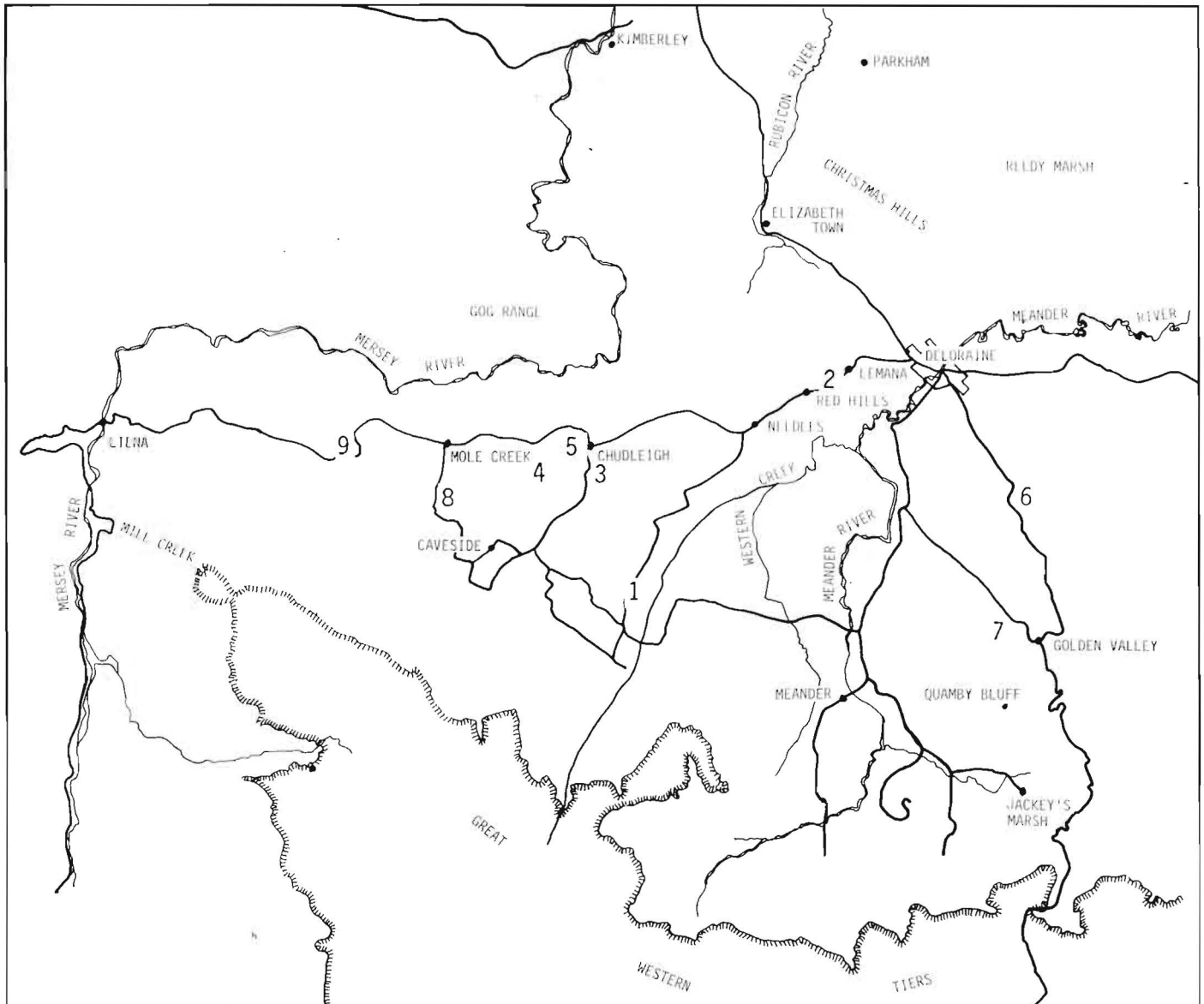
In 1874 the tenant of Wesleydale, Francis Rockliffe, advertised a large quantity of lime - burning to be let, using a large new kiln "just built by Mr. Dawson." Prospective lime - burners were assured that there was an abundance of both wood and limestone close to the kiln with the limestone cropping out of the ground.<sup>35</sup> This would be the kiln which is situated about 400 metres east and slightly north of the homestead. In 1890 the estate of Rockfield, within a mile of the Chudleigh Railway Station, was put up for lease with the added bonus of an "abundance of material for burning lime," although there is no mention of a kiln.<sup>36</sup>

Another long-lasting kiln was the one in "Gunn Street," Chudleigh, operated by the Ashdown family. Owned by Ritchie of Longford, this five acre plot and kiln was rented first by Henry Ashdown in 1861, and in the following year by John Ashdown who continued to rent until 1886 when he bought it. In 1899 when he died, the kiln passed to Arthur Ashdown and a William Horton who kept it until Arthur's death in 1927, after which Horton had sole ownership for many years. However, it stopped working much earlier than this.<sup>37</sup>

In 1860 the geologist Charles Gould was asked by the government to make a short examination of the area between Chudleigh and Launceston, through which a railway might run, to see if there was any mineral of commercial value which might lead to increased traffic. He found much limestone, said to be of a "very superior" quality, but it was too difficult and expensive to cart to Launceston (had the roads worsened since the 1830's?) and the various kilns produced only enough for the immediate neighbourhood. He felt that the most important locations where he had observed it, and where inexhaustible supplies could be obtained, were in and around Chudleigh and at Arms of the Creek.<sup>38</sup>

This latter was on the estate of "Gala" near Quamby Brook, owned by James Scott. By 1857 John Leach was renting the property and digging out the lime





SHELTER - Limekilns. Map 1

1. Gibson's Sugarloaf kiln
2. Beefeater kiln
3. Bentley kiln
4. Wesleydale kiln.
5. Ashdown's kiln
6. Scott's kiln at Arms of the Creek
7. Napper's kiln
8. Caveside Road kiln
9. Green's kiln



Site of Mole Creek limeworks, Caveside Road.  
The stone was quarried from the hill behind,  
and taken by tramway (indicated by arrow) to  
the kiln.

from an area not far from the homestead, evidently working for a time with a John Smith who was identified as a lime farmer from the Arms of the Creek in 1858.<sup>39</sup> In 1870 Richard Leach took over the lease, to be followed by James Leach 1873-77. Then the kilns stopped working, although whether the lime ran out or the area where the limestone was cropped was flooded is unknown.<sup>40</sup> Certainly the large forty foot deep hole is now flooded. Six men were employed to work the lime, which was carted by bullocks to four stone-lined kilns set into a bank about 100 metres away, where water was brought from the creek by gravity to slake the lime. The lime was then bagged and at least later on taken to Launceston.<sup>41</sup>

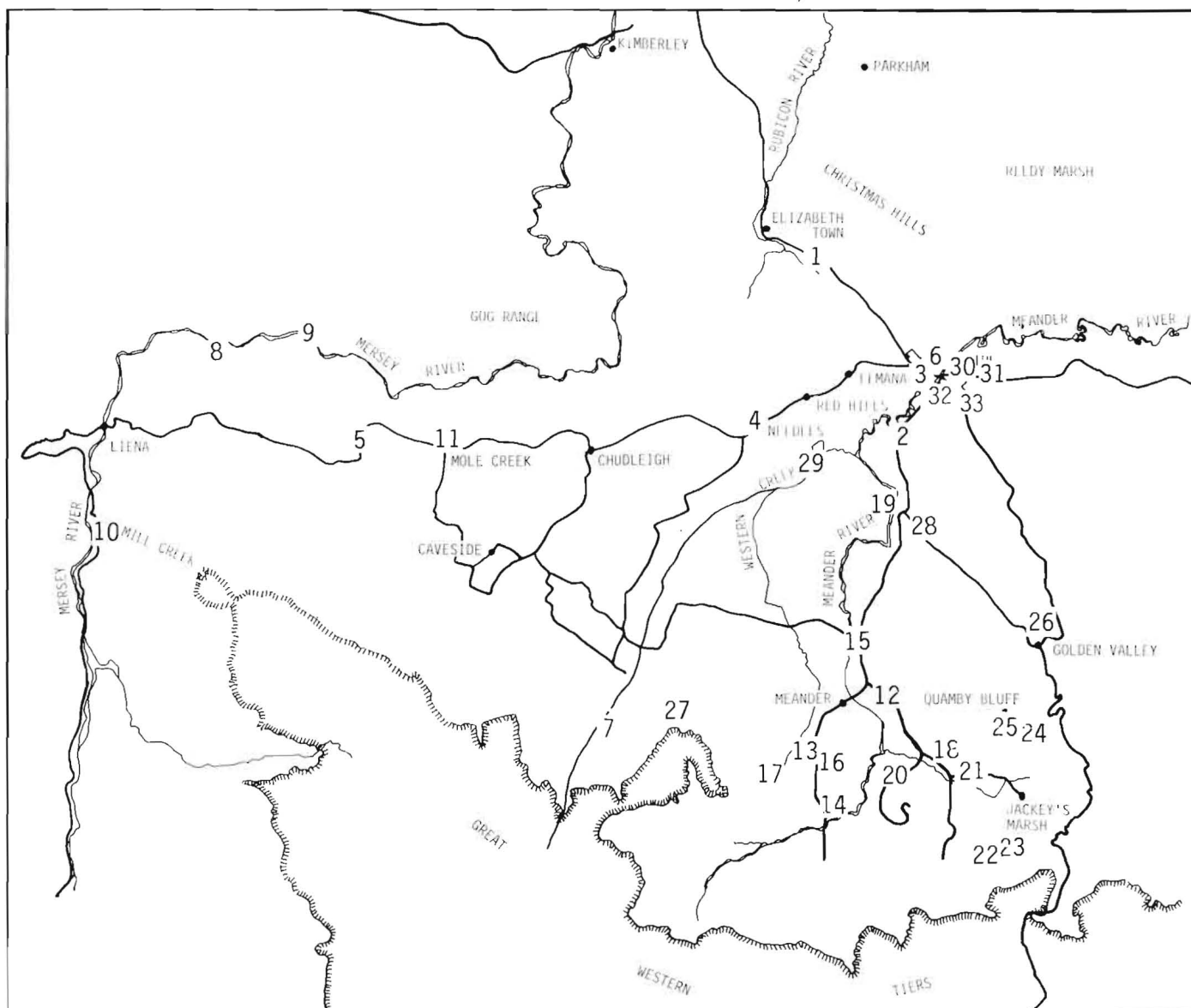
There were two other areas where lime was burned. One was at Quamby Bluff north of Brodie's Road near where there is now a dam and here between 1867 and 1871 William Woolnough worked a limekiln, which was in 1871, sold to Edwin Bowles. Samuel Henry then took it over, advertising in December for quarrymen and a lime burner immediately<sup>42</sup> and continuing there until 1874, when first Michael Hoar and then John Napper (in 1876) moved in. By 1880 Napper had bought the property, including the kiln, and worked it until well into this century.

An unfortunate, although one might think preventable, accident happened to one of the people employed by Napper at the limekilns in 1887. A young lad by the name of Daniel Donohue was in charge of a hut where there was a quantity of blasting powder stored under his bed. Donohue, undeterred by its presence, proceeded to smoke in bed: the resulting explosion sent him through the roof and over a nearby fence, but the *Launceston Examiner* refrained from any reference to Donohue's probable country of origin and merely assured its readers that the boy was not seriously hurt.<sup>43</sup> A road used to go through from Napper's farm to the Meander Road, joining it just south of Cubit's Sugarloaf, and this is still known as Limeworks Road. It was used at least this century by the Bowmans to get fertiliser for Cheshunt, although the lime was also sold elsewhere.<sup>44</sup>

The other area where lime was burned was Mole Creek, although somewhat later than the other areas. The earliest reference to lime there was in 1890 when G. Lee, jnr, advertised one of the best limes in the colony for builders and farmers, with special reductions if it was used as manure.<sup>45</sup> There were two lime kilns in Mole Creek, one on the eastern side of Caveside Road and some little distance past the cemetery,<sup>46</sup> and the other on the western side of the Liena Road about a kilometre past the Sassafras caravan park,<sup>47</sup> and it is unclear which was worked by Lee. However, it appears probable that it was the one on the Caveside Road, as there is a fairly continuous record of a large limeworks in operation there "until about 1918; while the second was owned by John Green, and it was working in the 1930's,<sup>48</sup> supplying lime locally."

Between 1901 and 1904 one of the sites, possibly the first, was run by James Robertson;<sup>49</sup> there follows a gap in the records, then the Tasmanian Woolgrowers' Agency Co. Ltd. had the Caveside Road site certainly by 1916, and it was managed by E. Clarke and then W. Scott.<sup>50</sup> From 1920 it was owned by George Cragg, manager of the Tasmanian Woolgrowers Agency. The limestone here was quarried from a large cliff face, from where a tramway ran to the kiln about 200 metres away. The Mole Creek, about 400 metres away, was dammed and a water wheel was used to pump water up to the kiln for slaking. Evidently platypuses used to get into the dam at each end and let the water out, so that willows were planted each end to keep the dam intact, and as a result willows have sprouted in Mole Creek but only downstream from the dam.<sup>51</sup> The lime was carted to the station by bullock team and an old resident

remembers getting lifts with the driver, Fred Cameron.<sup>52</sup> The kiln appears to have stopped working about the time of the First World War.



SHELTER - Sawmills. Map 1

- |                                    |                                  |
|------------------------------------|----------------------------------|
| 1. Roberts' (later Walker's)       | 20. Warner's Sugarloaf Road mill |
| 2. Davern's and Pease's (Calstock) | 21. Hinman, Wright & Manser's    |
| 3. Davern's (Bonney Street)        | 22. Burle's mill                 |
| 4. Needles - Deardin, Winter       | 23. Len Rowe's                   |
| 5. Howe's at Ugbrook               | 24. Norm Shipton's               |
| 6. Harvey's mill                   | 25. Bill Hampton                 |
| 7. Higg's                          | 26. Phil Knight's                |
| 8. Howe's at Dog's Headhill        | 27. Charles Sulzberger's         |
| 9. Richardson's at Union Bridge    | 28. Old Lake Highway Sawmill     |
| 10. Liena mill                     | 29. Neville Anderson's           |
| 11. Green's                        | 30. Watts'                       |
| 12. Jago's mill                    | 31. Sulzberger's                 |
| 13. Von Bibra's                    | 32. Furmage's                    |
| 14. Huntsman mill No 1             | 33. Sulzberger's                 |
| 15. Sam Rowe's first mill          |                                  |
| 16. Les Rogers'                    |                                  |
| 17. Phil Stafford's                |                                  |
| 18. Sam Rowe's second mill         |                                  |
| 19. Sam Rowe's third mill          |                                  |

### 3.4 Sawmills

It is extremely difficult to write the definitive history of sawmilling in the Deloraine area, partly because there were so many, partly because they often stayed in one area only for a short time until the easily accessible logs were cut and then the machinery was simply moved somewhere else, and partly because in many instances the sawmills were not listed in the records as separate buildings, particularly where the owner was also a farmer. The following can therefore be taken as only an overview.

The history of sawmilling can be divided into two general periods. Up until about 1900 the sawmills were mainly set up to satisfy the local demand for timber, usually for building although they might also have filled other contracts. After 1900, the pace of sawmilling quickened as the quality of the timber was recognised, and the coming of the railway to Mole Creek provided ready transport. Until 1900 eight to ten sawmills throughout the municipality seems to have been the norm and these were widespread with no more than two or three in one area. But after the turn of the century, double and sometimes treble that number of sawmills were in operation at least until the 1950's, and they tended to be heavily concentrated in specific areas, such as Mole Creek, Western Creek and later Liena, Meander and Jackey's Marsh.

Timber was of course felled right from the beginning of settlement and sawn into planks by sawyers on the spot. But the first recorded sawmill was built in 1861 by Watkin G. Roberts at Northwood (also called Allwood) on land leased from Adye Douglas. (The first entry in the assessment rolls calls him J. Roberts, but this may have been a mistake as the *Cornwall Chronicle* later stated that Watkin had started the mill).<sup>53</sup> The sawmill was 100 metres to the west of the homestead now called "Dairy Lodge", a short distance before the road to Christmas Hills turns off the road to Elizabeth Town. Presumably at first Roberts cut the timber in the immediate vicinity, but when this was exhausted he was well placed to obtain timber from the densely forested Christmas Hills area just a few miles to the north where brown topped stringy bark grew.<sup>54</sup>

The sawmill seems to have been quite a large affair; in 1872 Roberts advertised for "bushmen, horsemen, a mill sawyer, and a few general hands,"<sup>55</sup> but even this was not enough, for two years later he announced he was expanding his mill because of some large orders from the Main Line Railway contractors and others. Up till that time the saws had been driven by a 15 h.p. portable steam engine, but now he installed a new 15 h.p. horizontal engine as well. By that time he had built a tramway about two miles long into the bush (Christmas Hills), and the sawmill employed 24 hands, although Roberts said that he would employ six more if he could find them, but labour was very scarce.<sup>56</sup> That same year one of his men was killed when, while he was helping load a truck with piles for Evandale, a large log rolled back on him.<sup>57</sup>

Roberts must have over-invested in his plant, for in 1876 he was forced in the bankruptcy court to come to some arrangement with his creditors.<sup>58</sup> Nevertheless, he was able to retain the mill for he was still operating it in 1884 when he sold it to William Walker, for many years a blacksmith in Deloraine. (See Chapter 5.2) At that time, apart from the sawmill itself, Roberts owned 320 acres and leased another 739 all at Christmas Hill, so the price Walker paid would have been substantial. Three years later the Conservator of Forests estimated that it would cost £3000 to purchase a



Site of Deloraine's first sawmill,  
built by Watkin Roberts in 1862.



Higgs' water-driven sawmill on Western  
Creek in the 1890's.  
(Local History Room, Northern Regional Library).

sawmill plant and another £100 in tramways,<sup>59</sup> and local rumour had it that Roberts made enough money from the sawmill and its sale to pave the track to it with gold sovereigns.<sup>60</sup>

Walker worked the sawmills for many years with the help of his sons and brothers, buying the land from Adye Douglas in 1889.<sup>61</sup> At some time he moved the mill about a kilometre to the west, so that it was to the west of the Christmas Hills road, and on the eastern side of a small tributary of the Rubicon. In Walker's entry in the *Cyclopaedia of Tasmania* in 1900, his mill is described as very up-to-date, so possibly the move was made just prior to this;<sup>62</sup> the same source refers also to the large amount of labour employed there.<sup>63</sup> In 1888 a long viaduct which carried the tramway was destroyed by fire, the mill and other buildings only just escaping. The *Launceston Examiner* reported that it might cost £100 to replace it,<sup>64</sup> so this may have been seen as an opportune time to move. Some time after 1900, one of the Walker sons went to the United States and brought back a much more efficient engine which used a quarter of the fuel of the old one.<sup>65</sup>

Walker announced he was closing the mill down in 1912 because the factory and other acts had made the cost of labour too high,<sup>66</sup> although as he had been working since 1862<sup>67</sup> the thoughts of retirement must also have played a part. His bullock team was fattened and sold for meat, bringing in enough money, it is said, to enable Walker to purchase a hotel at Carrick.<sup>67A</sup>

Roberts' seems to have remained the only sawmill during the 1860's, but the following decade his was joined by four others, two mentioned by Bailliere's *Gazetteer* of 1877 at Mole Creek and the Lobster,<sup>68</sup> one operated by Charles Deardin at Muddy Creek<sup>69</sup> and one by Edward Davern at Calstock. This last was very likely the one which was in operation for many years on the eastern side of the Lake Highway just south of Pumicestone Ridge; Davern leased it between 1876 and 1881, and between 1885 and 1890 George Pease had it. In 1888 Pease was given a contract to supply and deliver 20,000 6ft 6" sleepers for the Chudleigh railway line at two shillings each<sup>69</sup> although he was later fined £40 for being slow to deliver them.<sup>70</sup> In 1888 the Inspector of Nuisances was asked to report on the sawdust there: his initial report said that the sawdust was kept safely away from injuring the water in the Meander, but he later advised the Council that the highest floods would reach the sawdust, and even if it was not carried away there would be some soakage from the dust and the large quantity of timber usually stacked there, and this would go into the river.<sup>71</sup> There is no record as to whether Pease was asked to rectify the situation.

The first sawmill near Mole Creek, later to be such an important centre for timber, seems to have been set up by William Reed at Ugbrook, three miles west of Mole Creek by 1877.<sup>72</sup> Howe used the waters of the Sassafras Creek with a fifteen foot fall to drive a turbine wheel two feet in diameter which in turn operated a breakdown and a circular saw. Sawn timber then cost him three shillings per one hundred feet to cart to Deloraine.<sup>73</sup> Presumably this was the same Mr How who was reported in 1887 to be using two portable steam engines coupled in an ingenious manner at Liena, cutting timber for the new Gad's Hill bridge.<sup>74</sup> In 1892 Howe sold his sawmill "in good working order"<sup>75</sup> when he moved first to New South Wales and later New Zealand; it was bought by W. Hart and worked by Archibald Garland in 1894, and by the original Howe's nephew, also called William, between 1899 and 1904.

By 1883 the *Mercury* was able to report that there were six sawmills in



the neighbourhood of Deloraine, finding employment for a number of men and horses,<sup>77</sup> although whether the "neighbourhood" meant relatively close to Deloraine or included Western Creek and Mole Creek is unclear. Certainly during the 1880's sawmills began to be set up in more widespread locations: Charles Deardin had one at the Needles in 1883, making sleepers for the new Mersey railway;<sup>78</sup> Jeremiah Fielding had another at Arms of the Creek in 1884, probably the one worked by the Dunham brothers, Charles and John, 1883-87; and Ernest Higgs had one at Dairy Rivulet in 1888. Two others were at Caveside by 1889, one owned by Thomas Twining and another by Peter Cameron, and Henry Bloch had one set up at Dunorlan in the same year, while William Watts operated one at Reedy Marsh for most of the 1880's.

Meanwhile Edward Davern moved from Calstock to set up a sawmill in Bonney Street which he worked from 1881 to 1885, before turning to flour milling at the end of the decade (see Chapter 2.1). This is possibly the sawmill mentioned by the *Launceston Examiner* in 1887 which used to operate "near the centre of town". The sawdust used to catch fire, and the proprietor's excuse was that it caught fire in the summer from sparks from the funnel, although the newspaper felt that this was not correct. Notices were served on the owner to remove the nuisance, but before the time required by law expired the fire would be extinguished, only to be re-lit later so that fresh notices were required. In 1887 there was still a "very large quantity of sawdust" there.<sup>79</sup> Michael J Foy owned one somewhere towards the end of the 1880's, possibly in Alveston which was his address in 1887, and he was given a contract to supply 29,000 sleepers for the Chudleigh railway line, but he had supplied fewer than 9,000 when his contract was terminated due to unsatisfactory performance. However, he still had a sawmill in 1892.<sup>81</sup>

During the 1890's there seems to have been a decline in the number of sawmills as some of the earlier mills stopped working, but there were also some new ones. John Dunham had sawmills at Calstock throughout this decade, being joined by Benjamin Dunham 1899-1907, although this one on 158 acres was different from George Pease's. Perhaps it might have been the one that is remembered on the eastern side of the Lake Highway about one kilometre past the Meander turn-off; only the sawdust remained early this century.<sup>81A</sup> Henry Winter owned and occupied the Needles sawmill close to the railway station from at least 1893,<sup>82</sup> when he advertised that he could supply timber in lengths and sizes up to forty feet, and bridge timber was a specialty.<sup>83</sup> Although Winter advised he was leaving the district in 1901 for health reasons,<sup>84</sup> he was still the owner of the mill the following year.<sup>85</sup>

James Scott set one mill up at Mole Creek by 1895, and this one was to operate at least until 1915 although not always by Scott. George, James and John Scott operated it 1901-09, and Henry Gilliam (Gilham?) had it in 1910. Horace Whitfield had one at Rubicon 1894-98. William Harvey began to diversify by building a sawmill in front of his flour mill in Westbury Place. In 1911 he described it as a Saw, Planing and Moulding Mill, with timber cut to order and seasoned boards, tongue-and-groove flooring and weatherboards, sawn laths, paling and fencing.<sup>86</sup> It operated until 1917 when the flour mill closed and the steam engine stopped. (See Chapter 2.1)

Another new mill was set up at Western Creek, indeed on Western Creek, in 1895 by Edward Higgs. Higgs had had a sawmill for a short time in the 1880's at Dairy Rivulet on the same 200 acre property, but had then gone to East Devonport for a few years as a boat builder. Returning in 1895 he set up a unique sawmill straddling Western Creek, about a kilometre upstream from the bridge on the Western Creek Road, with water brought by fluming from further

upstream turning a huge wheel which then operated the saws. When F. Styant-Browne visited it in 1899 he commented on the massive logs, weighing tons, which the men easily moved with their crowbars.<sup>88</sup> It was a big sawmill, employing a good number of men, and it continued to operate until at least 1925, supplying timber for local houses especially when part of the Cheshunt estate was bought for closer settlement early this century, as well as sending timber to Launceston.<sup>89</sup> Higgs' son Arthur had a steam driven sawmill nearby, possibly by 1917 and certainly up to the Second World War, while Arthur's son Sidney invented a portable sawmill which could be moved to whatever part of the forest he wanted. The sawmill was put on a short tramline and then moved backwards and forwards to slice the log, rather than the usual practice of a stationary engine and a moving log, and the whole thing could be transported on the back of a truck. He used it from about 1940 onwards.<sup>90</sup>

Around 1900, then, there were two sawmills at Mole Creek (Howes' and Scotts'), one at Western Creek (Higgs'), one at Northwood/Allwood (Walkers'), one in Deloraine (Harveys'), one at Calstock (Dunhams') and one at the Needles (Winters'), a total of seven. From 1900, however, the sawmilling industry started to boom and the period between 1910 and 1940 saw as many as twenty five sawmills operating at any one time until the timber was cut and mills started closing down.

The most important of the areas where sawmilling blossomed at this time was Mole Creek, because of its position close to densely forested areas and the ease of transport provided by the railway from 1890 onwards. In 1900 *The Daily Telegraph* reported that two more sawmills were in the process of being built to add to the two already there,<sup>91</sup> and these were probably the one owned by Peter Cameron (who had earlier been at Caveside) on just one acre of land, and one built by Charles and William Walters on their farm near the Mersey and which remained in operation until 1913. Cameron also built a sawmill on his farm at Cave Hill, Mole Creek, by 1903, and in 1905 Robert Cameron owned this as well as operating the earlier one which was then owned by Cameron, Green and Co.

In 1911 John Green had a painful accident in the sawmill in which he and William Howe were partners, though he soon recovered,<sup>92</sup> and this may have been the one owned earlier by Cameron, Green and Co. However, Howe owned 200 acres and a sawmill at Dog's Head 1908-10, and possibly also still had his uncle's old mill on the Sassafras. John and Alfred Green also worked a sawmill on Crown land at Cubit's Creek 1907-12, and then in 1921 they were joined by Eden Green to take over the sawmill behind the hotel at Mole Creek. By 1924 this was owned by Allan Blair, although the Greens continued to work it until the late 1930's, when first A. Webster (1936-37) then "Mole Creek Timber" (W.J. Manthei) took over; later still came Cyril How<sup>93</sup> and the mill is now being worked by Lyell How.

C. Howe (was this Cyril?) built a sawmill in 1907, possibly on Scott's farm about six kilometres from the railway station as this was where he was collecting the timber.<sup>94</sup> Charles Gilham and Claude F. Briscoe owned one in Mole Creek in 1906, and between 1908 and 1912 the Gilham brothers (Charles, Henry and Fred) owned a mill on 500 acres at Black Creek. Charles Gilham continued to work in sawmills in Mole Creek until 1924.<sup>95</sup> Oliver and Basil Lee owned a store and sawmills in Mole Creek from 1910 to 1921<sup>96</sup> and Basil also owned one in Chudleigh 1924-27, while J. Rogers had a mill from 1913-26<sup>97</sup> and John S. How had sawmills on his farm 1913-21. F.H. Haines, the timber merchandising company and exporter from Devonport, had a mill at the Western Tiers 1919-32, while Mont Richardson was manager of a mill on the west of the



Timber getting for the Huntsman mill, Meander  
(Queen Victoria Museum)



Ritto

Sheffield road, just over the Union bridge from 1918 to at least the Second World War.<sup>98</sup> William Howe worked with Henry Martin in sawmills from 1899 to 1924, although it is not clear where.<sup>99</sup>

Some of the above sawmillers were also involved at Liena (also called Circular Ponds or Gad's Hill), the first to go there being William Pochin and Warren Luckham who formed the Ponds Sawmilling Co. and from 1901 to 1912 operated a sawmill on Crown land, although in 1907 Pochin also bought some land close to the bridge, discovering caves in the process.<sup>100</sup> It is possible that this was the same mill which Claude and Les Rogers worked 1913-22,<sup>101</sup> while C. and B. Lee were also there for a short time 1911-12. A sawmill at Liena burnt down in the early 1930's,<sup>102</sup> but by 1936 there was renewed interest in the area with a sawmill operated by Thomas Butler of Sheffield, taken over in 1938 by L.K. Atkins of Launceston, and Cyril How also working one there from 1936 until he went to Mole Creek itself. (See above).

Quite a few sawmills were built at Western Creek. Apart from Higgs' sawmill (already mentioned), a Mr. Scott had one there in 1904 when it was totally destroyed by fire, supposedly originating from the fire in the engine, while the employees were absent at dinner.<sup>103</sup> Claude Rogers (later the Rogers brothers) had one there 1915-26<sup>104</sup> as well as the one at Liena, while Arthur and John Sulzberger had (the same?) one 1927-31. Vernon Hooper was there 1923-26 and Joseph Lee owned a sawmill from 1931 to at least World War II.

From about 1910, however, there was a move towards opening sawmills at Meander as the need for more houses there grew more intense with the opening up of Cheshunt for closer settlement. Prior to this, people from Meander had to go to Western Creek for their timber, and it was Western Creek people who began the move into the Meander area. Albert Jago, Ernest Higgs' son-in-law, was the first, building a mill a short distance up Jackey's Marsh road some time before 1916<sup>105</sup> and operating it until 1924,<sup>106</sup> while Wes von Bibra from Western Creek built another on the western side of the bottom of Staggs Hill soon after.<sup>107</sup>

The third mill in the area was known as the Huntsman, built in 1918 on the left hand side of the Huntsman Road just before it crosses the Meander River, and from now on Meander timber began to have a much wider use than just for local houses. The mill was built by James Cruikshank Cumming, a produce dealer from Wynyard who literally peddled his way around northern Tasmania buying chaff. On one of his journeys he took up timber leases under the Western Tiers at Meander and found he had a highly profitable opportunity, the timber being plentiful and of an excellent quality. In partnership with his brother Louis, Jim formed Cumming Brothers Pty Ltd in 1920 and for forty years the Huntsman mill produced timber for them. In 1960 A.P.P.M. Ltd bought Cumming Brothers and continued to work the mill and the leases until just a few years ago.<sup>108</sup> Throughout its history the Huntsman was associated with the Stagg family, Fred Stagg working there from the beginning and within a few years becoming manager, to be followed later by his son; Allan Stagg, the last manager, began work in 1934 at the age of 13.

As the Huntsman was one of the largest sawmills employing close to twenty men, it is worthwhile looking at its operation in detail. The mill employed three men out in the bush felling with an axe and then one of the two bullock drivers hauled the logs to the tram line, usually with the help of another man who cut the tracks. The logs were then loaded onto the tram line which ran for a bit over a kilometre, and one or two men worked the horses which



Timber hauling, Meander.  
Allan Stagg driving the converted International Truck.  
(Queen Victoria Museum)



Remains of the steam engine at the  
Huntsman Mill, Meander

hauled the logs to the mill. Later the horses were replaced by a converted International truck.

Around 1936 the Huntsman got a petrol winch for log hauling. This involved sending over two kilometres of rope out to the bush, through a block and then back to the mill; when the logs were ready to be pulled, a wire was pulled as a signal (two pulls for "pull", one for "stop", three for "reverse") and the logs were hauled through the bush. But the petrol hauler was awkward to move around and it was a very slow method, so that when crawler tractors became available around 1939, winch haulers and bullocks went out of operation.

The mill itself was built over a fifty foot wide hollow with much of the machinery under the floor. Water was brought in a ditch from the Meander to the road and then wooden fluming four feet above the ground carried the water to the mill where it branched into two flumes, one going under each bench. The sawdust dropped into the water and was carried down towards the Meander where walls had been built to catch the sawdust while the water seeped away. When the area was full a new wall was built. There was a small community living at the mill, with two houses and seven or eight huts housing the workmen, and at one stage Allan Stagg had the idea of putting a water wheel in the fluming to provide electricity to his house, but only on Sundays when the mill was not working.

The steam engine which drove the saws had previously been in use at a Mole Creek sawmill and it had been dragged to the Huntsman and chocked in position on a bed of logs. The engine driver had to be up early to light it as the engine was fired by the wood waste and it took time to work up enough steam. A man worked on the skidway barking the logs and cleaning them, a second used a vertical breakdown saw, and then the wood went to one of two breast benches each with three men who cut the logs into flitches. From there they went to the board bench where two men cut these into boards, both breast and board benches using circular saws. There was also a dockerman who cut out faults, by hand until 1942 when the mill burnt down, and by machine after the mill was rebuilt. It was rebuilt exactly the same as before except that concrete was used for the foundations. Out in the racking yard worked a further two or three men, one building rack bottoms and the other one or two racking the wood. The wood was mostly Tasmanian oak, although myrtle, sassafras and blackwood were also cut. Practically all of it was carted by horse and truck to Deloraine, sent by rail to Launceston and then shipped to the mainland, until 1940 when most went through Devonport.

In 1964 the mill burnt down a second time, and this time it was re-built in Meander itself using more modern machinery, so that it could produce a little more timber in a week but with only half the labour force. The old site at the Huntsman now has only a few remnants of the mill, including the sawdust, the engine and an old circular charcoal burner (half its original height) which was put there during the Second World War when there was a petrol shortage to produce gas for cars.<sup>109</sup>

There were a few other mills in Meander, although none of the same scale. At some time in the 1920's, Sam Rowe had a small mill on the western side of the Meander Road just south of Nuttings Road, using a single cylinder oil engine. Les Rogers built one at the top of Staggs' Hill on the eastern side of the Huntsman Road, also in the 1920's, but was forced to close during the depression. Phil Stafford had one at the end of Hampton's Road in the late 1930's and another in the Huntsman area, while Charles Sulzberger had one down from Mother Cummings' Peak just at the end of Reiffer's Road.<sup>111</sup>





Remains of the steam engine from  
Warner's Sugarloaf sawmill.



Present Sassafras sawmill, near Mole Creek,  
using the old boiler from the Liena sawmill.

In the late 1920's there was another move eastwards, this time into the Jackey's Marsh area. Sam Rowe moved to a spot about one kilometre past the bridge over Jackey's Creek on the Jackey's Marsh Road, certainly by 1929, and he was followed by a number of others in the 1930's and 1940's. (Rowe later built a third mill at Barratt's Bridge). One of the Jackey's Marsh mills was a little over one kilometre up the road to Warner's Sugarloaf, operated by Kemp for K.D. Atkins, Launceston. Later it was run by Francis Wulfler as the Tasmanian Timber Co. The boiler is still there (1985). Norm Shipton managed a mill for the Launceston company Hinman, Wright and Manser at the Teapot, about three kilometres off the metal road one bush track leading north, and he also owned one under Quamby Bluff near the Lake Highway.

Burles worked a mill, possibly owned by K.D. Atkins, right at the end of the Jackey's Marsh road and it is remembered for its steam engine's huge fly wheel, about thirty feet across, and the boiler which took logs ten to twelve feet long.<sup>112</sup> Len Rowe (Sam's son) used to cut wattle at a sawmill just at the bottom of Warner's Track which leads up to the Tiers, Bill Hampton had a little mill near Quamby Bluff, about two miles west of Shipton's, while Phil Knight had one on the north of the junction of the Lake Highway and the Golden Valley Road. Norm Rock and E. Gay snr. had another over towards the Lake Highway about two kilometres past Jackey's Marsh, before they moved it to the Warner's Sugarloaf site mentioned previously. All these mills began to run out of timber in the late 1940's and early 1950's and closed down.<sup>113</sup>

There were other sawmills in odd places around the municipality. A pamphlet of 1922 refers to a large and up to date sawmill at the fifteen mile peg on the Lake Highway which belonged to the Hydro Electric Department and was used for supplying timber for their works at the Great Lake.<sup>114</sup> A number of mills were worked in the Cluan Tiers area, although as they were in the Westbury municipality they will not be discussed in detail here, but one of them is of special interest. In 1924 B.H.P. had a timber lease and sawmill behind Quamby Brook and they began to build a railway from there to Deloraine, starting at both ends; no rails now remain but some of the levelling of the ground can still be seen. The railway was abandoned before it was finished: rumour had it that it was designed only to force American interests who supplied timber to reduce their prices.<sup>115</sup>

To the west of Deloraine, Neville Anderson built a mill on the western side of Montana Road north of the Falls Bridge which was operated in the 1930's by Vernon Hooper and also Bill Wallace. Hooper was a millwright, building a lot of mills for other people, including the present mill at Moltema with Joe Pedley.<sup>116</sup> Ebenezer Pearn owned a sawmill at Cubit's Creek across the road from "Moss Vale" in 1906; between 1907 and 1912 it was run by Alfred and John Green, but the Pearns evidently returned for Trevor Byard, born in 1914, says that some of his "earliest recollections are of the sawmill the Pearns ran across the road and the hissing, steaming noisy steam traction engine that supplied its power."<sup>117</sup> There was a series of relatively short-lived sawmills in Caveside, possibly the one mill owned in succession by different people. Andrew Howe had one 1916-18, then Lenthorn Flowers 1919-24,<sup>118</sup> and by 1929 M. Cameron, for Clement Byard ordered some weather-boards there that year.<sup>119</sup>

The Needles had a sawmill for most of this century. It is difficult to know when Winter's sawmill stopped working, but around 1921 Claude Rogers and Vernon Hooper built one near the old pitsaw on the northern side of the Mole



Creek Road and on the Deloraine side of what used to be the Post Office but is now only a house. The railway station used to be on the other side of the house, so the mill was well placed for transport. Rogers left the district in 1926 (he had also been involved in sawmills at Western Creek and Liena, and his brother Les had one at Meander) and over the years the mill was worked by Neville Anderson, Jack Sykes, Mick Gleeson, Charlie Sulzberger and Phil Stafford; at some stage the mill was moved about fifty metres up the hill as the older one suffered somewhat from damp. Stafford eventually moved the mill to the Falls on Montana Road.<sup>120</sup>

There were a few sawmills to the north side of Deloraine, Henry Walker having one at Weetah around 1916, J.A. Clarke having another at Reedy Marsh around 1926, and Lunston and Sons operating a third at Parkham throughout the 1920's.<sup>121</sup>

Finally Deloraine township had sawmills this century. James Watts built one around 1918 next to Davern's old flour mill; he had been a builder and undertaken since at least 1904 (See Chapter 3.6) and was possibly the son of that William Watts who owned a sawmill at Reedy Marsh in the 1880's. However, by 1929 Watts fell sick and the sawmill came into the hands of the Public Trustees. About this time Eugene Gay came from sawmills at Hastings to visit his daughter (Mrs Keen of Keen's Bakery) and decided to rent Watt's sawmill at a cost of £3/10/- a week. It was quite impressive, modern sawmill, with a wooden worm designed to wind the sawdust out and away and a frame for breaking down logs onto the breast bench, and it cut 3,000 to 3,500 super feet a day.

When storekeeper R.P. Furmage decided the sawmill was ideal for providing him with back cargo for his trucks that were bringing goods from Launceston, he took over the mill and shortly afterwards appointed Eugene Gay, jnr, as the manager on the retirement of the latter's father. Disposal of sawdust is always a problem with sawmills, especially in built up areas, and when people began to object to the mill's sawdust being piled against a fence on the river bank, Gay asked Ert Cameron from Mole Creek to put in a Dutch oven to burn it, possibly one of the first to do so.

However, at Easter 1936 the mill was destroyed by fire, and it was decided to rebuild at a new site. Because the decision was taken to use electricity instead of a steam engine, the site had to be close to town, and the ideal position was found where Alexander Burnie had his brickworks on East Parade, for the holes up to thirty feet deep which he had left after digging out the clay were perfect for disposing of the sawdust. The new sawmill began operating early in 1938. In 1966 it was sold to Caury Timber Co, and in 1977 J. & T. Gunn took control, building a much more modern mill next door. Through all these changes Gay has remained manager, and the mill is now the biggest in the Deloraine municipality, handling five million Crown logs a year.<sup>122</sup>

The other Deloraine sawmill had a similar sort of history. George Sulzberger and his son Charles had a contract in the 1920's with the H.E.C. to help build Tarraleah, and with the profits from this Charles built an electric sawmill in the railway yard at Deloraine, opposite the race course gates and only a short distance from Watts' mill. Sulzberger was able to take advantage of the short branch line there, so that his trucks came off the train, were turned on the turntable and shunted on to his line. That sawmill also burnt down, and in 1949 Norm Dalco (Sulzbergers' manager) built a new one directly opposite Furmage's sawmill on East Parade. John Bye is now the manager of this one, owned by the Deloraine Sawmilling Company.<sup>123</sup>

### 3.5 Utensils: potters, coopers, tinsmiths.

The clay used by the inhabitants of Deloraine for building purposes was also suitable for making earthenware articles, but it seems that the only time it was used for this was for a short period in 1846. In his report for that year, the Superintendent of Convicts at the Deloraine Probation Station stated that in that year he had had made 120 pieces of brown earthenware, such as milk pans, water pitchers and butter jars. It is worth quoting his report on this in full.

"Finding some excellent clay at Deloraine, and having a man at the station, who on trying him, was proved to be an excellent hand at making brown earthenware; I wrote The Comptroller General for permission to establish a manufactory of this kind, which he readily granted; there being nothing of the kind within 30 miles. I began this with the trifling expense of a small piece of iron, and a wooden roller, perhaps 1s 6d was the sole expense and hoped (as this was to be my aim) to abridge some of those of the station. I made 120 pieces of as handsome ware as could be procured in England. The Visiting Magistrate, I believe, fearing I might obtain some credit for this mode of lessening the expenses at Deloraine, was ever thwarting this, and finally prevailed on the Comptroller General to abolish the manufactory altogether. The neighbouring settlers who had good dairies, were greatly disappointed at it, as they could have supplied themselves at one fifth of the cost that they were then at in obtaining such vessels".

A much more long - lasting industry was that of the cooper. The first recorded cooper in Deloraine was Michael Ryan, who bought land in Deloraine in February, 1851.<sup>125</sup> Here he set up his cooperage, although within a few years he advertised for sale his large shop, "formerly" used as a cooperage, as well as blacksmith's and carpenter's tools.<sup>126</sup> Another cooper for a short time was William Page,<sup>127</sup> who rented a shop in Emu Bay Road from Bramich from 1861 to 1867, although he may have worked from his house from 1859.

But there were two coopers who lasted much longer than either of these. One was Walter Carroll, who arrived in 1864 and at different times had workshops in Goderich and Parsonage Streets, although by 1875 he had no workshop and was presumably working from his house. In 1885 occurred the death of James Walter Carroll, cooper, aged 52<sup>128</sup> and if this is the same one, his son Walter must have carried on the business until 1898 for he advertised in Wise's Directories.<sup>129</sup> This son is possibly the same one who was later a barber for many years.

But the most long - lasting of all, and who in fact spawned a veritable dynasty of coopers, was Joseph Fawkner who arrived in 1868 to set up business. He too rented a house in Emu Bay Road from Bramich, and the dates could imply that he took over Page's shop. In 1870 he was renting a workshop in Church Street, then in 1872 had moved to a Goderich Street workshop. By 1875 he owned this, and business was so good that by 1878 he also owned a cooper's shop in Emu Bay Road, although from 1880 to 1889 he had given up the Goderich Street workshop. He died in 1895 aged 77,<sup>130</sup> but had passed on his knowledge to his family.

Charles Fawkner took over the Emu Bay Road workshop when his father retired, working with James Fawkner until 1897 and then alone until 1902,<sup>131</sup> when he built the new Empire Hotel.<sup>132</sup> Meanwhile, William Fawkner started out in 1889 in the building which had formerly been the Bush Inn but by then had

been relegated to being merely an outbuilding of the new Bush Hotel. A year later, in 1890, a fire broke out on the premises and the old shingle roof was well ablaze although fortunately the fire was soon brought under control.<sup>133</sup> Between 1899 and 1907 he had another shop in Alveston, but he is best remembered working at his house in Emu Bay Road, although whether this was the same place the other Fawkners had is unknown. It was later demolished to make way for the new road junction with the Mole Creek Road.<sup>134</sup> Former blacksmith William Eade remembers Billy Fawcner ("Tubby") making pickling tubs, wash troughs and beer barrels; little washtubs about eighteen inches across and six inches deep which were used for washing up; babies' cradles made out of blackwood, and three-legged stools. Eade himself made the trough handles and the bands for the beer barrels for him.<sup>135</sup>

Tinsmiths were also necessary in the burgeoning township, making billycans, sharpening scissors and the like. William Baxter worked from a shop in Emu Bay Road on and off between 1860 and 1886,<sup>136</sup> while James Wilson worked up a laneway at 10 Parsonage Street between 1898 and 1930.<sup>137</sup>

### 3.6 Builders, carpenters and decorators.

It is impossible to separate builders from carpenters because they were so often the same person, although some specialised more in one activity. Among the first people to describe themselves as builders were John Bonney<sup>138</sup> and John Thomas<sup>139</sup> who were active in the 1850's, but one of the first builders who remained so for many years was Henry Tidey. Tidey was active between 1855 and 1870 as a stonemason and builder and he started a family tradition which was carried on by his son John (between 1861 and 1920) and his grandson Percy (between 1890 and 1928). During the 1890's these latter two had a workshop on the west side of Parsonage Street and to the north of its junction with Barrack,<sup>140</sup> and together they did the stone and brickwork for Tahara House and Arcoona,<sup>141</sup> while John also built among other things the Town Hall<sup>142</sup> and the Masonic Hall,<sup>143</sup> and was the supervisor of the concrete work and masonry of the power station.<sup>144</sup> Tidey miscalculated his tender for the Town Hall: after his tender of £1532/17/- was accepted, he wrote to the Council to say he had made a mistake in adding up and the figure should be £1632/17/- but the Council was unmoved and told him to carry on with his contract.<sup>145</sup>

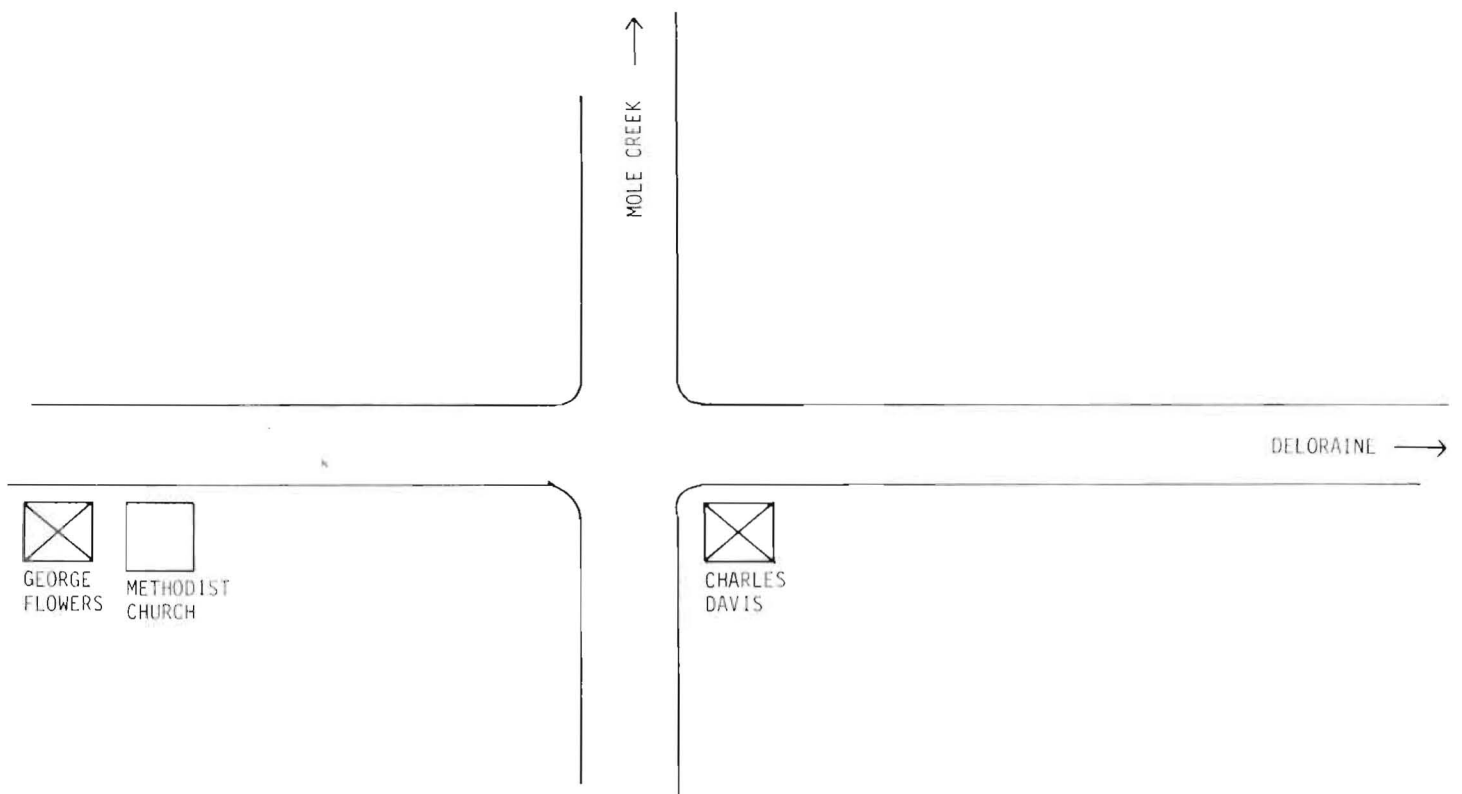
Thomas Davern built the Elizabeth Town police buildings, in 1866, although not without some complaints, as a Council committee was appointed to make sure that the contract was completed according to specifications.<sup>146</sup> He would have been some relation to the Patrick Davern who built the new Deloraine bridge in 1877<sup>147</sup> and to Edward Davern who had sawmills and a flour mill. (See Chapter 2.1 and 3.4)

Of those who called themselves carpenters in the early years, two of the best known would be John Grigg and Joseph Grigg; they were not brothers, although possibly cousins. John Grigg had been a carpenter at Ross<sup>148</sup> in 1851 when a son was born to him there,<sup>148A</sup> but by 1855 he had moved to Deloraine and was employing Joseph.<sup>149</sup> By 1859 John had a workshop in 27 Barrack Street and by 1868 he had added a showroom and was calling himself a wheelwright. (See Chapter 5.2)

Meanwhile, Joseph Grigg went into partnership with his brother William between 1862 and 1872 and they had a workshop and store in Barrack Street, but after William's untimely death in 1872 aged 38,<sup>150</sup> Joseph carried on alone until 1898 as a carpenter, undertaker and builder. He is thought to have helped build St. Mark's Church;<sup>151</sup> and he certainly built the Wesleyan Church at Forest Hall in 1885.

Other early arrivals were Epamondas Laredo, Thomas Duncan, William Poulden and Job Hunter who all came in 1859 as carpenters.<sup>152</sup> Of these, Hunter appears to have been the most successful, staying in Deloraine until 1888. John Gurr of the Alveston Furniture Warehouse - "Cabinet Maker, Upholsterer and Undertaker. Funerals furnished to any extent" - was there by 1861<sup>153</sup> but does not appear to have stayed long, although he did have the plum job of being the undertaker of Mary Ann Horne of Bowerbank.<sup>154</sup>

1864 was an eventful year for it saw the arrival of Frederick Clarke, Frederick Carline and David Harley. Clarke was a cabinet maker and he quickly found favour with the Council, providing the furniture for the new Council Chambers and offices in 1864.<sup>155</sup> He remained working until 1883, having shops in Emu Bay Road, Parsonage Street and Alveston at various times. Carline, a carpenter,<sup>156</sup> stayed until 1878. But Harley stayed the longest and his name appears regularly in the Council minutes book as a successful tenderer; for



SHELTER - Builders, Carpenters and Decorators. Map 1

Chudleigh Builders and Cabinet Makers

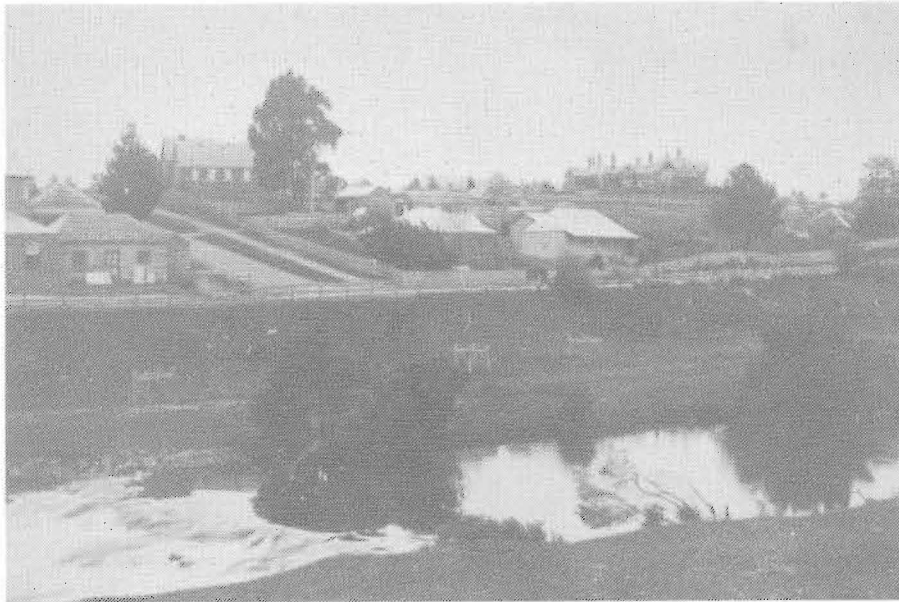
example, supplying the seats for the new Town Hall and the shelving for the library in 1876.<sup>157</sup> In 1886 Harley, advertising himself as a Builder, Cabinet Maker and Undertaker etc, returned his thanks for the support accorded him in the past and wished to advise that, having all his arrangements complete, he could "undertake" all descriptions of work in the above lines, more particularly undertaking at prices which could not be quoted by any other in the same business. He had the most complete equipment of undertaking requisites outside Launceston, and as well as this, cheap and useful furniture was always on hand.<sup>158</sup> Indeed, some years before, the *Cornwall Chronicle* correspondent had praised him for conducting the funeral arrangements for John Bonney in a very creditable manner.<sup>159</sup> Starting at a shop in Emu Bay Road, from 1875 Harley had a workshop on the corner of Church and Towerhill Streets and in 1894 he advertised (or by then it might have been his son, also David): "Funerals conducted in any style with hearse, in township or District at very reasonable rates. Furniture, own made cheap."<sup>160</sup> The business carried on until 1922.

The best known of the later carpenter/builder/undertakers was probably William Charles Cameron who founded his business in 1882<sup>161</sup> and built many shops, villas and factories,<sup>162</sup> one of his best known buildings being the power station on the Meander.<sup>163</sup> After he took over Joseph Grigg's undertaking business in 1894, he also conducted most of the funerals in Deloraine. After his retirement in 1921, his son Basil took over<sup>164</sup> before he sold to Beck's, although the store at 8 East Parade still retains the Cameron name.

Other carpenter/builders were Alfred Gridley who operated between 1899 and 1919, Joseph Goodridge (1896-1915) and James Watts (1898-1929).<sup>165</sup> Watts and Goodridge were partners for a period, building a new workshop in 1900,<sup>166</sup> possibly in Bonney Street for this was Watts' address a year later. By 1901 Watts was in partnership with John Reilly and they successfully tendered in 1903 for doing alterations to the Chudleigh Hall,<sup>167</sup> but soon afterwards Watts was on his own again,<sup>168</sup> advertising in 1911 that he was a builder, contractor and undertaker, and advising residents that if they were about to build or make additions they should have a chat with J. Watts.<sup>169</sup> In 1912 Watts took over Dennis Gannon's workshop on West Parade and from 1918 he also occupied a workshop at Alveston owned by Goodridge of the Bush Hotel. Two of Watts' buildings were Henry Crocker's coach painting shop on Emu Bay Road together with the house,<sup>170</sup> and a cart shed at the sanitary depot.<sup>171</sup>

During the 1920's Watts diversified, working in the power station for a period<sup>171</sup> and building the sawmill at Davern's (See Chapter 3.4). Watts retired in 1929 but several other members of the family continued in the business. Ernest Watts worked as a carpenter from 1917 and in 1927 he took over the West Parade workshop; there were also Clarence, Maurice and Keith Watts in the 1920's, while R.H. Watts was active all through the 1930's at least,<sup>172</sup> advertising himself available for building, joinery and cabinet making. Others operating from 1927 were Frank Henry, carpenter, and W. Hay<sup>173</sup> who took over John Grigg's wheelwright's shop in Barrack Street for his undertaking business.<sup>174</sup>

Outside Deloraine, each district had its own carpenter-builders. Chudleigh's best known builder was George Flowers who between 1884 and 1932 built many of the homes around Caveside and Chudleigh, working from a workshop in Sorell Street. He is known to have built the community hall at Caveside<sup>175</sup> and in 1884 he joined with Betts (the blacksmith?) to build the school and residence at Chudleigh,<sup>176</sup> as well as helping build the linseed oil factory at "Bentley" (See Chapter 3.7) John Emerson was a well known cabinet maker in Chudleigh



W.C. Cameron's first shop, 1890's.  
(Local History Room, Northern Regional Library).

25 DELORAINÉ ADVERTISEMENTS.

**WILLIAM C. CAMERON,**  
**TIMBER MERCHANT.**

BUILDER  
AND  
CONTRACTOR.

Estimates Given.

REPAIRS EXECUTED.

IMPORTER OF PAINTS, OILS AND ALL BUILDERS' REQUISITES.

**DE LORAINÉ.**

UNDERTAKER.

**FUNERALS  
FURNISHED.**

Advertisement for W.C. Cameron  
(Wise's *Tasmanian Post Office Directory*, 1902)



Cameron's shop in 1919.  
(*Weekly Courier*, May 22, 1919)



until ill-health forced his retirement<sup>177</sup> and Ern Emerson (his son?) became a builder there in the 1930's.<sup>178</sup>

The Higgs family, mentioned earlier for their sawmill (See Chapter 3.4), were also builders. Ernest Higgs built the chimneys and later the house at Byard's "Moss Vale" in the 1890's,<sup>179</sup> while one of the Higgs, probably also Ernest, built Bowman's Bridge at Meander around 1900, a very solid structure which lasted fifty years.<sup>180</sup> Clement Pearn was a carpenter at Caveside 1916-28, while James Quinn was a builder and carpenter at Golden Valley from 1913 to at least the Second World War.<sup>181</sup> William Howe and Harry Martin built most of Mole Creek until the war, including Cooke's bakery and Ben Howe's boarding house and shop.<sup>182</sup>

There seem to have been only a few specialist painters and decorators. John Clune in 1911 advertised himself as a painter, paperhanger and decorator with twenty four years' practical experience. All work would be executed at moderate rates, he went on, with only the best material used and he always had a large stock of papers, etc. on hand.<sup>183</sup> He was working for at least the rest of the decade.<sup>184</sup> Another well known name was William Abel, working at least between 1906 and 1928;<sup>185</sup> in 1911 he announced he would do house-painting and paperhanging, signwriting and decorating in all its branches,<sup>186</sup> and he was later followed by Cyril Abel who worked from 1927 onwards.<sup>187</sup> The two Abels have achieved a sort of immortality: in an old building which used to be the men's sleeping quarters at "Cheshunt" in letters a hand-span high, are the words "K. Carswell, C. Abel, W. Abel Painters Feb. 1928." William Murfet was another painter around the turn of the century; in 1900 he painted the Post Office and the Town Hall.

### 3.7 Linseed Oil

An industry about which little is known was the manufacture of crushed linseed oil at "Bentley" by Norman Cameron. Details of its beginnings appearing in the *Launceston Examiner* in 1888. Cameron had just had built a one storey brick factory sixty feet by thirty feet (approx. twenty by ten metres) with a galvanised iron roof, it was designed and built by Williams and Flowers of Chudleigh using locally made bricks. The machinery was imported from England and the wood-fired engine was 2½ h.p., although it could be driven up to 5 h.p. Although Cameron had been growing flax for two years and had a large reserve, he announced he would also buy any linseed other farmers produced. The seed was crushed in rollers, ground by a pair of heavy edge stones and then heated in a steam-heated kettle. A hydraulic press then expressed the oil, which was strained to leave the seeds behind which could then be pressed into a cake and left to cool and dry.

Cameron intended to produce two tons of cake and half a ton of oil per day, giving employment to a considerable number, and to sell the oil for 3s 3d per gallon, compared with the current trade price of 4s 9d.<sup>189</sup> Ten days after the factory started operation, the *Launceston Examiner* announced that Cameron had forwarded to them samples of crushed linseed, crushed linseed cake, linseed cake and linseed oil which could be viewed at its office.<sup>190</sup> It is difficult to say how successful the factory was; it appears to have closed about 1925 or 1930, although by then it was probably only used to produce linseed cakes as cattle feed, as only thirty to forty acres of flax were grown.<sup>191</sup>

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## CHAPTER 4 - APPAREL

### 4.1 Leather

The earliest known tanning business in Deloraine was that carried on by Edward Newton and William Stamford as tanners, curriers and fellmongers, but the partnership was dissolved in 1855 with Joseph Carr as a witness.<sup>1</sup> Stamford carried on the business, occupying a tannery on West Parade between 1859 and 1862 and a shop in Emu Bay Road; in 1861 he advertised that W.E. Stamford of the Deloraine Tannery wanted strong workmen as shoemakers, and he would give twenty shillings for each pair of Wellingtons and Napoleons and eight shillings for lace-ups and Bluchers.<sup>2</sup> When Stamford left in 1862, James Butterworth leased that tanyard until at least 1865, possibly till 1870 which is when he last took out a tanner's licence.

Joseph Carr (the witness mentioned above) was a shoemaker in 1856<sup>3</sup> but he branched out on his own in 1861 as a tanner and currier with a business in Barrack Street which was evidently quite well known, but he eventually ran into trouble with the law. He was convicted and fined in 1873 for a false entry in his book about a hide he had purchased from two boys who had stolen it, and the pending perjury case so preyed on his mind that he committed suicide.<sup>4</sup>

Other tanners in the 1860's were Patrick Gannon, Patrick Lynch (until 1873) and for a few years, William Abey, also a most successful bootmaker. Two well-known butchers also had tanning licences for many years, John Collins of Alveston 1863-1882 and Jonathan Best 1868-1882, followed by James Best 1883-1892, while Henry Bloch, storekeeper, had licences for many years between 1864 and 1890. At Chudleigh, James Lock ran a business 1864-1873, in the first mentioned year advertising for a good strong boot and shoemaker.<sup>5</sup> Later tanners included John Atwell 1871-1882, Edward Smith 1879-93, (he was a bootmaker in Elizabeth Town throughout the 1890's<sup>6</sup>), Samuel Smith 1883-90 and Joseph Gardner 1891-1903.

The first saddler in Deloraine was George Ready who opened a shop in Alveston in 1860 and conducted a most successful business until he retired in 1892.<sup>7</sup> In 1875 his premises on the Main Road were put up for sale and were described as a four-roomed brick house, shop, store, kitchen, stable and weatherboard store, rented from the late John Bonney for £40 a year.<sup>8</sup> After the sale, Ready moved to Emu Bay Road where he worked for another ten years before deciding to retire. He tried to dispose of his stock-in-trade, but although his shop was described as "doing a first class business"<sup>9</sup> there were evidently no takers for Ready was still there in 1892.

At that time Richard Learoyd bought the business<sup>10</sup> and in 1894 he advertised that he was making a new saddle called the "Stockman's Saddle" which was extensively used in other colonies and was particularly adapted for rough bushwork.<sup>11</sup> In 1910 he was advertising cheap saddles and harness of the best materials with no inferior materials used, and "repairs while you wait."<sup>12</sup> Learoyd continued until 1929 when he bought out Fred Briggs and moved opposite the G.P.O. at 13 Emu Bay Road. In 1932 he was still working having made an enormous number of racing saddles and "the majority of light harness and heavy farm harness in the district."<sup>13</sup> With the advent of the car, Learoyd's business changed somewhat and by the 1930's he was selling sporting goods as well. He advertised that all leather goods could be obtained there and repairs of every sort were done on the premises, with motor car heads and side screens a special feature in the repair shop.<sup>14</sup>



Learoyd's saddler's shop.  
(*Weekly Courier*, May 22, 1919)



His business was still in operation in 1939.

Another long lasting saddlery business was carried on by Michael King for Edward Newton, who had been one of the first tanners in Deloraine. After Newton had left Deloraine in 1855, he had gone to Longford and then Cressy,<sup>15</sup> and by 1877 his firm of Newton and Sons had opened a branch in Deloraine, firstly in Joseph Carr's old shop in Barrack Street, and by 1881, in their own shop in Church Street. By 1888 Michael King was listed as the occupier of their shop, and as he was in Deloraine as early as 1872 as a tanner, it seems likely that he ran the business for Newton from the beginning.

In 1885 E.E. Newton and Sons, the "Cressy, Longford and Deloraine Boot, Leather and Saddle and Harness Makers" advertised: "Boots and Leggings made to order in any style. Every article made of the best material, and a good fit, with ease and comfort guaranteed." Ladies and gentlemen were urged to give them a trial.<sup>16</sup> King continued in the business until 1912 when he was followed by Patrick King (presumably his son). The latter was later only a boot repairer, working in 79 Church Street<sup>17</sup> and this may well have been where the business began in 1881.

Fred Briggs set up as a Saddle and Harness Maker opposite the G.P.O. in a shop owned by Furnages in 1919. In 1922 he advertised: "All Saddlery Requisites always on hand. Repairs promptly attended to. Large stock of Travelling Rugs, Motor Rugs, Suit Cases, Hand Bags etc. Motto "Punctuality and Despatch!"<sup>18</sup> Briggs was known as a repairer rather than a saddle maker and did not have the reputation as a craftsman that Learoyd did. The business closed when he was killed in a road accident, and Learoyd bought it.<sup>19</sup>

There appear to have been only two other saddlers in Deloraine. John Tevelien, a long-established Launceston saddler, set up business in Emu Bay Road in 1862, but seems to have stayed only about a year. And in 1893 P.W. Johnstone started out as a saddler, and collar and harness maker next door to the Post Office,<sup>20</sup> shortly afterwards announcing that repairs would be neatly executed and with despatch and with a great reduction in price.<sup>21</sup> The following year the local newspaper reported that "we have seen a set of pony buggy harness made ... by Mr. P.W. Johnstone, which for neatness and workmanship reflects great credit on the maker,"<sup>22</sup> but Johnstone must have found the competition too strong for he gets no further mention.

There were at least forty boot and shoe makers in the Deloraine municipality at various times, often just operating from their homes to supplement their income from other sources; for example, Charles Clarke (1880-1891) was also a baker (See Chapter 2.2) and W.J. Lewis of Chudleigh (1921-26) was also a farmer. As would be expected, bootmaking was also closely allied with tanning and occasionally saddlery. The earliest shoemaker of whom there is a record was William Williamson whose career terminated abruptly in 1846 when he was killed in a drunken fight.<sup>24</sup> The next earliest was Owen McCarthy who in 1853 advertised for three strong and one light workmen as shoemakers,<sup>25</sup> but in 1857 he was charged with the murder of an old man who lived with him and so presumably his career was also cut short.<sup>26</sup> Then there was Joseph Carr who later killed himself. Less dramatic early shoemakers were George Cope (1855-58) who only went bankrupt,<sup>27</sup> Patrick Lynch (also a tanner) at Elizabeth Town from 1859 to at least 1871 when he is reported to have had an apprentice<sup>28</sup> and Samuel Ardley who had a shop in Emu Bay Road 1865-69, but was in Deloraine from at least 1860.

William Abey was one of the most long-lasting of the early bootmakers. When he died in 1900 his obituary mentioned that he had been resident for about forty five years,<sup>29</sup> which would make his date of arrival 1856, and from 1860 he rented a shop in Barrack Street from John Grigg, buying it in the mid-1870's. By 1880 he was also a farmer and in 1896 he described himself as a leather and grindery merchant,<sup>30</sup> so perhaps he was not involved in shoemaking in the latter years of his life. Abey was also warden for a long time.<sup>31</sup>

Another bootmaker with similar name was William Abel, who stayed seven years in Elizabeth Town and then moved to Deloraine in 1890, working in Barrack Street until 1902 when a severe operation to his throat caused him to retire.<sup>32</sup> In 1894, Abel had advertised: "Boots and shoes to order at the shortest notice, workmanship and fit guaranteed, repairs promptly executed at moderate charges."<sup>33</sup> His son Victor carried on a shoe business at 37 Emu Bay Road, his other sons Cyril and William being painters.<sup>34</sup>

Other long lasting shoemakers were Fred Owen (1889-1919) who worked in a cottage owned by T. Carr in Barrack Street (which could have been the one owned by Joseph Carr in the 1860's); Arthur Scott (1889-1902) and Peter Clengliffer (1885-1897), both of whom were also in Barrack Street, and Michael King jnr. son of the saddler, who worked from 1895 to 1916.<sup>35</sup> Outside Deloraine at Chudleigh there was Francis Briscoe (1877-1922) who from 1900 owned a shop on the corner of Sorell and Burnett Streets and Thomas Smith (1901-1938 at least).<sup>36</sup> Mole Creek had B. Langley, who also had hire cars, from 1908 to 1928, while Elizabeth Town had Edward Smith 1885-99.<sup>37</sup> Later bootmakers in Deloraine such as F.E. Dermer and Alfred de Jersey (both in Emu Bay Road) tended to be boot repairers, although Dermer did make special boots if required.

## 4.2 Clothing

Tailors and dressmakers are somewhat like shoemakers: as they usually operated from their homes or else worked in one of the large general stores they are difficult to track down. The following account, therefore, is only of those who saw fit to advertise themselves.

As early as 1858, W.C. Hayes advertised for a tailor at his Deloraine store, demanding "a steady respectable man who has a thorough knowledge of his business in all its branches."<sup>39</sup> The earliest tailor known was Richard Edgcombe who evidently had difficulties in obtaining payment; in 1859 he announced that he had moved from Alveston to Cotehill "where orders will be thankfully received, but [he] wishes to say he will not do any work for any landlord on the Alveston side of the bridge, having to pay too dear for trusting and leaving to publicans for payment."<sup>40</sup> A few days later he asked for Mr. Fred Roscoe to call and pay for a suit of clothes within twenty-one days, or he would sell it.<sup>41</sup> By 1860 Mrs Thomas Andrews was dressmaking at Alveston, staying until 1871, while William Clarke, tailor, had arrived by 1861 and was still there in 1867;<sup>42</sup> operating from Alveston House, he assured his customers that orders would be punctually attended to.<sup>43</sup>

There is then a gap in the records, In 1911 three tailors were advertising in Deloraine. W.A. Hodkinson, "Practical Tailor and cutter" announced he could make suits to measure with up to date style for 35 shillings, and urged customers to write for his sample and self measurement forms.<sup>44</sup> Later that year he advertised: "A Suit that suits. You will get it better and cheaper from W.A. Hodkinson, the Premier Deloraine Tailor. A splendid range of new samples to choose from."<sup>45</sup> Hodkinson had a shop in Alveston in 1907 but he is remembered to have had a shop later on in the laneway between the Deloraine Hotel and Bonney's Inn in West Parade.<sup>46</sup>

In the advertising war of words, Fred Parsons retaliated with: "He who hesitates is lost. Order your Easter suit now. Parson's(sic) the Tailor."<sup>47</sup> Parsons had a shop at 23 Emu Bay Road in 1906 and was there until 1917. J.P. Sheehan was the third tailor, who invited people to: "Come and get your Easter suit made by first class workmen at J.P. Sheehan's. We make a specialty of Ladies Work. C/- Hannah, The Shoeman."<sup>48</sup> Jeremiah Sheehan was in Deloraine by 1910 and stayed at least until 1916, occupying a shop in Emu Bay Road.<sup>49</sup> Also in 1911, Furrage's Don Store sold suits made to measure, assuring customers that "You can't go better than go to the Don Store."<sup>50</sup>

There were several dressmakers who worked for a number of years, the longest serving appearing to be Mrs. Eliza Rookeley of Elizabeth Town, who started out in 1896 as a "costumiere" but soon became just a plain dressmaker, working until 1926. Others included Miss Alice Scott (1899-1911), Miss Ada Allen (1913-1924), Miss Hilda M. Blazely (1924-1938 at least) and Miss U. Hardy (1921-1938 at least).<sup>51</sup> Miss Oxbrow and Miss Grigg had a sewing workshop in one of the old houses opposite the Bush Inn, Grigg being a qualified tailoress and therefore able to make men's serge suits. They employed two or three people. Nearby Miss Susy Stroud also worked.<sup>52</sup>

There was one large clothing factory in Deloraine, J.P. Sullivan's in Bennett's old store in Emu Bay Road, now the Sewing Box Museum. Sullivan had a general store in Church Street in 1893, later moving to large premises in London House in Emu Bay Road. About 1929 his son Reg began the clothing factory. Arnold Cox came from Hobart to install the sewing machines and he stayed as chief cutter, while three Curran brothers operated the pressers.



This building housed J.P. Sullivan's  
Clothing Factory in the 1930's.

Forewoman was Mrs. Maisie Peters and all of these employees worked downstairs. Upstairs were two long benches running the length of the building with about forty sewing machines arranged each side, ten to a row. On one bench worked the less experienced girls making men's clothes such as work trousers and grey flannel underclothes, while on the other bench were made ladies' frocks, generally of good quality although not after - five wear. The garments were sold at Sullivan's Store in Deloraine and Launceston. In 1937 Sullivan moved the factory to Frederick Street, Launceston, just behind Morton House, and it later became Worths Pty. Ltd.,

#### 4.3 Watchmakers and Jewellers

The bestknown watchmaking business in Deloraine was carried on by the Woodberry family, sons and grandsons of John Woodberry of Bowerbank. The first to begin was Ernest with a shop in Emu Bay Road. By 1889 he was announcing that Mr. J.C. Edgar would be his agent in Westbury and "any watches, clocks, jewellery etc. left with him will have [Woodberry's] best attention,"<sup>54</sup> and in December that year he told his customers that he had all sorts of Christmas presents, with "a splendid assortment of gold and silver jewellery, clocks and watches."<sup>55</sup>

By the following year, however, Woodberry was forced to give up the business because of ill health and it was bought by his brother Septimus,<sup>56</sup> who in 1894 advertised that he had "an extensive and costly plant" and was prepared to do any sort of work in the watchmaking and jewellery trade, including turning new balance staffs and putting in new cylinders.<sup>57</sup> Ernest returned to watchmaking in 1895, building himself a shop in Emu Bay Road in 1898 near the Empire Hotel.<sup>58</sup> It was at this time that Septimus became a miller at Bowerbank (See Chapter 2.1). Watchmaking was not enough for Ernest Woodberry, for at various times he was also a property developer,<sup>59</sup> a taxidermist (1894-95), a livery stable owner (1902-5 - see Chapter 5.3), a fruiterer (1909-11) and an auctioneer (at least 1905).<sup>60</sup>

Around 1900 Woodberry built quite a few buildings in Emu Bay Road, including the Empire Hotel (with Charles Fawkner) and a bakery (See Chapter 2.2), but he and Fawkner, the licensee of the Hotel, did not get on, and in 1905 he invited tenders for all his properties, including the "goodwill of the well-known Watchmaking and Jewellery business so successfully carried on" which had been established fifteen years and had no opposition.<sup>61</sup> By June he was able to announce that Mr. H. Jordon from the north-west coast now controlled the business.<sup>62</sup> However, he still called himself a watchmaker until 1911.<sup>63</sup>

Meanwhile Septimus came back into the trade by at least 1903, renting a shop at 42 Emu Bay Road, which in 1921 was taken over by his son Eric, although Septimus appears to have continued working there until 1939 at least.<sup>64</sup> Eric continued managing the shop until his retirement, and he has only just died. (1985)<sup>65</sup>

The only other known watchmakers were Julius Crossy (1865-67),<sup>66</sup> R.J. Hambleton (1896-99)<sup>67</sup> and Harold Hepworth from 1931 onwards, who was also a gunsmith and had a shop in Emu Bay Road where the turnoff to Mole Creek now is.<sup>68</sup> Edward Bradmore worked at Caveside between 1905 and 1909, and William Sykes at Chudleigh 1903-1909.<sup>69</sup> It is possible a Mr. Holloway was also a watchmaker and jeweller before going bankrupt, for in 1885 the trustees of his assigned stock announced that they were selling 400 dozen tumblers, quantities of clocks, watches, jewellery, boots and watchmaker materials.<sup>70</sup>

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- 56.
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## CHAPTER 5 - TRANSPORT

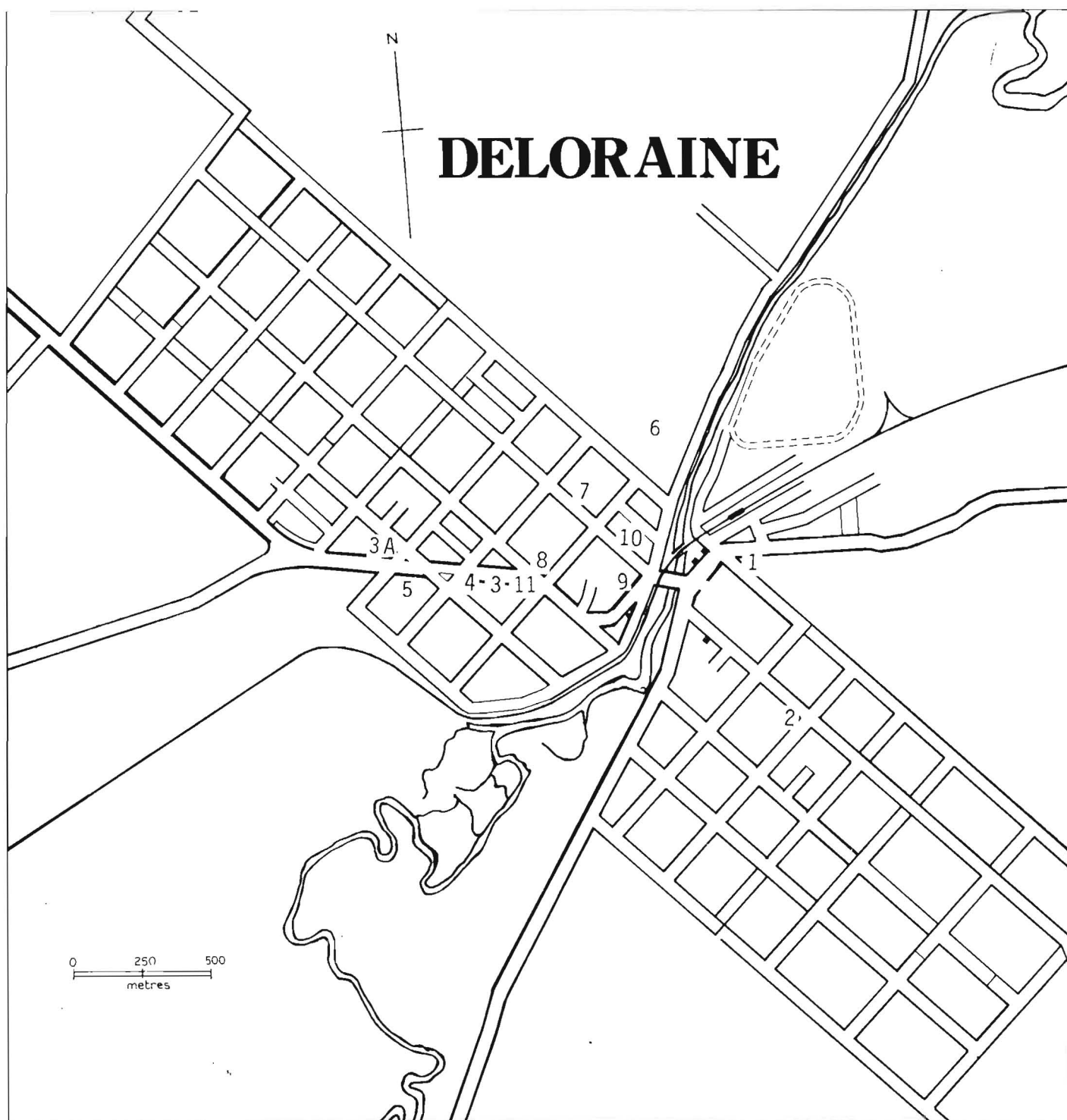
### 5.1 Introduction

As early as 1845 Henry Earswell begged "to inform his friends and the public that he will commence running a commodious and easy four-wheeled vehicle for the conveyance of passengers to and from Launceston, Westbury and Deloraine" leaving three times a week, and "as the proprietor intends driving himself, he hopes by punctuality, attention and sobriety, to ensure the patronage of the public."<sup>1</sup> However, this does not appear to have lasted long; perhaps the notorious Westbury road made the journey too hazardous. The following year Daniel O'Donnell was forced to stop his coach between Westbury and Launceston because of the state of the roads,<sup>2</sup> and a witness in the Supreme Court stated that no loaded dray could go from Deloraine to Launceston and back in less than a week, although the distance was only thirty miles.<sup>3</sup>

In 1849 the inhabitants of "the Westward" met to discuss how to spend the money from the Dog Tax which was to go on roads, and it was decided on the motion of A.F. Rooke to spend it all on the road between Deloraine and Carrick,<sup>4</sup> so that by 1850 coaches were once again on the road. Richard Baker had a chaise cart, the "Red Rover",<sup>5</sup> and Roddam Douglas had a shay cart which met his coach from Launceston to Westbury and took the passengers on to Deloraine.<sup>6</sup> The following year Douglas had a coach going the whole way,<sup>7</sup> as did Thomas Turner and Baker.<sup>8</sup>

In 1852 Messrs Lyall, Pascoe, Motton and Thomas notified that they had bought the whole of Douglas' coaching establishment on the Westbury and Deloraine road<sup>9</sup> and when a few months later pressure of business induced them to sell, they had four horses, three 4-horse coaches, and two breaks.<sup>10</sup> However, "at the earnest solicitation of many of the inhabitants of the westward districts" they decided not to dispose of the business.<sup>11</sup> But in 1854 Edward Ayton and Henry Wells began a new coach, "The Shamrock",<sup>12</sup> and two months later they announced they had bought Pascoe's entire establishment.<sup>13</sup> In 1853 William Spearman began taking waggons from Launceston to Deloraine for goods,<sup>14</sup> and two years later he bought Ayton's business.<sup>15</sup> There were others on the Deloraine run, but Spearman was one of the longest established. Some time after 1862 he amalgamated with James East who had the Royal Mail Coach,<sup>17</sup> and Spearman and East's coaches left Launceston twice daily at least by 1867.<sup>18</sup> By 1881 Spearman was on his own again and he was certainly still operating in 1887.<sup>19</sup>

Huett's also had a coach between Deloraine and Latrobe at least from 1881 to 1887<sup>20</sup>, although they may have been the firm who ran this service by 1867,<sup>21</sup> while Daniel Picket ran a coach from Chudleigh to Deloraine.<sup>22</sup> The advent of the railways put the coaches out of business, although in 1894 there were still two licensed carriers carrying goods in waggons.<sup>23</sup>



TRANSPORT - Blacksmiths and Coachbuilders. Map 2

1. John Thomas's smithy
2. William Betts' last smithy
3. William Eade II's smithy
- 3a. William Eade II's last smithy
4. Frederick Eade and William Eade III smithy
5. Alexander Robertson's workshop
6. John Edgecumbe (Cotehele)
7. John Grigg's workshop
8. Christopher Grigg's smithy (later Brennan's)
9. William Walker's smithy
10. Walter Slater's coachbuilding establishment (later Huett's)
11. Henry Crocker's coachpainting establishment

## 5.2 Blacksmiths and Coach builders

"It is said," the *Cornwall Chronicle* observed in 1872, that "the first signs of a civilised settlement are - a blacksmith's shop, a lock-up and an inn."<sup>24</sup> By this definition Deloraine was civilised by the mid - 1840's, and over the years it became extremely civilised for there were over one hundred blacksmiths operating at various times in the municipality. Some were small businesses lasting not much longer than a year, a few were large coach building establishments. This study will mention only the most significant.

According to Griffin, the first blacksmith in Deloraine was John Thomas who had his smithy in what is now the back yard of the Bush Inn in Alveston some time in the early 1840's.<sup>25</sup> Legend has it that James McArthur, owner of Alveston, was losing his blacksmith who was getting a ticket of leave, and he gave him a piece of land and built a cottage and smithy on it on condition that he always kept a forge<sup>26</sup> and this was Thomas. In 1848 Thomas built the Bush Inn nearby, and by 1851 he decided to let the blacksmith's shop, "now doing a first - rate business," also selling the stock of iron, steel and seasoned woods of every description. "To any person of industrious habits, and who can command a small capital," he enthused, the above well-known business should prove a future."<sup>27</sup> Thomas did well: in 1853 he relinquished the Bush Inn, having "made a competency in four years"<sup>28</sup>. However, in 1854 and again the following year he advertised for a wheelwright, which may indicate that he had returned to blacksmithing,<sup>29</sup> although in 1856 he described himself as a builder.<sup>30</sup>

The second blacksmith to open in the 1840's, also at Alveston, was Joseph Cox who had come out from England under an engagement to Lieutenant Pearson Foote, owner of Calstock.<sup>31</sup> Cox later went into farming, but a Philip Cox was a smith in Alveston between 1865 and 1869. By 1846 William Betts was working with Cox snr.<sup>32</sup> and in 1894 Griffin could write that he was one of the best known blacksmiths (along with William Eade) in early Deloraine.<sup>33</sup> Betts, a farrier and part-time vet,<sup>34</sup> by 1858 had a smithy in Barrack Street, and although for a few years in the 1870's he rented a workshop in Parsonage Street, by 1880 he had returned to Barrack Street on the western corner of Barrack and Pultney Streets<sup>35</sup> and he stayed there until his death in 1897 aged 79.<sup>36</sup>

William Eade, also a farrier, owned his own house by 1856 and was leasing land to another, so it is probable he had arrived some years earlier.<sup>37</sup> In 1860 his smithy was in Emu Bay Road but from 1863 till his death in 1893 he had a workshop in Church Street, while for a few years in the 1860's he also operated occasionally at a smithy at Hill Top, 100 metres to the east of "Cheverton's" driveway but on the opposite side of the road to Elizabeth Town.<sup>38</sup> Eade was reputed to have made the nails for Bowerbank and the wrought iron spikes for the inside of the chimney, which would put his date of arrival at least by 1854.<sup>39</sup> He was also looked on as the local dentist<sup>40</sup> and fix-it man; the story is told that he tried to mend pewter mugs by soldering them and then wondered why the holes kept getting bigger instead of smaller.<sup>41</sup>

Eade was followed by three more generations of Eade smiths in Deloraine. His son, also called William, was operating by 1873 with his father, although by 1879 he also operated a smithy at 102 Emy Bay Road next to the Commercial Inn (now the Deloraine Museum). In 1890 it was reported in the *Daily Telegraph* that William Eade was building a workshop in Emu Bay Road further up the street from the Commercial Hotel (the Church of Christ now occupies the site) to



The two Eade blacksmith shops, Emu Bay Road

provide additional room for his fast growing business of blacksmith and wheelwright.<sup>42</sup> Eade snr. may well have helped his son build this two forge shop,<sup>43</sup> but a few years later the father died and Eade jnr. carried on alone. Griffin referred to his "extensive business establishment," calling him "one of our best known and respected tradesmen," and then, waxing poetical, "whose anvil rings from early morn till dewy eve."<sup>44</sup> Eade's anvil stopped ringing in 1920, although the shop was later used by Leslie Bye.<sup>45</sup>

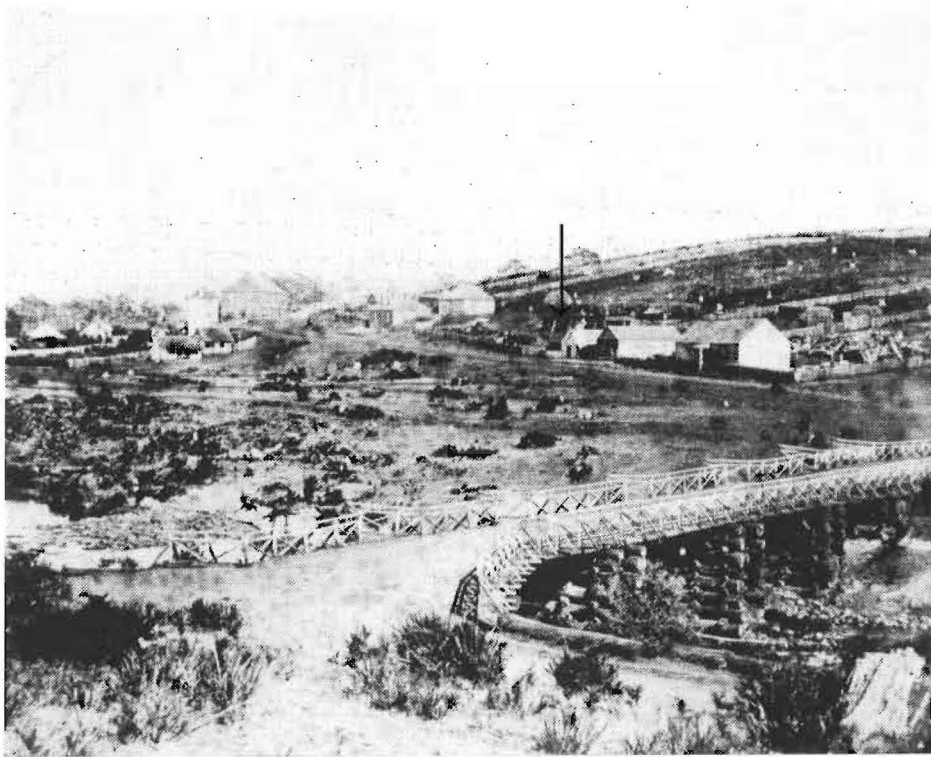
Meanwhile, the third generation, represented by Frederick, was in full operation. Frederick originally worked with his father but the two did not get on very well and in 1908 he borrowed the money to build a small shop at 108 Emu Bay Road which is still there.<sup>46</sup> A farrier like his grandfather, Frederick Eade spent 65 years shoeing horses at the Deloraine racecourse, and he was so fast he could shoe three horses to other people's one. One of the reasons for his great speed was that he drove the nails by sound without looking. His son, William "Cobber" Eade, recalls that on the racecourse if they were especially busy, the two of them would shoe a horse at the same time, taking diagonally opposite feet and great care not to topple the horse over.<sup>47</sup>

In 1920 at the age of 14, "Cobber" Eade became the fourth generation of the Eade family to be a blacksmith in Deloraine, branching out on his own in 1936 and building a large workshop at 110 Emu Bay Road next door to his father's. The sign still there reads: "W.O. Eade, General Blacksmith, Electrical and Oxywelding, Farrier, Wrought Iron Gates and Fences." Most of Deloraine's churches have some of his iron work and the racecourse has the Frederick Eade Memorial gates built in honour of his father. Eade retired in 1974. Other members of the Eade family also worked as smiths for periods in Deloraine, but they moved away.<sup>48</sup>

To return to early Deloraine, other early blacksmiths were a Mr. Larkham, who in 1853 was selling the whole of his stock in trade as blacksmith and wheelwright; James Gunton who was working by 1856<sup>50</sup> and continued until he became bankrupt in 1861,<sup>51</sup> moved to Chudleigh and let his Emu Bay Road smithy to Robert Kirk until 1862.<sup>54</sup> By 1864 Tipper was back in Deloraine, and from 1869 to 1874 he worked at the Hill Top blacksmith's shop previously used by William Eade.

Alexander Robertson, millwright, engineer and agricultural implement maker, had arrived by 1854 and was advertising ploughs and harrows which he was importing. In 1855 he published a series of letters from people at "Calstock" and "Bentley" extolling the virtues of the harrows and ploughs he had sold them, although it appears he was selling them rather than making them,<sup>56</sup> and as well as hiring or selling winnowing and other agricultural machines, he was trying to make ends meet by selling an odd assortment including builder's materials, nine tons of potatoes and coloured land plans of Deloraine.<sup>57</sup> He does not appear to have been Deloraine's most successful businessman, and in 1857 he was taken to court to obtain payment of a bill.<sup>58</sup> But shortly before, he had seen the writing on the wall, giving up the business and selling his blacksmith's tools,<sup>59</sup> and the following year he sold nine acres bounded by Goderick, Towerhill, Moriarty and Beefeater Streets with his workshop on it.<sup>60</sup>

Another mechanical engineer was John Edgecumbe of Cotehele (also called Cotehill) who manufactured threshing machines and other agricultural machinery.<sup>61</sup> In 1857 John Whitehead was selling a cleaning machine made by Edgecumbe. This Edgecumbe was in Deloraine by 1841,<sup>62</sup> and by 1844 he had machinery for he told



Walker's blacksmith shop in the early 1860's



An early waggon, attributed to Walter Slater,  
but possibly earlier.  
(Trevor Johnstone)

Griffin that in March that year there was such a high flood that the bridge was damaged and a threshing machine they had been using at Bowerbank was only with difficulty brought home.<sup>63</sup>

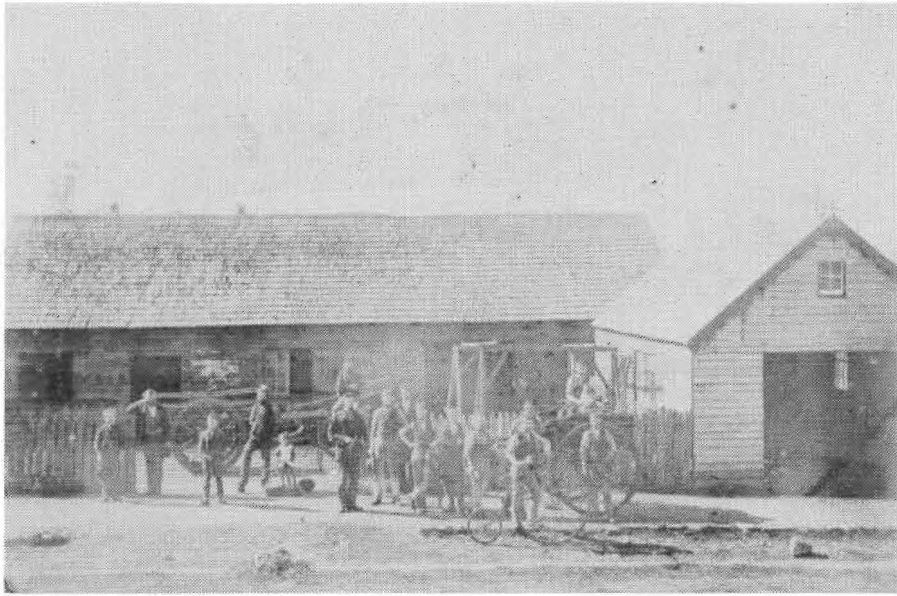
Another long lasting family was the Grigg family. John Grigg, carpenter, had arrived in Deloraine by 1855 (See Chapter 3.6) but by 1867 he was calling himself a wheelwright, with a workshop at 27 Barrack Street.<sup>64</sup> In 1885 John Grigg died after a long and painful illness, aged 74,<sup>65</sup> and his son, also John, took over the business. John Grigg, jnr, rented a shop in 1876 from Joseph Grigg which he later bought, but he sold it in 1882 and went to Perth, returning on the death of his father. He worked at the shop until about 1916, when he too fell severely ill, and after that he did very little, selling the shop in 1921. His son William worked with him until the workshop closed when he became a painter,<sup>66</sup> while another son, Christopher, built his own blacksmith's shop at 75 Emu Bay Road in 1907.<sup>67</sup> In 1914 this was taken over by Michael Brennan who operated as a smith and farrier there until the Second World War.

In 1862 William Walker started his blacksmith business in Emu Bay Road in a smithy owned by R. Kirk, which could mean that it was the one built earlier by John Tipper (see above), and it soon became "one of the most extensive blacksmithing and wheelwright's businesses in Deloraine."<sup>68</sup> In 1875 he was advertising for a good general blacksmith, a striker and an apprentice,<sup>69</sup> so he must have employed quite a few people. In 1874 the *Cornwall Chronicle* correspondent reported that at one time in the preceding week there had been eighteen ploughs there waiting for repairs,<sup>70</sup> and the following year he spoke of "what to me appeared a first-class wagon" which Walker had sent off to a settler in Kentishbury.<sup>71</sup> Walker retired from the business in 1882 "having supplied most of the farmers with their implements,"<sup>72</sup> leased the Temperance Hotel (Bonney's Inn) for two years, and then moved to Northwood when he bought Roberts' sawmill (See Chapter 3.4). His son William was for a time a wheelwright there.<sup>73</sup> The Emu Bay Road smithy was occupied by Thomas Barber (1882-91), Thomas Bailey (1892-93) and Frank Fitzpatrick (1893-96), and then stayed empty until 1898 when E.A. Woodberry demolished it in order to build shops and later the Empire Hotel. (See Chapter 4.3).

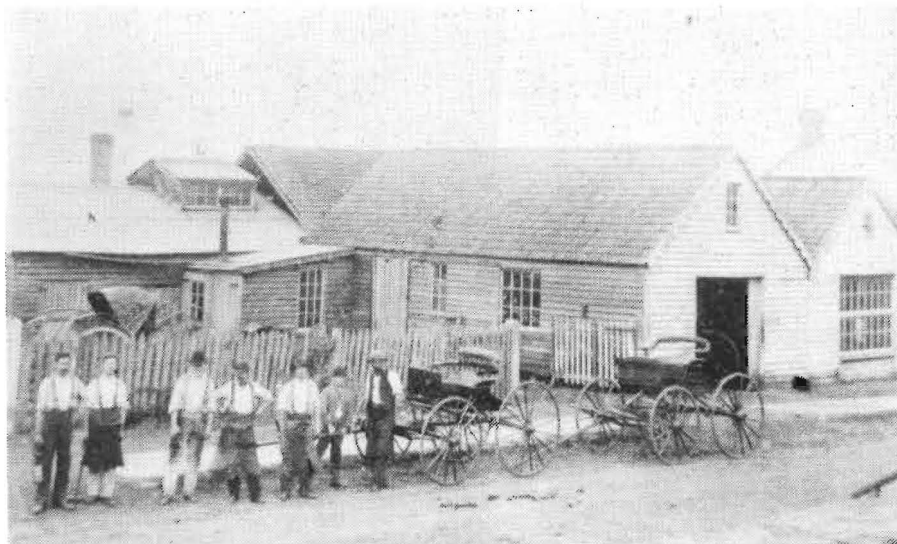
Another long-lasting wheelwright and coachbuilder was James Oswin who began business in 1876 and in 1879 moved to a site in Parsonage Street where he remained until 1928. In 1888 he complained to the Road Trust about the bad state of Parsonage Street between Barrack Street and Westbury Place,<sup>74</sup> so it seems likely his workshop was somewhere there.<sup>75</sup> In 1882 he was given the contract to build a bridge over the Meander River at Cheshunt for £385 and again in 1901 he painted the grandstand at the recreation ground,<sup>76</sup> so perhaps wheelwrighting was only a sideline for him. From 1888 to 1905 Joseph Brown had a smithy in the laneway between the Deloraine Hotel and Bonney's Inn, and when he died in 1912 "sincere regret was expressed on all sides."<sup>77</sup>

By far the largest blacksmithing establishment was that run by Walter Slater at 13 Barrack Street. At the age of nine Slater came out to Tasmania in 1855 in the "Whirlwind" with his father, G.P. Slater, who was the miller at Bowerbank, (See Chapter 2.1), and by 1872 he had served his apprenticeship and opened his own smithy. Three years later he was advertising for a wheelwright, a "good general workman,"<sup>78</sup> and when he again advertised in 1890 for an experienced wheelwright, he could assure prospective applicants that there was constant work.<sup>79</sup> By 1892 he was calling himself a coachbuilder, and by 1899 he was a coachbuilder, wheelwright and agricultural implement maker,<sup>80</sup> and his





Slater's coachbuilding establishment,  
Barrack Street.  
Slater is standing to the left of the little girl.  
(Trevor Johnstone).



Slater's coachbuilding establishment  
in later years. Slater is on the right.  
(Trevor Johnstone)



"workshop, smithy etc" was rated in the Assessment Roll as being worth £650.

The original building was gradually added to over the years. Initially all spokes for wheels were turned on a hand lathe, evidently a useful activity first thing on a winter's morning for warming the men up. Later a steam engine was installed to turn the lathes (for which another building was added), and there was also a steam "cylinder" used for bending the backs of buggies and other wood under steam and pressure. Later still another building was added in front for painting the waggon, and at its peak the business operated three forges<sup>81</sup> and there were up to twenty people working there,<sup>82</sup> including Slater's son Arnold as coachpainter and Michael Brennan as blacksmith.<sup>83</sup> By 1894 Griffin could say that Slater was able to "turn out vehicles equal to anything manufactured in the city,"<sup>84</sup> while Slater's grandson remembers that he also did work for the Melbourne trams.<sup>85</sup>

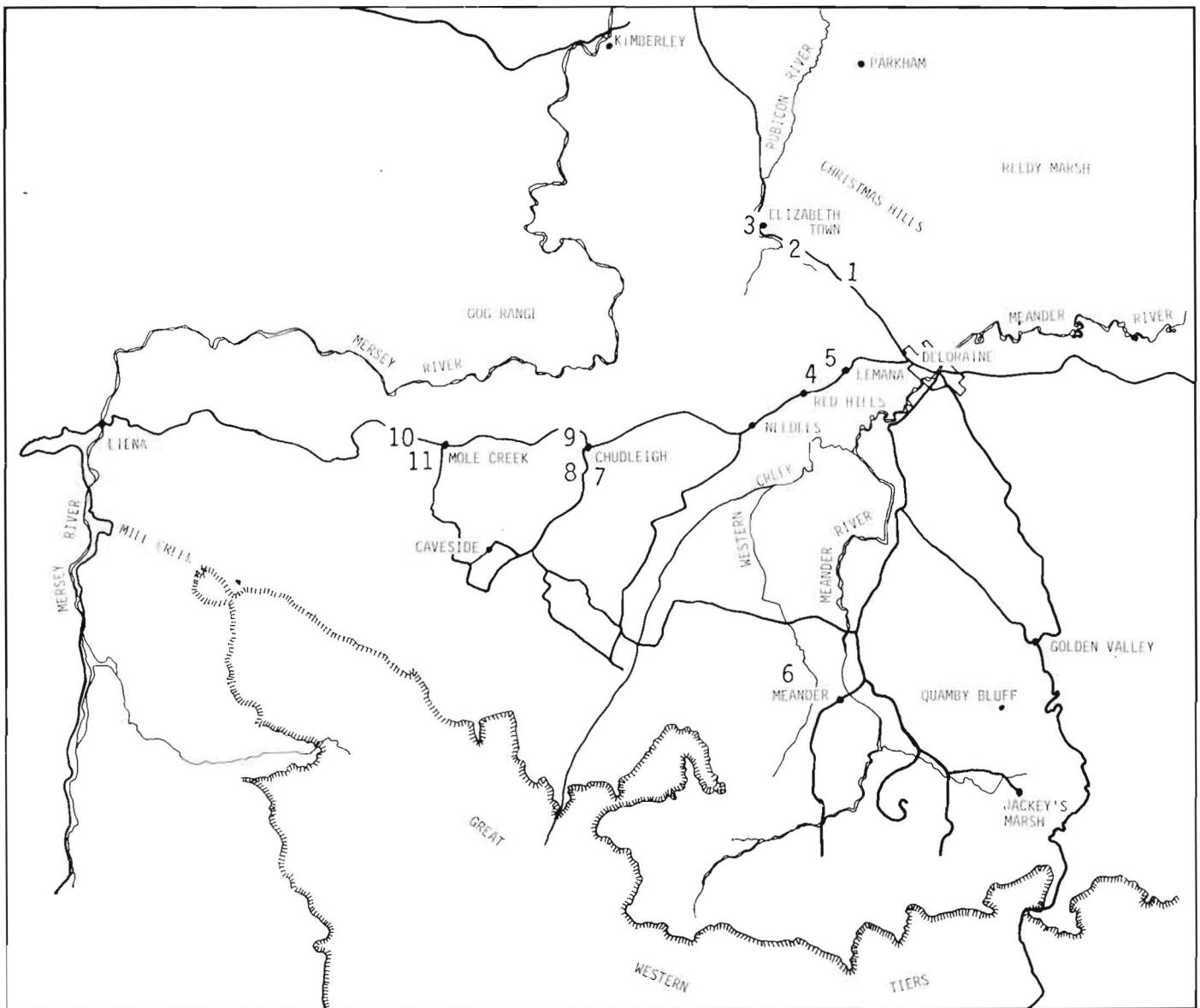
In 1911 John Huett (son of the Huett who used to run coaches to Latrobe - see Chapter 5.1) announced he had bought "the Coachbuilding and general blacksmithing business, so successfully carried on by Mr. Slater,"<sup>86</sup> although as the age of the car had arrived the coachbuilding side of the business became less and less important. Huett's son, R.G. Huett, carried on the business and finally sold it in 1950.<sup>87</sup>

Another name associated with coaches was Henry Crocker. According to the 1931 *Cyclopedia of Tasmania*, Crocker was a son of Henry Crocker of the Launceston coachbuilding firm, and after serving his apprenticeship with Mr. Easter of Launceston he commenced coachbuilding in Deloraine about 1890.<sup>88</sup> However, his son says he did not build coaches but painted them, working for Slater, and Crocker did describe himself as a coachpainter at the time,<sup>89</sup> although he could import jinkers from Melbourne or from his uncle in Launceston.<sup>90</sup> About 1910 Crocker built a shop at 90 Emu Bay Road and about this time his son started working for him as a coachpainter there, occasionally doing odd jobs for Huett's.

Crocker senior soon gave up the painting and became a produce merchant,<sup>91</sup> although he hired out horses and carts for a time, but his son used to do coachpainting for three or four months when he came home every summer from his job in Sydney. He recalls that it took about a week to paint a coach, with a coat of primer and half a dozen coats of paint with a rub down between each and finally a coat of varnish. The paint was quick to dry, taking only a few hours, but the varnish took two days. Crocker, jnr, stopped doing coach painting about 1930 because he did not like smelling the fumes.<sup>92</sup>

Each of the outlying towns in the municipality also had its own blacksmith. James Nairne had a smithy at Elizabeth Town in the early 1850's, just past fellow Scot William Bonnily's "Forest Hall" though on the opposite side of the road; (Nairne eventually married Bonnily's daughter). He stayed there until his death in 1881.<sup>93</sup> In 1894 Thomas Cole of Dunorlan revealed that he still had a dray built by Nairne forty years earlier, and it was "one of those honestly constructed conveyances into which no shoddy work was allowed to enter." The dray had been used for many years to carry wheat, butter and other produce to Launceston and was still able to carry a load.<sup>94</sup>

Nairne's smithy was bought by George Shadbolt who occupied it for two years before leasing it in turn to John King (1883-86) and George O'Geary (1886-87). In 1887 George Medwin announced that he had leased the blacksmith shop known as Nairne's and proclaimed: "The business will be carried on in all its branches under my own supervision. Ploughs and agricultural implements a



TRANSPORT - Blacksmiths and Coachbuilders. Map 1

1. Hill Top smith
2. Nairne's smith, (later McKenzie's)
3. Evan's smithy
4. Berne's smithy
5. Roger's smithy
6. Proverbs' smithy at Cheshunt
7. Williams' smithy
8. Bellchambers' smithy
9. Charles Davis' wheelwright's shop
10. Chamley's smithy

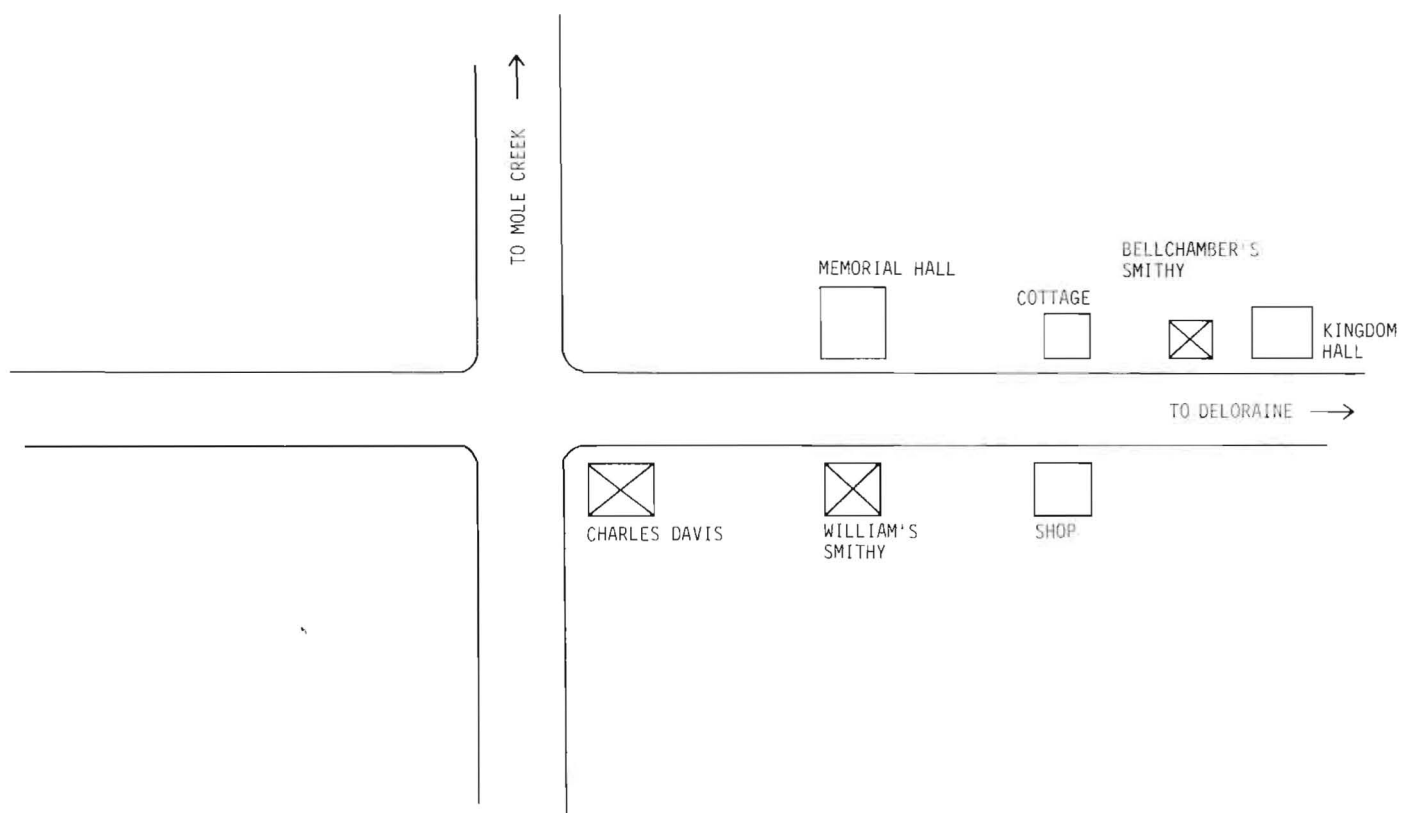
special line. Workmanship guaranteed. A trial solicited."<sup>95</sup> In November 1890 he wanted a strong intelligent boy "at once," but by the following year he had been replaced by Thomas Barber, who had just moved to Elizabeth Town after spending ten years at Walker's old smith in Emu Bay Road, although according to his obituary in 1911 he had come to the district about 1870.<sup>97</sup> Barber bought the shop in 1896 and continued to work there until 1904 when he sold to Edward McKenzie.<sup>98</sup>

McKenzie was related to Barber as his daughter was Barber's niece.<sup>99</sup> He had been working by 1885 in West Parade, Deloraine, and was possibly the son of that Jack McKenzie who had accepted a challenge and tried to shoe a pony that had never been shod, only to find himself flat on the floor with the pony running away towards home.<sup>100</sup> In 1893 Edward McKenzie went to work at Elizabeth Town as a wheelwright,<sup>101</sup> probably with Barber. At some time another smithy was built right next door on the Deloraine side, and from 1918 Edward McKenzie junior worked there with his father, probably sharing the same tyre ring (a big iron plate for wheels) and the big hole in the ground filled with water which was used for cooling the wheel. Later the older smithy was given up, and when in 1935 the older McKenzie died, the younger one moved to Burnie for there was not enough work in the area. Other blacksmiths worked it for a time, including Clarrie Bellchambers, but it stopped about the time of the Second World War.

Another long lasting smithy at Elizabeth Town was owned by the Evans family. Stephen Evans occupied the Hill Top smithy in 1866, but by 1877 he had moved to a smithy on the northern side of the road to the north-west coast just where the road divides at Elizabeth Town. He died in 1895, but his son William carried it on until 1937, although by then he had little business and was also involved in collecting cream from the neighbourhood farms for the Deloraine butter factory.<sup>103</sup> Also nearby were the Cole's. Henry Cole was operating there in 1890, and Alfred Cole, who described himself as a farmer and blacksmith,<sup>104</sup> had a smithy at Rubicon Bridge from 1894 to 1917, which may have been the smithy remembered to have existed at the Elizabeth Town Hotel.<sup>105</sup>

At Red Hills, a much respected wheelwright and blacksmith was Thomas Berne, who established himself there in 1852 and carried on the business until his death in 1885. (His was an unfortunate death: he fell into a ditch one evening near his home, and being old and feeble was unable to get himself out and died from exposure and exhaustion.)<sup>106</sup> Joseph Rogers was nearby at Middle Plains between 1857 and 1868. At Meander, George Proverbs was resident blacksmith from about 1876. His father was the first to take up land in Meander about 1872, and as well as working from 1878 in the smithy on the "Cheshunt" estate (the smithy is now in ruins), George operated as a general smith from his home on the western corner where Barbers Road turns sharply south. When he died in 1905, the *Daily Telegraph* said that "his removal creates a void which will be hard indeed to fill."<sup>107</sup>

Chudleigh had a number of long-lasting blacksmiths. The first of whom there is a record was George Williams who in 1858 advertised for a wheelwright who would get constant employment. Horses were shod on an improved principle, he added.<sup>108</sup> He was still there in 1879, although bankrupt,<sup>109</sup> but by 1876 a smithy in Sorell Street was occupied by John Williams, presumably his son, and in 1881 the latter bought it. The same smithy had been occupied by George Lawson 1864-76. John Williams continued working there until his death in 1923, when his son David took over and worked it with the help of his brother John, and it was still in the family in 1939.



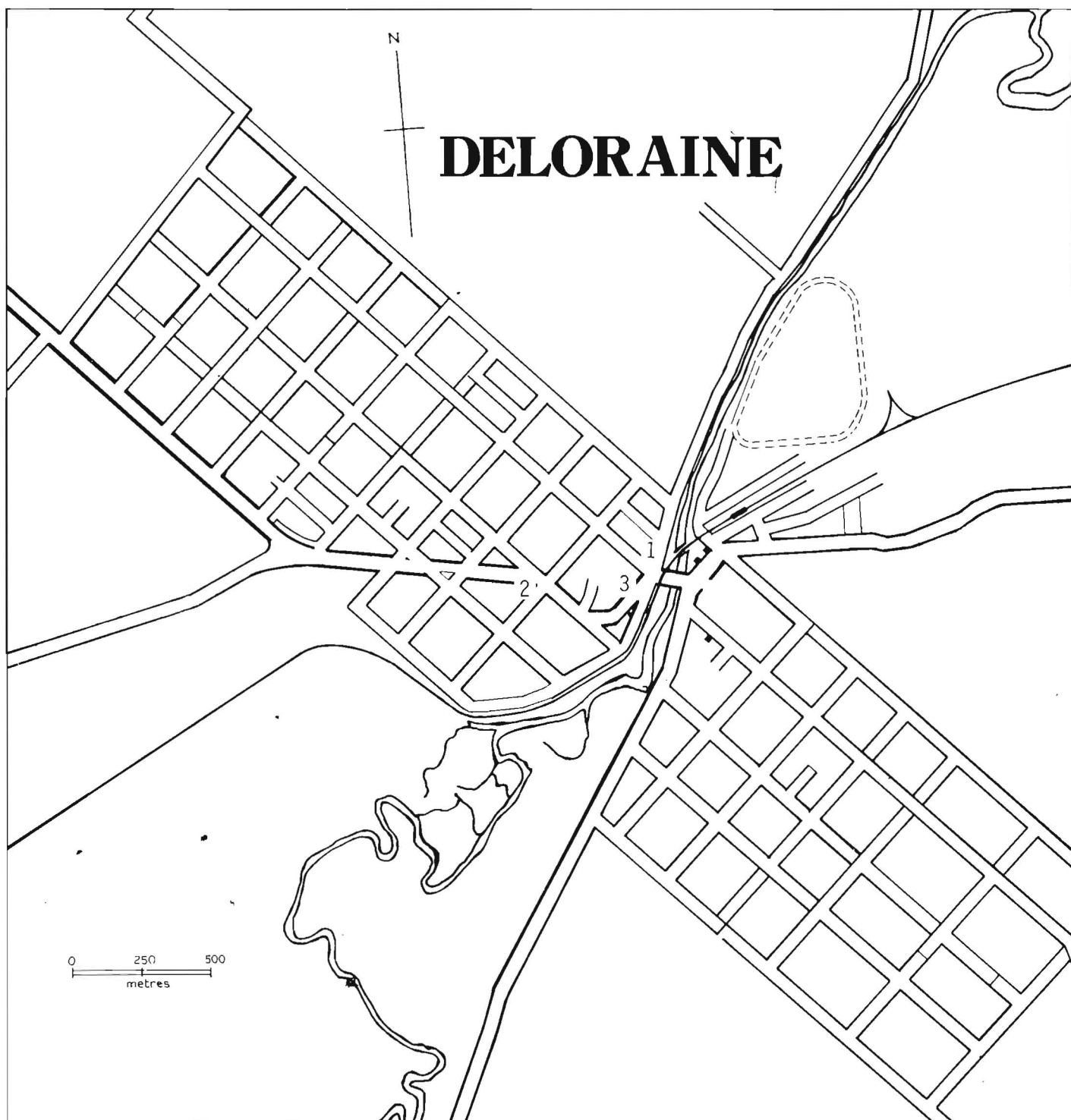
TRANSPORT - Blacksmiths and Coachbuilders. Map 3

Chudleigh Blacksmiths and Wheelwrights

Another blacksmith dynasty in Chudleigh and Mole Creek was founded by William Bellchambers who had arrived in Mole Creek by 1875. Between 1884 and 1894 he had a smithy at Mole Creek, and he died in 1897 aged 78.<sup>111</sup> His son George leased Dan Picket's smithy at Chudleigh from 1876, finally buying it in 1887, and he stayed there until 1918. An invoice to Bellchambers dated 1892 is headed - "Shoeing and General Smith - Edge Tools a Specialty."<sup>112</sup> A whole group of Bellchambers also worked in the area, including Clarence, Alfred (who moved to Kimberley in 1907), John and William who had a smithy at Mole Creek between 1903 and 1906,<sup>113</sup> and George E. Bellchambers who had a smithy at Mole Creek between 1912 and 1918, and from 1918 to 1923 took over his father's Chudleigh smithy, although he used to ride over to Mole Creek twice a week on a bicycle to operate the smithy there.<sup>114</sup>

Charles Davis was a wheelwright at Chudleigh from 1896,<sup>115</sup> leasing a workshop in Burnett Street from 1900 and in 1907 building one at the corner of Sorell and Jones Street,<sup>116</sup> although he also dabbled in other things, as for example when he painted the outside of Chudleigh Hall.<sup>117</sup> In 1903 he appears to have done something new, for he announced that he had just completed his arrangements for carrying on the business of blacksmith and wheelwright.<sup>118</sup> In 1924 the workshop passed to his son. A rather cryptic comment appeared in an 1890 *Launceston Examiner*, where the occasional correspondent from Chudleigh reported that a coachmaker and wheelwright premises was being erected which would meet a long-felt want.<sup>119</sup> He did not say who was building it, but Charles Davis rented his Burnett Street workshop from Walter Davis, and it is possibly Walter who built it in 1890.

Apart from the Bellchambers, Mole Creek had Walter Chamley between 1906 and 1929 in a workshop on the edge of the creek near the Mole Creek bridge.<sup>120</sup> William Howe the builder and sawmiller had a blacksmith's shop between 1900 and 1912, while E.W. Barnard was a wheelwright from 1915 until the Second World War.<sup>121</sup>



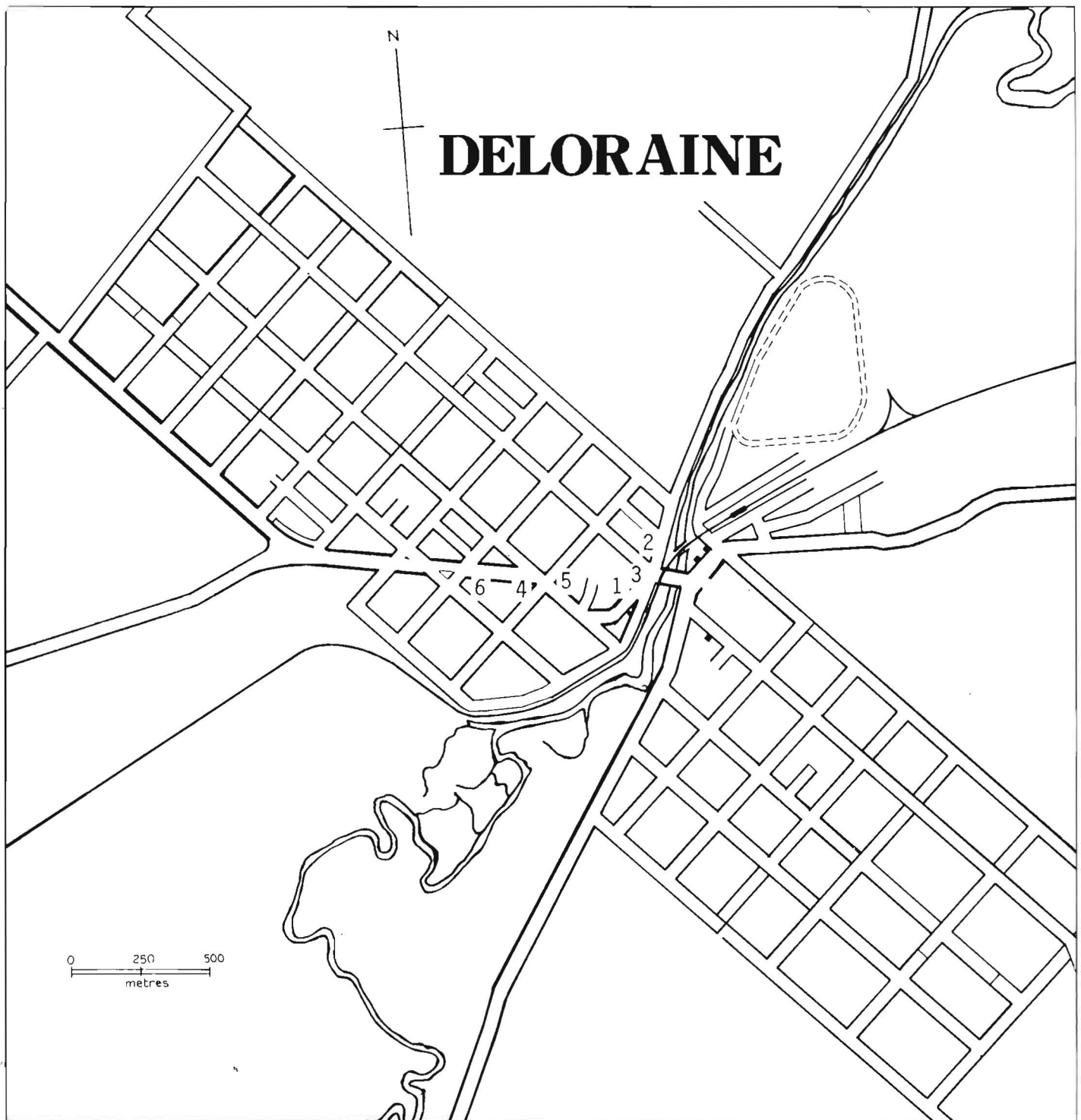
TRANSPORT - Livery Stables. Map 1

1. John Poole's
2. W.F. Gilbert's
3. Ernest Woodberry's

### 5.3 Livery Stables

It is difficult to find records of the livery stables in nineteenth century Deloraine. The larger hotels were almost certain to have them but, if they did, they are not normally listed separately from the hotels. One that was, was John Poole's stables in Barrack Street, behind the Deloraine Hotel (1860-65), later leased by William Motton in the early 1870's. But the best known owner of a livery stable was William Francis Gilbert. In 1895 he was a blacksmith in Barrack Street, but by 1897 he had moved to his own smithy in Emu Bay Road and was leasing a livery stable in Parsonage Street. By 1903 he had given up the blacksmith trade, although he continued to shoe his own horses, and the livery business was on the south-western corner of Parsonage Street and Emu Bay Road.

That year he faced competition, for in December 1902 Soden and Woodberry, the proprietors of the Deloraine Livery and Bait Stables and Tourist Trade Co, begged to inform the public that they had commenced business at the rear of the new Empire Hotel and "respectfully solicit [ed] a fair share of patronage. Picnic, Fishing, Lake and Cave Parties."<sup>122</sup> The stables were later described as fourteen stalls of brick and wood, with harness and groom's rooms, sheds and nearby half an acre of land, along with harness, drags, horses and pony traps.<sup>123</sup> In 1904 Woodberry (this was Ernest, the jeweller) had the stables on his own, but in 1905 he thanked the public for the very liberal support accorded his Livery Stables, and announced that he had disposed of that branch of his business to W.F. Gilbert. Presumably this was just the horses, for he kept the stables open as Bait stables, that is, they were used for feeding the horses of people who were passing through.<sup>124</sup> In 1907 Gilbert sued Woodberry for £25 damages for having, contrary to the terms of an agreement, leased the livery stable to Charles Fawkner (licensee of the Empire) but he failed to prove his case and was non-suited.<sup>125</sup> At the height of his business, Gilbert had 22 horses, 22 jinkers and a couple of wagonettes big enough to take large groups (20 or so) to a football match or a picnic.<sup>126</sup> The *Daily Telegraph*, in referring to a trip to the Lobster Falls in 1906, mentioned that the party used "one of Mr. W. Gilbert's well appointed turn-outs." In 1917 Gilbert converted some of his stables into a motor garage and began hiring cars as well, doing some repair work when required.<sup>128</sup> After his death in 1923, first Cyril Smith (1925-27) then Philip Gilbert (1928) ran the business, but it ceased to be a garage soon afterwards.



TRANSPORT - Bicycles and Garages. Map 1

1. Fowler's cycle shop
2. Horne's first garage
3. Horne's second garage
4. Gilbert's garage
5. C. & B. Smith's garage
6. Hodge's garage



## 5.4 Bicycles and garages

The advent of bicycles and automobiles meant a set of new industries in Deloraine, as well as the gradual loss of the blacksmiths, coachbuilders and livery stables. First on the scene were the "cycle engineers," the earliest found mention coming in 1905 when there is a reference to a Mr. Cato managing a bicycle business,<sup>129</sup> but there would surely have been some earlier. The following year three men began advertising in the *Post Office Directory* that they were in the business of providing or repairing bicycles: George Hammond, cycle agent, was in Deloraine from 1906 to 1914; Hans Anderson was only there in 1906, according to the records; while John Lathey remained at least until 1915.<sup>130</sup> Lathey advertised himself as a "cycle and motor expert and general machinist"<sup>131</sup> who could repair cream separators, harvesters and motor engines as well as bicycles.<sup>132</sup> In 1911 W.M. Morgan announced that he had just taken over from J.C. Stewart at the Canada Cycle and Motor Works opposite the G.P.O., and he assured customers that "only the best workmanship and materials will be used in the manufacture of your machines." He carried a full stock of bicycles and would only be too pleased to do repairs,<sup>133</sup> which would be carried out by first class workmen.<sup>134</sup> He had left by 1917.

A.J. Fowler had settled in Deloraine by 1917, possibly taking over Morgan's shop, for he was also opposite the G.P.O. in the left hand corner of the Empire Hotel. His cycle and motor works had a "fine stock of accessories always on hand," and he repaired all kinds of cycles and guaranteed the workmanship.<sup>135</sup> According to the *Weekly Courier* in 1919, "Mr. Fowler is a cycle builder of renown. His machines not only traverse the island, but are ridden by dozens of people on the mainland and 'by those who know!'"<sup>136</sup> Fowler stayed in Deloraine at least up to the Second World War.

The first motor garage to be built in Deloraine was started by Vic Horne in 1913 in a large shed between numbers 9 and 11 West Parade, which had been previously used as Harvey's auction mart. By 1918, possibly because he was facing competition from Gilbert's (See Chapter 5.3) and probably feeling out of the main stream of traffic, he built a new garage in front of an old Sunday School at 11 Emu Bay Road (on land owned by R.P. Furmage) advertising it as: "Horne's Deloraine Motor Garage. Cars to lakes and caves, careful drivers, comfortable cars, repairs done, accessories and supplies stocked. New premises opposite P.O."<sup>137</sup> Horne died in 1926<sup>138</sup> and Frank Lovegrove took the garage over, although he had been a bricklayer and did not know much about cars.<sup>139</sup> In 1932 he asked his customers to call and inspect the latest valve facing plant which had just been installed, informing them also that he specialised in battery charging and oxy welding,<sup>140</sup> but shortly afterwards he became insolvent and left. Don Self and Jim Scott then managed the business at various times, and it closed down about 1958 when Furmage sold it, although motor repairers still use the large building at the back which was added by Furmage around 1945.<sup>141</sup>

Cyril Smith who had leased Gilbert's garage between 1923 and 1927 (See Chapter 5.3) built a new garage soon afterwards with his brother Basil on the corner of Emu Bay Road and Parsonage Street. Trading as C & B Smith, they boasted in 1936 of having the largest and most up-to-date equipment in Deloraine with all modern equipment.<sup>142</sup> The firm stayed in business for many years until B.P. bought it around 1958 and demolished it to build a new garage on the same spot.<sup>143</sup>

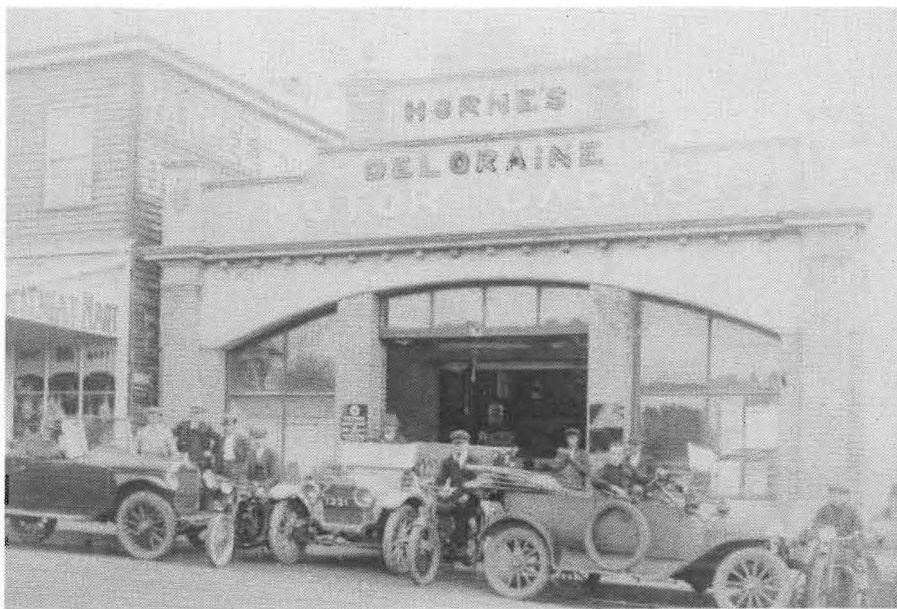
Furmages's garage worked mainly on Chevrolets, the Smiths had the Fords, but



The Cycle Works of A.J. Fowler.  
(*Weekly Courier*, May 22, 1919).



Vic Horne's first garage.  
It was originally Harvey's auction mart.



Horne's second garage, Emu Bay Road.  
(Deloraine Museum)

Hodges did anything. In 1933 R.H. Hodges began a small garage where Henry Crocker's coachpainting had been, but by 1935 he too had become insolvent<sup>144</sup> and the place was taken over firstly by Victor Crocker 1935-36 and then Ron Henry 1936-37. Joe Pedley then used it for selling motor-cycles.<sup>145</sup>

## 5.5 Railways

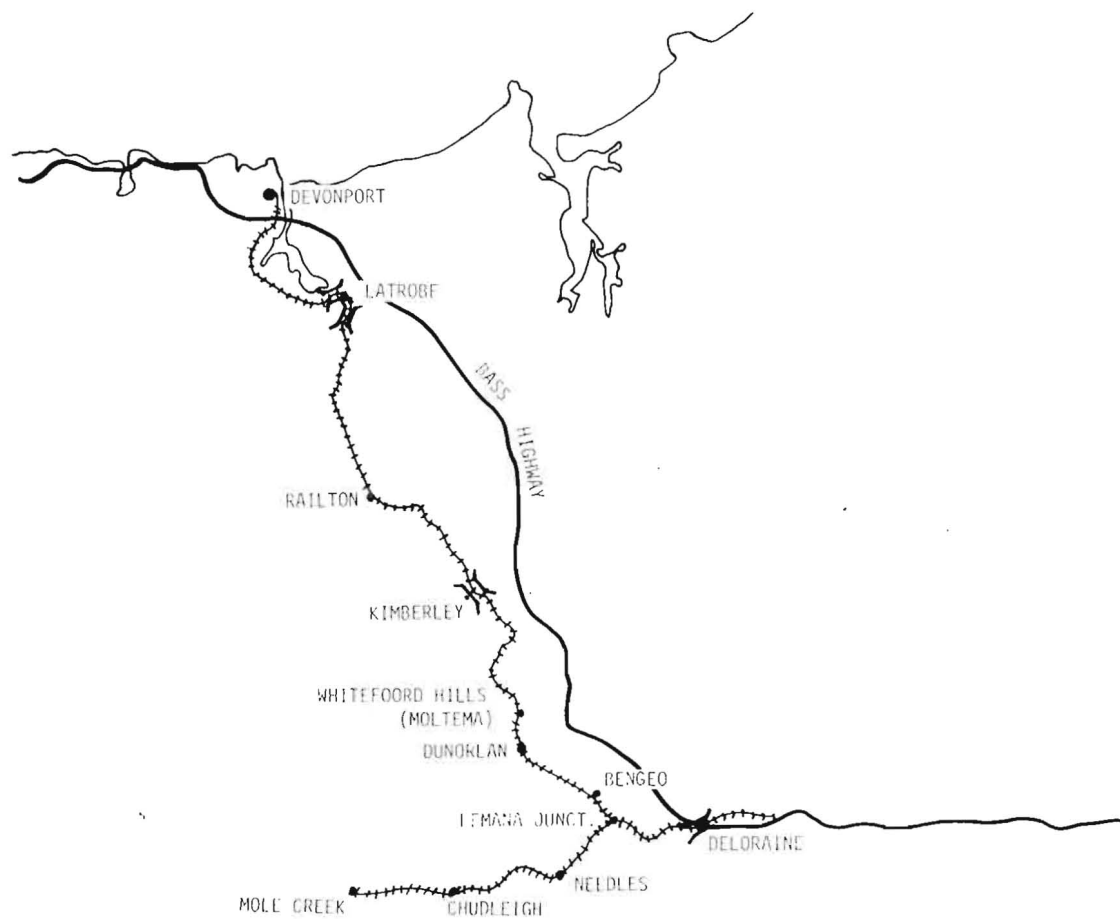
On February 10, 1871, the Launceston and Western Railway connecting Deloraine and Launceston was officially opened after a long fight from 1855 onwards to have it built. The story of its building is told in full in *Launceston's Industrial Heritage*<sup>146</sup> and will not be dealt with here. The railway was intended to link Deloraine economically with Launceston<sup>147</sup> and in this it succeeded, at least for a time. In 1883 the *Mercury* reported that the railway carried to Launceston mainly stock, wool, sawn and split timber, spars, grain, dairy and other produce, and firewood.<sup>148</sup>

But just as much as the residents of Launceston wanted the produce of Deloraine to pass through its facilities, so too did the inhabitants of the Mersey want the business generated if the railway were to go from Deloraine to Latrobe. They tried very hard to ensure that their railway was the first built. In the event they did not succeed and it was not until 1885 that Deloraine was finally linked with the Mersey by rail.

The first moves for building a tramway were made around 1853 when W.B. Dean of the Mersey, James Scott the surveyor, Dr. Pew (Pugh?) and Elijah Groves made a hurried survey of a track from Deloraine to the Mersey, to see if a tramroad was practicable. Finding that it was, Dean formed a company with Alexander McNaughtan, Sydney Nicholas, Alf Nicholas, W.A. Gardner (Newnham), W.S. Button and W.D. Grubb, the first three of whom wished to use convict labour to build it, while the others wished to let it to a contractor, W. Gibbons. Then Gardner died unexpectedly, Sydney Nicholas drowned, the others found themselves caught up with their normal business activities and the project collapsed.<sup>149</sup> It is interesting to note the date of this scheme: presumably the impetus came from the goldrushes, which had caused Deloraine's agricultural products to be at a premium at a time when the road to Launceston was impassable for much of the year and the road to the coast through Whiteford Hills was even worse.

It was not until 1857 that new moves were made, at about the same time that the railway to Launceston was being mooted. The *Launceston Examiner*, understandably, felt that the latter was preferable and did its best in the coming years to downplay the efforts of the Mersey railway promoters; in 1857, noting that a tramroad to the Mersey was being contemplated, it warned: "If a railway to Deloraine [from Launceston] is not set about soon its produce will be shipped to the Mersey."<sup>150</sup> In June, 1857, a public meeting to consider both proposals was held at the Deloraine Inn, with W. Nairn, M.L.C., the Chairman, and a committee was formed to make a survey of a line between Deloraine and the Mersey.<sup>151</sup> Various meetings and much agitation followed, with some people favouring only one scheme, others both; there were many letters written to the newspapers doubting their profitability if both lines were built.<sup>152</sup> Not all the meetings were deadly serious. One rather informal meeting at Torquay (East Devonport) in favour of the tramroad to the Mersey ended when one of the speakers expressed his disgust with the Chairman by saying: "What can we expect from a pig but a grunt?" and amidst confusion and great laughter, those present "adjourned sine die to a dining room to engage in a more agreeable exercise."<sup>153</sup>

Despite these rather relaxed affairs, however, progress was made. In November the surveyor William Dawson, who had been engaged to survey the Deloraine and Mersey tramway, made his report, favouring a route via Elizabeth Town with a proposed length of 30 miles and an estimated cost of under £50,000.<sup>154</sup> The following month, A.F. Rooke, M.H.A. (the brewer) presented a petition



TRANSPORT - Railways. Map 1

• Original Stations  
 X Railway Bridges

with 235 signatures to the House of Assembly, showing: "That the state of the existing roads in the said District renders it impossible to convey produce to market during a greater portion of the year" and that a wooden railway (or tramroad) using locomotives would provide ready access to market for the 260,000 bushels of grain and large quantities of potatoes produced each year to the west of Deloraine. The proposed line would go through Avenue Plains, Long Plains, Native Plains and Sassafras, and the petitioners wanted the government to sanction the formation of a Railroad district with a Council for construction, maintenance and control of the railway, and to authorise a rate "until the work becomes reproductive (sic)."<sup>155</sup>

When the Colonial Secretary asked for a definition of the proposed railway district, it was unanimously decided at a public meeting that it should be from N.E. Malling (near Parkham) to Kermode to the mouth of the River Rubicon, along the coast to the River Don, south to its source and then on to the River Mersey and including the Deloraine electoral district.<sup>156</sup> In May 1859 a meeting at Elizabeth Town determined that if the government would guarantee the interest on the money spent, subject to the district making good any deficiency by a rate, the promoters would begin the tramway at once, starting with the section from Elizabeth Town to Latrobe.<sup>157</sup> It was planned eventually to take the line on the Torquay, and to Deloraine.<sup>158</sup> Mr Rowland Davies was appointed to survey the line and take the necessary levels.<sup>159</sup>

So the Mersey River and Devon Tramway limited liability company was floated, with a capital of £30,000. The provisional directors were J.K. Archer, James Bennett, Henry Bentinck, John Bramich, Dr. Casey, Henry Douglas, William Field, James Gibson, William Moore, A.F. Rooke, Robert Stewart (the grunting pig), George Sams, Sam Thomas and Charles Thomas, with Adye Douglas as Secretary.<sup>160</sup> The tramway was to be of wood with iron flanges, the whole work except the iron to be done on the spot and thus provide a stimulus to the economy, and the company hoped to have half the line completed in time for the next season's crops to be carried to the Mersey.<sup>161</sup>

But they were vain hopes. For some reason Davies' survey does not appear to have been carried out, and it was not until September 1860 that the House of Assembly agreed to give £100 towards the expense of surveying the country between Latrobe and Middle Plains (near Lemana) if other parties subscribed an equal amount. As a result of this offer, several meetings were held, but there was great jealousy between Latrobe and Torquay as to which should be the terminus, and when no agreement was reached the matter dropped.<sup>162</sup> Almost two years passed before another public meeting was held at Latrobe, at which time a committee was appointed to make arrangements for the survey of a line from Deloraine and Red Gate (Red Hills) to Latrobe and Torquay, and later another committee was formed to promote construction of the tramway. However, William Archer advised them to take no further action until Parliament had decided what to do about the line from Launceston to Deloraine.<sup>163</sup>

The following year (1863) the most energetic promoters, including Bell, Allen and Bentinck, arranged with James Dooley to survey a new line; Dooley proposed a tramway with wooden rails, plated with iron at the curves, and waggons drawn by horses, at an estimated cost of £24,000. The Director of Public Works then inspected the line and examined the estimates to make an assessment of the line's feasibility.<sup>164</sup> When the *Launceston Examiner* got wind of this scheme in mid-1863, it commented characteristically: "This reads very like a hoax, got up with a view to lessen confidence in the proposed Launceston and Deloraine Railway."<sup>165</sup>

But the *Launceston Examiner* could not stop the scheme. When Falconer, the Director of Public Works, reported favourably on it, the Mersey and Deloraine Tramway Co. (Ltd) prospectus was issued, with somewhat more ambitious plans than earlier. The Company was to have a capital of £50,000 and proposed to construct an iron tramway through Middle Plains, Dunorlan, Whitefoord Hills and Long Plains to Kimberley's Ford, thence to Ballahoo and Latrobe with a terminus 500 metres below Bell's grain store; there were to be branch lines to Chudleigh and Cheshunt, and Kentish Plains, and the Tramway was to have iron rails, so that although worked by animals, it would be sufficiently strong to carry a light locomotive engine at 10-12 m.p.h.<sup>166</sup> Provisional directors were Edward Allen (Latrobe), James Bennett (Red Hills), T.W. Field (Wesfield), John Field (Calstock), Daniel Pickett (Chudleigh), Samuel Thomas (Northdown), John Davies, John Foster, Henry Hopkins, Askin Morrison, George Whitcomb, (all Hobart), Charles McArthur (Launceston), Thomas Lowes M.L.C. (Glenorchy) and J.H. Wedge (Leighland). The managing director was George Whitcomb.<sup>167</sup> It is interesting to note that the provisional directors in 1859 were almost entirely from the district served by the tramroad, with one or two Launceston names, by 1864 half of them were from Hobart. The tramway was obviously expected to be profitable, not just a convenience for the local population.

When the Company applied to the government for an enabling bill to allow construction, the House of Assembly appointed a select committee, and its favourable report<sup>168</sup> led to the passing of the bill, which also allowed for the granting of one square mile of land for every mile of track completed, half to be granted on each side of the line once the track was open for traffic.<sup>169</sup> The provisional directors were now replaced by permanent ones. Some of the men were the same: Hopkins Morrison, Foster, Lowes, Davies and Whitcomb; the newcomers were Henry Bilton, Charles Degraives, George Salier and W. Knight.<sup>170</sup> Thus all the directors were now from Hobart, with none from the area which the tramroad was to service.

Work started in 1865, with the contract for the first twelve miles (about 20 kilometres) from Kimberley's Ford, including the bridge over the Mersey, to Caroline Creek (south of Latrobe) let to A.H. Swifte for £12,500. As there was already a road from Caroline Creek to Latrobe, the company felt that this section would thus give access from the whole of the Deloraine district to the Mersey. Some changes had already been made: it had been decided to have locomotives because ballasting the line for horse traction would have cost another £400 a mile extra; and the gauge had been increased from 3'6" to 4'2". Mr. Stephen Grey was appointed resident engineer. Ominously, however, the company already felt that the tramroad was going to cost more than £50,000.<sup>171</sup>

As a result, the company petitioned the government for more land. They had found, they said, that instead of costing £1047 per mile the tramroad would cost £1600 per mile, and they would have to borrow the extra money. But the land on each side of the twelve miles was of inferior quality and they could not borrow enough, and as South Australia had granted two square miles of land for each mile of railway completed and had recently increased it to four, the company argued that it was not unreasonable for them to ask for two square miles, the extra square mile to be selected from Crown lands in the Deloraine district.<sup>172</sup> Parliament acceded to their request in September, 1865, and also allowed them to have a proportion of the land when only part of the tramroad was completed.<sup>173</sup>

The company ran into further problems when Swifte, the contractor, became



insolvent.<sup>174</sup> A new contract was let with Cummings, Raymond and Co for completion of the Tramroad, financed by some of the directors lending money, which was later satisfied by those directors buying shares at par.<sup>175</sup> By 1868 the first twelve miles were completed and the company was granted 15,360 acres, but it immediately pressed on to complete the 2½ miles to Latrobe, which would entitle the company to the most valuable part of its land.<sup>176</sup>

In 1869 contracts were let for the construction of the bridge over the Mersey at Latrobe, with five spans of over 40 feet each,<sup>177</sup> for the 2½ miles from Caroline Creek to Gilbert Street, Latrobe, and for two miles of tramway south of Kimberley's Ford.<sup>178</sup> There were many delays, however, due (according to the contractors) to the scarcity of labour during harvest and bad weather, and the last contract with one Andrews which was supposed to be completed by May, 1870, was not finished until June, 1871.<sup>179</sup> Just at this time the engineer Grey resigned, and another, Ryton Oldham, had to be appointed.<sup>180</sup> By this time, too, the line was heavily mortgaged the two directors Morrison and Foster holding the mortgages.<sup>181</sup>

In April, 1871, the *Launceston Examiner* sent a special reporter to visit "that extraordinary undertaking the Mersey and Deloraine Tramway," a "railroad in the wilderness, begun in the middle and stretching out both ways to no place in particular." "At Deloraine," he said, "we make ourselves miserable for half-an-hour by examining the street architecture," then he went on to Kimberley where "with an unearthly shriek... the little engine came rattling over the bridge and up to the hut, with as much clatter and noise as if she were a full-grown locomotive." He rode by rail to Railton, one of two towns, along with Kimberley, which the company was to survey and lay out ready for settlement. "Railton is supposed, by the initiated, to be the nucleus of a township, one of many that shall flourish along the line of the tramway - when it is completed. It consists of a hut and a kennel." However, despite his comments, the reporter could not find fault with the actual line or its engine - "a strong, serviceable little thing"<sup>182</sup> - and hopes were high when the Government Inspector, S.V.Kemp, came to inspect the line in June to determine whether the government should hand over the land.

Kemp's report was, on the whole, favourable. He observed a single line of 4'6" gauge (it had changed again) running from the south side of Gilbert Street in Latrobe to Coiler's Creek, three miles from Kimberley's Ford, and he found the culverts, flood openings and bridges were substantial. Considerable improvements had been made from the company's original intentions, with the steepest gradient reduced from 1 in 36 to 1 in 60, so they could use steam instead of horse power. Thus, he concluded, it was a railway, not a tramway. The rails had been jointed in a "somewhat objectionable" manner, but Whitcomb explained that they intended only very low speeds: Kemp advised a maximum speed of fifteen miles per hour. The railway stock consisted of one locomotive engine manufactured by Sharpe and Stewart of Manchester, one carriage divided into two compartments, capable of seating sixteen people, one covered goods van, and one open goods truck with moveable seats which could be used for third class passengers, all of which (aside from the first) had been made in Tasmania.

He found that the line had been completed in accordance with the resolution of Parliament, as long as some matters were dealt with. These included improving the drains, widening some cuttings to allow proper drainage, adding extra ballast in many places and packing it well to provide a smooth running surface, providing water, cleaning the line of vegetable growth, tarring all

timber work and providing station accommodation. Whitcomb told him they were going to put a platform and shelter shed at Latrobe, Railton, Kimberley's Ford and Coiler's Creek and other sheds at Latrobe to join the engine shed and siding already there.<sup>183</sup>

The company dealt with these matters and officially opened the track some months later, but unfortunately the "strong, serviceable little" engine chose that time to break down, and the guests had to walk back or forwards to their horse drawn vehicles.<sup>184</sup> Finally, on 1 January, 1872, the line was opened for daily traffic,<sup>185</sup> fifteen years after the first serious moves had been made to build it, and almost a year after the first train ran from Launceston to the Deloraine.

But the train did not run for long. In the same paper that the train's timetable was announced, with fares of 4 shillings first class and 2s 8d second class, the S.S. "Pioneer", leaving Launceston for Circular Head announced a reduction in fares to the Leven and intermediate fares to 5 shillings cabin and 3 shillings steerage.<sup>186</sup> Thus although travellers could now travel between Launceston and the Mersey in six hours, they could do it more cheaply by boat.<sup>187</sup> On 4 April James East stopped running his coaches between Deloraine and Coiler's Creek; he had not won the contract for carrying the mails to the north-west coast and the passenger traffic was not enough to make the service profitable.<sup>188</sup> Passengers now had to make their own way through the forest, a major disincentive, and the company took the hint. From the same day, the train ran only between Latrobe and Railton to allow settlers in that area to send their grain to market, but after the grain season was over the train stopped working altogether (on April 19), and the directors "express [ed] their regret at the inability of the company to complete the Tramway at present." They had spent £64,258 to build seventeen miles of rail, but the competition from steamers had been too great and receipts did not cover expenses.<sup>189</sup> The only bright spot had been the discovery of coal on the company's land near Latrobe.<sup>190</sup>

The company had not given up, however. Feeling that the line would be profitable once it was completed to Deloraine, the directors applied to the government to borrow £65,000 to extend the tramway at each end to a deep-water port on the Mersey and to Deloraine, and to alter the gauge from 4'6" to the originally planned 3'6". The tramway itself was to be the security. In support of their claim, the directors pointed out the help given to the Main Line and Launceston and Western Railways, the value of the coal deposits, and the fact that the roads, which had been neglected since the tramway was begun, were now impassable except on horseback for all but a few months of the year.<sup>191</sup>

But the government was hesitant. It sent two people, John Tidy, Inspecting Surveyor of the Launceston and Western Railway, and John Frith, Chief Superintendent of Public Works, to inspect the line and estimate the cost of completion.<sup>192</sup> Tidy's report at least was favourable. "I expected to have found it a very poor affair" but it was a very good and serviceable light line, and fully equal to a large traffic with light rolling stock. His estimate for completion and altering the gauge was £43,000; Frith's was £63,000.<sup>193</sup>

But Parliament opposed the loan on the grounds that the government could make the line much more cheaply as it already had the necessary machinery and engineering appliances, and instead the Minister for Funds suggested buying the tramway for £10,000, leaving the company its land; but the Legislative

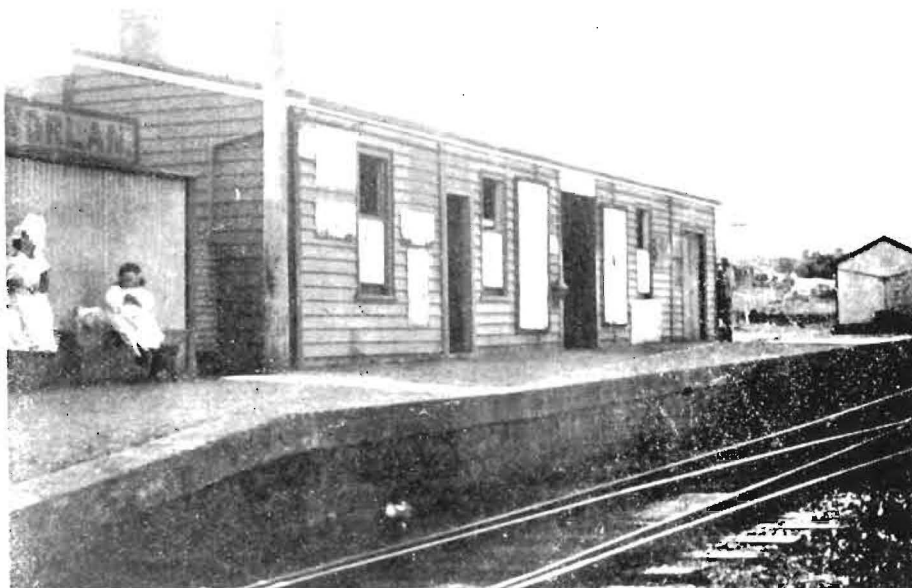
Council refused to agree.<sup>194</sup> Again in 1874 and 1875 the House of Assembly proposed to buy the tramway, but the Legislative Council refused to pass the bill on the grounds of the indebtedness of the colony, the worthlessness of the railway and the imminence of income tax.<sup>195</sup>

By this time the company had defaulted on its mortgage repayments, and the tramway had been bought at a mortgage auction by Askin Morrison and John Foster, the holders of the mortgage. (The only bidders, they had at first offered £5 but this was refused; £50 was then offered and similarly dealt with; their third offer of £500 was accepted).<sup>196</sup> From 1872 the eight miles of tramway between Railton and Latrobe were worked by horse power to conduct the trade between these two places, although no passengers were taken; Ryton Oldham was manager and engineer. In 1879 this trade was worth £500<sup>197</sup> and the railway was said to be of very great benefit to Kentish timber cutters and farmers.<sup>198</sup>

Finally by 1882 after numerous petitions asking for the railway to be completed,<sup>199</sup> the government bought the tramway for £6,000 and began work. Josiah Human had surveyed the line for the government in 1875 to include a section from Latrobe to Torquay, but by 1882 the decision had been made to go to Formby (West Devonport) instead,<sup>200</sup> notwithstanding an 1880 report by Robert Watson that Latrobe would be the best terminus, provided there was a 1½ mile (almost 3 kilometre) extension to the wharf at Bell's Parade.<sup>201</sup> In November, 1883, the contract was let to Fergus and Blair for £94,079/12/4,<sup>202</sup> and by December they were at work on the section from Deloraine to Dunorlan with 200 men, 50 horses and a number of bullock teams, while a Mr. Campbell, manager of the timber works, was preparing the repair the old tramway.<sup>203</sup>

The reconstruction of the tramway section, under the supervision of Ryton Oldham, involved the complete replacement of all the culverts and the two Mersey bridges, the widening and cleaning of the cuttings, the flattening of slopes, the re-grading of the formation, and the widening, re-sloping and raising of the embankments.<sup>204</sup> However, the government was able to retain the Latrobe station buildings erected by the company. There were delays with the work on the rest of the line due to the weather,<sup>205</sup> so that the intended completion date of February 1, 1885,<sup>206</sup> was exceeded by some months, and it did not help that the platform at Latrobe was constructed too close to the rails to permit carriages to pass, and it had to be removed and rebuilt.<sup>207</sup> There was still some work to be done in the way of ballasting, and the completion of the stations by the contractor, James Hill, when the line was finally opened for traffic on May 30, 1885. Two triumphal arches of firms and artificial flowers were erected across the line at Latrobe, the Latrobe Brass Band played, and 1800 people watched the opening ceremony,<sup>208</sup> which was followed by a banquet for 500 at Barber's Hotel.<sup>209</sup>

At the beginning only one train ran each way daily because the line was not finished,<sup>210</sup> and there were other problems. Three days after the opening three cows were killed near Railton as the train went out, and three more were killed at the same spot on the return journey, because the line was not fenced as a result of a dispute between the government and the contractors, but this was rectified soon afterwards.<sup>211</sup> But there were greater difficulties. One was the increased and increasing cost of the railway. In 1875 Human had estimated that it would cost £105,000, in 1882 the Engineer-in-Chief had thought £120,000,<sup>212</sup> but the final cost was £190,000. There was a public outcry, leading to the formation of a Royal Commission on Railways and Public Works, which found that although some extra money was required to upgrade the



Dunorlan Station  
(*Weekly Courier*, December 6, 1902)



Chudleigh station, now on the football ground.

railway from the original plans, the increased cost was largely due to underestimating costs and not taking sufficient care to detail all the necessary items at the beginning.<sup>213</sup>

A more long-term problem was the question of the safety of the line, particularly that section which followed the old tramway. A few days after the train service started, the Locomotive Superintendent, W.E. Batchelor, reported that owing to rain, the road had subsided in dozens of places and "trains run over them at very great risk." He cautioned the men not to run to time between Whitefoord Hills and Formby as it was not safe. A month later he reported that the railroad was very rough, which threw great strains on the springs, and one of the trains had been put out of action when one of its springs buckles broke near Kimberley.<sup>214</sup>

In December, assistant engineer Dowling inspected the line and found "serious deficiencies in reconstruction."<sup>215</sup> He reported that the drainage was faulty, there had been little packing of sleepers and the quantity of ballast under the sleepers was often far below the quantity specified. The old tramway section he found to be weak in many places, and the contractors, admitting their inability to maintain it, had completely neglected it. Curves on the line had to be propped up for many months with spars and packed with sleepers to enable trains to get over them, and "it was always a matter of uncertainty when the train started whether it would reach its destination in safety."<sup>216</sup> In 1888 a further amount of £600 was spent on the old tramway section to make it safe, and General Manager Back estimated more than twice this amount would be necessary to keep it safe.<sup>217</sup> Moreover, in 1887 the Whitefoord Hills station had to be temporarily closed on the grounds of safety, as it was on a grade of 1 in 50.<sup>218</sup>

Despite these problems, however, the railway progressed. By September 1885, a full train service was running,<sup>219</sup> and in October the Deloraine correspondent for the *Daily Telegraph* testified to its usefulness in supplying Deloraine with fat sheep imported from Melbourne.<sup>220</sup> Further developments took place at the Deloraine station. The old water tanks there were in the way of a new extension, so they were taken down and a new one erected, along with water columns, new pumps, a pumping house and a turntable from the Launceston yard which could use two gauges.<sup>221</sup> The Launceston to Deloraine line had a third rail laid to change its gauge to 3'6" so that trains could go straight through to Devonport, and the last train ran on the broad gauge in August 1888.

In 1890 a goods shed was built at Dunorlan, along with some additions to the station,<sup>222</sup> and small produce sheds were erected at Chudleigh Junction (later Lemana Junction) in 1896.<sup>224</sup> In 1907 a ladies waiting room was built at Lemana Junction and in 1910 a goods shed was added. From 1907 the old 40 pound rails on the Deloraine to Formby section were progressively replaced by 61 pound rails.<sup>225</sup>

The railway was a mixed blessing for Deloraine. It certainly enabled farmers and others to get their produce to market more easily, although not necessarily as cheaply as people might have liked. In 1900 storekeeper Furmage and Bloch drew the Minister of Lands and Works' attention to the fact that goods were carried from Devonport to Hobart more cheaply than from Deloraine to Hobart.<sup>226</sup> However, the railway to Launceston enabled Launceston manufacturers to supply the local market, and local industries, such as the breweries, started to disappear. Furthermore, once the line was extended to Devonport, Deloraine was no longer a railway terminus and when people passed straight through

instead of stopping overnight, the township lost business.<sup>227</sup>

In 1885, the year the Mersey line opened, another railway was planned for the Deloraine district, to run from Deloraine to Chudleigh and Mole Creek. Originally it was planned to be of a light or secondary type with a total cost of £30,000,<sup>228</sup> but the government later upgraded the plans to enable the interchange of rolling stock,<sup>229</sup> and so that the public would not be dissatisfied with lower speeds.<sup>230</sup> Many landowners complained about the proposed route as it went through five large estates only, and a petition signed by 165 people asked for the line to be re-routed through Dairy Plains,<sup>231</sup> but their request was not granted. The Railway Construction Bill was passed in November, 1885,<sup>232</sup> Braddon saying in support that the line would prove one of the best paying lines<sup>233</sup> and Premier Adyle Douglas announcing cheerfully (and correctly?) that people would not mind paying threepence in the pound property tax because of the benefits.<sup>233</sup>

In 1888 W.J. Duffy's tender of £17,000 for the Chudleigh Tramway was accepted<sup>236</sup> and work began clearing the line, which involved cutting some gigantic trees.<sup>235</sup> Once again, wet weather the following winter delayed the works<sup>236</sup> and a further delay was caused when, after six miles of earthworks and culverts were constructed for a tramway, the minister ordered it to be made into a railway,<sup>237</sup> at a cost for the contractor of £36,000.<sup>238</sup> The line was officially opened on May 5, 1890,<sup>239</sup> at a final cost of £67,000, but the traffic was only nominal.<sup>240</sup> Two months later the General Manager reported that the line was costing £1 to earn nine shillings and he could not foresee any great increase in traffic.<sup>291</sup> The Chudleigh line continued to lose money and in 1901 there was a report that it might close,<sup>242</sup> but it continued to work, kept open mainly by the timber industry.

In 1887, the *Launceston Examiner* had referred to perhaps its chief justification; several Chudleigh men had spoken of the line as an "unwarrantable waste of public money," it said, but since the line was surveyed, "large tracts of land have been settled upon by hard-working, striving men, eager for some speedy and cheap mode of transit to market."<sup>243</sup> Griffin, writing in 1894, should perhaps have the last word: "It don't pay working expenses, but the running of the trains serves to tell those who reside along the line the time of day, and to any who may not own a watch or a clock this is a great boon."<sup>244</sup>

Various plans were put forward towards the end of the century for other railways. In 1890, three days before the Mole Creek line opened, a deputation went to the Ministers asking for a line between Dunorlan and Devonport going through Sassafras, with a branch on to Frankford at some future time. The Premier agreed that they "had made a very moderate request. They only asked for an outlay of about half a million of money."<sup>245</sup> Shortly afterwards, a public meeting was called to consider asking Parliament to extend the Mole Creek railway via Kentishbury, Barrington and Nook to join the Formby line at Spreyton,<sup>246</sup> but nothing further was done on either of these plans.

There was one more idea, however, which did have some government support. With the opening up of the Zeehan mines, it was contemplated putting a railway through, and there was some discussion as to whether the best route would be from Ouse, from Waratah or from Mole Creek. Allan Stewart was employed to survey a route from Mole Creek, with J.H. Millar and W. Aylett making the track from Liena.<sup>247</sup> Stewart worked from November, 1890 to September, 1891, but when he tried to obtain a junction with the proposed Ouse-Zeehan railway at Lake St. Clair, he found it too difficult. He was called back before he could finish and the government did not proceed further.<sup>248</sup>

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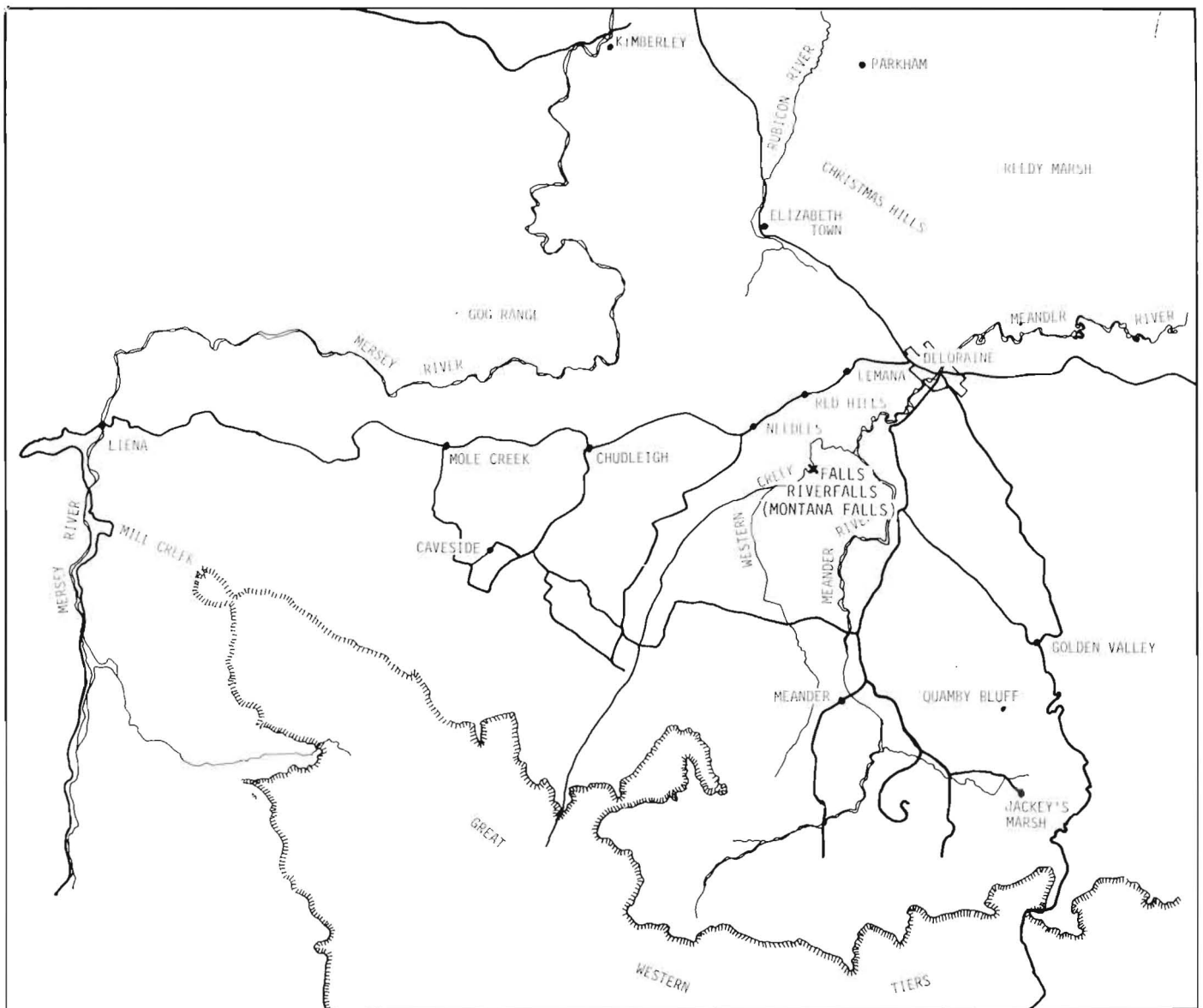
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SERVICES - Water and Electricity. Map 1

Site of original proposed scheme for supplying Deloraine with Electricity.

## CHAPTER 6 - SERVICES: Water and electricity.

The issue of supplying Deloraine with electricity was raised as early as 1887 when Queen Victoria's jubilee was being celebrated. One of the suggestions put forward about how best to commemorate the occasion was to light the town with electric light using the Meander River as the motive power, with Warden Caleb Smith offering to defray a large part of the expense. But it was felt that Deloraine, unlike all other country townships, did have a few lamps, and instead the ground near the racecourse was purchased for a public park and recreation ground.<sup>1</sup>

The same year, the dual schemes of providing water and electricity were mentioned in a petition to Parliament protesting against the proposed damming of the Meander and the giving of water rights to Edward Davern so that he could operate his flour mill. (See Chapter 2.1) One of the reasons the petitioners put forward in opposition to the scheme was that water power should be reserved for public use as a motor for lighting or pumping for public purposes.<sup>2</sup> After Davern's mill closed down, J Arnott, who had been foreman of the Launceston waterworks for twelve years, suggested in a letter to the local newspaper in 1894 that the best idea for a water scheme was to acquire Davern's water rights and use machinery to pump water into a reservoir on the hill above Mrs. Shorey's (i.e. at the top of Westbury Place) during the day, using the machinery at night to generate electricity to light the town.<sup>3</sup>

The following year, some moves to supply water were made at Council level. In July 1895 Cr. Scott moved "That this Council will take such means as to cause a water supply to be obtained for Deloraine" and the motion was carried.<sup>4</sup> At a special meeting a week later, the water district was defined as inside Pultney and Winter Streets, and south-west and west between Moriarty Street and Westbury Place. Civil engineer Gould was asked to give estimates.<sup>5</sup> But enthusiasm cooled. A month afterwards, a motion to give a bonus not exceeding £10 for the best scheme for laying on water was not carried, and the Council decided to take no further action until requested by at least 25 ratepayers.<sup>6</sup> At the next meeting, a petition against a water scheme was presented to the Council and the matter lapsed.<sup>7</sup>

It was another six years before the matter arose again, but this time, although it was a long and very slow process the issue did not go away until something was done. In April, 1901, the Council offered £25 for the best scheme for supplying water to Deloraine and Alveston,<sup>8</sup> but although discussions took place at subsequent Council meetings, nothing was actually done. The following year in March, Cr. Smith moved: "That steps be taken for the better lighting of the township," and a committee was formed to look into it.<sup>9</sup> At the next meeting of the Council, both water and lighting were reported on. A comparison of possibilities showed that it would cost £1899 to pump water from the Meander, and £5800 to pump it from the miniature falls, Walch's Creek. But electricity was not yet part of the plan: the lighting committee recommended the purchase of four new lamps and the obtaining of information from Westbury on acetylene gas.<sup>10</sup>

But the following month, Edward Moore of St. Helen's (sic) wrote to the *Daily Telegraph* suggesting that if the Meander was to be raised for a water supply, "it would be indiscreet" not to consider having electric light as well<sup>11</sup> However, the Council decided against discretion and planned to proceed with a water supply only. Davern's dam upstream of the bridge was to be lowered and the logs moved<sup>12</sup> and a new dam was to be built below the



Dam for the power station.  
The fluming can be seen, along with the pumping station.  
(Local History Room, Northern Regional Library).



The power station in the 1920's.  
The two turbines can be seen, one for pumping  
water and one for power.  
(Queen Victoria Museum)

bridge, Work on it was nearing completion when in April, 1904, a "fresh" came down the Meander, the dam gave way at both ends, and a considerable portion of the concrete parapet was washed downstream.<sup>13</sup> Work was suspended for six months.<sup>14</sup> Amid much public debate of the Council's dilatoriness (it was now three years since the initial move was made) and its failure even to build a proper dam, a public meeting in May censured the Water Trust (i.e. the Council) for the "neglectful" way things had been carried out and at a cost of £380.<sup>15</sup>

It was now the turn of private individuals to get things going. When store-keeper R.P. Furmage wrote a letter in June suggesting that when a water supply was laid on it should include an electric light scheme, the Council said it had too much work and held the matter over,<sup>16</sup> but they were not to be allowed to get away with this. Two months later, Furmage presented a petition to the Council asking for the same thing, and proposing a scheme first suggested by Alf Peart<sup>17</sup> and approved of by W. Corin, city electrician of Launceston, whereby the Montana Falls (also called the Falls River Falls) rather than the Meander would be used for electricity.<sup>18</sup> On August 8, the Council had a conference with a committee of ratepayers comprising Furmage, W.Cameron, W.Harvey, R.H.Munce, N.V.Rock, M.Bloch and P.Tidey, along with Gould, the engineer of the water scheme. Unfortunately, Corin was unable to be present because of the flu. The meeting decided that no further work would be done on the water scheme until Corin could supply a full report on the possibility of supplying electric power, both for lighting and for pumping water to a reservoir.<sup>19</sup> Meanwhile, the councillors and some of the ratepayers' committee visited Launceston to see the power station and several factories which used electricity.<sup>20</sup>

Corin's report estimated the cost of the scheme at £4566, with an estimated revenue of £872 per annum and a working cost of £796.<sup>21</sup> A public meeting endorsed the report,<sup>22</sup> and a poll conducted soon afterwards resulted in 234 votes in favour and 8 against.<sup>23</sup> The only objection seemed to be that the Council had made such a bungle of the water scheme they could not be entrusted with £5000 of borrowed money.<sup>24</sup> The ratepayers' committee, "the most real live body corporate Deloraine has been blessed with for many years," kept a very close eye on proceedings, taking the councillors to Maxwell's Hill and pointing out that this spot, rather than Casey's paddock, was the proper place for a reservoir, and the Council agreed. With the Warden also going to the Launceston Council, the *Daily Telegraph* correspondent was moved to write: "It is surprising how amenable to reason some councillors become when election day draws nigh."<sup>25</sup> But doubts were being expressed over the Montana Falls scheme, and the Warden wrote to Launceston withdrawing an offer of £800 for their machinery.<sup>26</sup>

After the Deloraine Light Bill was passed to enable the Council to borrow money,<sup>27</sup> applications were invited in November, 1904, from fully qualified electrical engineers to prepare plans and specifications for supplying Deloraine with electric light and power.<sup>28</sup> At a public meeting before a second poll was taken (it had been called for in the Deloraine Light Act), one of the many speakers in favour of the scheme, Dr. Harricks, painted a bright picture of the future when power would "drive the machinery of countless factories;" while "Mr. Gould ... told the audience, in all apparent seriousness that the destruction of the dam was the work of God, and not through any fault of construction."<sup>29</sup> The poll was once again in favour, 146 for and 18 against.

But after a hectic few months, filled with public meetings and debate, inertia crept in again. In February, 1905, a large majority at a public meeting agreed with a Munce/Furmage resolution that the Water Trust be requested not to rebuild the dam until pumping by electric power could be



obtained.<sup>31</sup> But work on the power scheme was awaiting a report from engineer Nimmo who took data in February.<sup>32</sup> In April he promised the report would be forwarded shortly,<sup>33</sup> in July he said "by Monday,"<sup>34</sup> and in September he assured the Council that the report would reach them by the end of the week, to which one Councillor retorted, "What week?"<sup>35</sup> At the end of September the Council decided that they had had enough and terminated the agreement, appointing Thomas Walker Fowler of Melbourne to draw up a report instead.

Meanwhile, the Water Trust had gone ahead with the water supply, clearing away the ruins of the dam in order that the turbine could be placed in position<sup>36</sup> and the pipes laid and tested.<sup>37</sup> After logs had been obtained to form the tailrace for the penstock, further delay ensued when heavy rains caused the Meander to be too high for work to proceed.<sup>38</sup> By July, however, the logs were in, although it had been very difficult removing the stones from the tailrace,<sup>39</sup> and later work was often delayed as water kept breaking in to the penstock. But by November the main 3" pipe over the bridge had been laid,<sup>40</sup> a trial run of the turbine worked perfectly,<sup>41</sup> and on December 5 W.C. Cameron was the first to have a supply of water; he rated it a very good force.<sup>42</sup>

Gould now started to rebuild the dam<sup>43</sup> with some larger stones and tenders were called for laying earthenware pipes and trenching from above the butter factory to the pump.<sup>44</sup> However, there were still problems. A pipe on the river bed was blocked by a workman leaving a bag there; the workman was sacked and the pipe was never used.<sup>45</sup> Eels caused numerous delays in the working of the turbine, one four foot long eel being killed by coming into close contact,<sup>46</sup> and some largish gaps appeared around the dam when another "fresh" came down. But by March, 1906, the pumping plant was putting six inches of water a day into the reservoir, as well as supplying the town.<sup>47</sup>

The long delays with both schemes had caused tempers to become severely frayed, and by November, 1905, there were moves afoot to replace the Council with a Town Board. A public meeting on the subject broke up in disorder without any motions passed,<sup>48</sup> but 639 electors sent a letter to the Minister of Lands on the subject. A poll was organised; but the Council survived.

While the Council waited for an engineer's report, several electric light schemes were discussed. William Bonney offered to supply 120 h.p. by running a compound condensing engine at Bowerbank flour mill<sup>50</sup> at a cost of £150 a year and a penny per unit,<sup>51</sup> with the Council having the right to purchase the building and the steam and water power.<sup>52</sup> Meanwhile, Gould suggested providing power from a turbine at the pumping house and having a storage battery which would outlast the longest winter floods.<sup>53</sup> A Mr Walker reported that the Montana Falls scheme would provide only enough power to light the town with arc lamps, with no private users.<sup>54</sup> Finally, in April, 1906, Fowler made his report, suggesting a central power station using a suction gas plant and engine. The engine would be driven by a low quality or "producer" gas made on the spot from anthracite or coke, the gas being made in a small self-contained plant. He found Bonney's offer unacceptable, as there would be a loss of power in transit from Bowerbank, the cost was too great and his own scheme would be cheaper.

No doubt greatly relieved to have something definite to work on the Council was generally in favour of the idea, although a committee was established to look into the possibility of lessening the cost by placing another turbine at the water pump house (as Gould had suggested).<sup>55</sup> When the following month Kemp Brothers sent a letter suggesting the installation of acetylene



gas, the Council did not bother to follow it up,<sup>56</sup> a fact which was not lost on the *Daily Telegraph* correspondent (Griffin?). "The policy of the Deloraine Council as regards street lighting," he wrote, "seems to the onlooker to be 'electric light' or 'nothing,' with a little extra weight in favour of the latter."<sup>57</sup>

Certainly things were moving slowly, and they could have been delayed still further. When in August Fowler submitted a second report, a motion was put that its consideration should be deferred for three months, but this was lost, and the Council at last decided to instruct Fowler to prepare plans and specifications for an electric light and power scheme, the house and plant to be on the east side of the river in a direct line with the pump house, which was just upstream of Davern's flour mill (by then Furmage's store).<sup>58</sup> Fowler had preferred the power house to be on the western side, close to the area it was intended to serve,<sup>59</sup> but he was overruled.

In November tenders were called, one for the suction gas engine and electric plant, and one for the erection of the power house, supply of poles, machinery etc.<sup>60</sup> The tender for the engine and electric light plant was awarded to J.A. Newton of Victoria for £2400,<sup>61</sup> Sam Keating and Will Howe supplied the poles,<sup>62</sup> John Tidey was engaged to supervise the concrete work and masonry, and W.C. Cameron was the only tenderer for the construction of the power house, so his tender of £150 was accepted.<sup>63</sup> The Council had not made up its mind on whether to install another turbine to lessen the cost, but work went ahead anyway on excavating for another penstock.<sup>64</sup> The electric Light Trust also repaired the dam, charging it to the Water Trust.<sup>65</sup>

In April, 1907, Cameron began building the power house. A weatherboard building with a galvanised roof, it was 62'6" long by 24' wide, and rested on a solid bit of masonry some 20 feet deep and varying from 7 feet wide at its base to 2 feet on top, the work of Alexander Galloway and John Tidey. Inside the building was the battery room (15' x 13'), the suction plant room (15' x 10'6") and the main room (45' x 24'), and over the suction plant and part of the main room there was a large tank (11'6" x 4') for cooling purposes.<sup>66</sup> The Council finally decided on a turbine, and once again Newton and Sons' tender was accepted.<sup>67</sup> J.B. Fowler, T.W. Fowler's son, was appointed clerk of works.<sup>68</sup>

Once the decision had been made, work progressed reasonably satisfactorily, although there were several delays caused by landslips at the penstock<sup>69</sup> and there were many alterations to the position of poles.<sup>70</sup> Worse was to come, however, when in August a trial was made of the electric plant, and the concrete block on which the generator stood broke away from the concrete foundation; "possibly a slight delay may be occasioned before the scheme is completed," announced the *Daily Telegraph*.<sup>71</sup> There was much discussion over whether an entirely new concrete block should be built or whether the old one could be buttressed; finally it was left to Fowler snr. to do what was necessary.<sup>72</sup> It was discovered that the concrete block overlapped the foundation by nine inches on one side, and it was taken down and rebuilt.<sup>73</sup>

Finally, on September 16, the Warden's wife, Mrs. Cole, officially switched on the light at the Town Hall in the presence of a number of residents and all the councillors.<sup>74</sup> Unfortunately, a last minute change in the timetable from 8 p.m. to 7.15 meant that many people missed out on being there, but the Warden announced that there would be a more formal ceremony when street lighting was officially installed<sup>75</sup> (although this does not appear to have eventuated). Five days later the street arc lamps were given a trial<sup>76</sup> and

proved to be a great success.<sup>77</sup> But a further problem developed a week later, when the engineer in charge (Greenwood) reported that the engine was not running true, evidently having settled slightly. Councillor Best met all suggestions that the foundation might not be quite right by declaring: "Quamby Bluff might shift, but the foundations never would, notwithstanding the forecasts of all the 'croakers' on the township, who could not put their fingers on any failure the Trust had made."<sup>78</sup>

An exhaustive examination was made of the concrete block, and eventually the Crossley engine was packed up to the level.<sup>79</sup> But there was much soul searching in the Electric Light Trust meeting as to who was at fault - Galloway (who had done the foundation), Fowler, Crossley's men or Newton's.<sup>80</sup> This was greatly enjoyed by Daniel Griffin, writing in the *Daily Telegraph*. Finding Fowler's answers to the questions asked him particularly amusing, Griffin went on: "... 'tis said that there are two classes of people - fools and children - who should not offer an opinion on half done work. And as one would not like to swear that the Deloraine electric light scheme is even half-done work," he would not offer an opinion, as "I am not a child, and there is already more than a sufficiency of the other sort in Deloraine."<sup>81</sup>

However, by November all the problems were sorted out and on November 21 the continuous running of the power station began<sup>82</sup> and soon after the town was lit by electric light, although some shops, mindful of past failures, were also lit with kerosene in case.<sup>83</sup> The suction gas plant ran on charcoal instead of coke, because the councillors preferred to have the local industry,<sup>84</sup> and it was supplied by John Stewart of Reedy Marsh at ninepence per bag,<sup>84</sup> although in December when fuel was running short the Warden ordered a truck load of coke from the Launceston Gas Co.<sup>85</sup> Once power was available, the 8 h.p. motor which had hitherto been used for pumping for the water supply<sup>86</sup> was sold to E.A. Woodberry, to be hired by J.W. Watts the builder.<sup>87</sup>

More soul searching took place in December before the municipal election. It was pointed out that the poll of residents had approved the power scheme using the Montana Falls, and when it was discovered the falls scheme was not practicable, the Council had changed the plans without taking another poll. Fowler's treatment of councillors was spoken of disparagingly and two candidates (Harvey and Learoyd) said they would favour selling the engine if it kept on costing £3 per week for fuel.<sup>88</sup> Later, too, the dangerous state of the ford near the butter factory since the dam was built was pointed out.<sup>89</sup>

But the power house kept working. In January, 1908, C.H. Beresford of the Launceston Electric Light staff was appointed electric light and water engineer. The engine was a single cylinder Crossley's Otto suction gas engine, very slow in beat, but with a giant fly wheel of cast iron,<sup>90</sup> and the noise it made was loud enough to keep people awake.<sup>91</sup> The Trust charged 10% of the cost of installation and sevenpence per unit, which was equal to the lighting power of five candles for four hours.<sup>92</sup>

But February, 1908, saw two new problems. One, the canting over of the furnace box about 1½ inches, was fixed by Galloway, but the second took much longer to solve. When the second turbine arrived at the railway station, it was found not to be according to the measurements supplied, and it was felt that any deepening of the penstock to accommodate it would endanger the power house.<sup>93</sup> It was eventually decided to let Newtons put in the turbine at their own expense and risk, being responsible for all damage which might occur to the existing work or plant because of the deepening of the penstock, and no payment was to be made until the work was completed to Fowler's satisfaction.<sup>94</sup>

But Newtons would not put the turbine in, because the water was too high in winter, and if they put it in in summer they would have to wait several months to test it properly before they could be paid.<sup>95</sup>

Eventually they received expert opinion that the deepening of the penstock to allow water to escape would not endanger the foundations and the water-works, but they would not put the turbine in place unless they were paid half the cost then, before testing, and the Council would not entertain this. The whole matter went to solicitors and finally to arbitration, which found for the Trust,<sup>97</sup> but it was not until March, 1910, that the turbine was put in place<sup>98</sup> and not until June that it was tested and found to work well, so that Newtons were paid their £600.<sup>99</sup> After its installation, the turbine worked for about five months of the year, depending on water levels.<sup>100</sup>

The power station worked well enough from its inception, but there were some minor problems. There was some trouble with John Stewart's supply of charcoal; early on there were complaints that he did not always fill the bags (and he was paid by the bag),<sup>101</sup> and later he had to apologise for his tardiness in supplying the charcoal as he had not been well enough to make it.<sup>102</sup> In 1908 Cameron had to put a three inch iron pipe under the bearers supporting the power station wall over the penstock to stop it sagging.<sup>103</sup> Some of the complaints were a little bizarre: in 1911 J.H. Powell requested that his electric light be cut off at once, as "the extra energy your Council will derive thereby may help to supply the Town with a little more water."<sup>104</sup>

Financial considerations were always difficult. Many people complained about excessive charges and demanded slot meters,<sup>105</sup> while in its turn the Trust had to ask several people to have slot meters because they would not pay their bills.<sup>106</sup> In 1908 a new lighting act was passed<sup>107</sup> and a poll taken to enable the Trust to borrow £2500 to complete the scheme (including paying for the turbine) and to duplicate the storage battery and machinery, but the rate-payers only approved of their borrowing £1000 for the first objective.<sup>108</sup> When in 1911 the finance committee proposed to raise the charge for electric light, it was generally disapproved of and some users threatened to discontinue supply.<sup>109</sup> There was also the problem caused by the fact that it was basically a small scheme. In 1911 Cartwright's Picture Company threatened not to show its pictures in Deloraine because they could not be supplied with electric light without starting the suction gas plant, at an estimated cost of four shillings to nine shillings,<sup>110</sup> while the following year the builders Watts and Cameron were told that if they wanted to use their motors for anything like the whole day they had to give 24 hours notice.<sup>111</sup>

Cecil Beresford continued to run the plant for many years, although at one time he was cautioned "that the Trust's committee cannot pass over his drinking habits any longer," and if he did not change his ways something would have to be done "as his personal safety and that of the machinery may be in danger at any time in consequence of his present failing."<sup>112</sup> James Kirkland from Beaconsfield took over in 1917, followed by Charles Watts in 1921, Kirkland again in 1923 and J. Watts in 1927.<sup>113</sup> Aerial Woods and Nicholas Gilbert both assisted in the 1920's until the station closed<sup>114</sup> on September 20, 1928, when the Hydro Electric Department took over.<sup>115</sup>

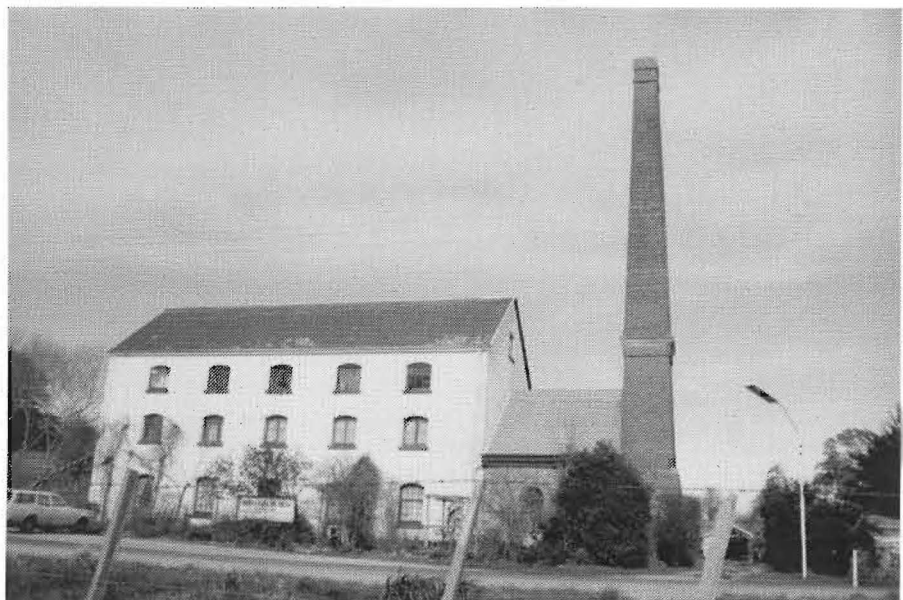
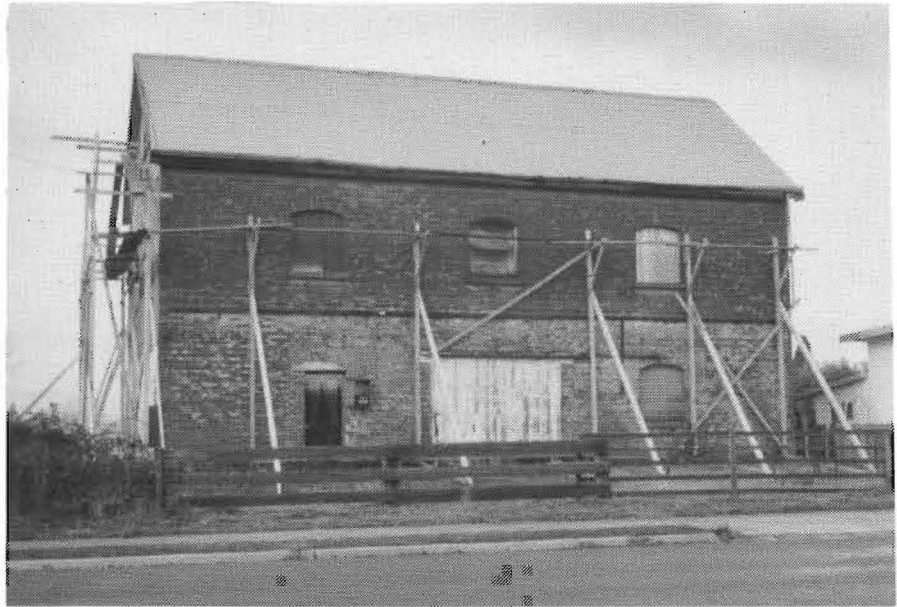
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Appendix 1  
Deloraine Industrial Heritage Sites





16 BEEFEATER STREET, DELORAINE

Name: Clayton's flour mill

Date: 1853

Material: Brick

Architect: Possibly William Clayton

Builder:

Use: Flour mill

Condition: Reasonable

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WESTBURY PLACE, DELORAINE

Name: Shorey's, later Harvey's flour mill

Date: 1862

Material: Brick and Stone

Architect:

Builder:

Use: Flour mill, grain store, residence

Condition: Good

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BASS HIGHWAY, DELORAINE

Name: Bowerbank flour mill

Date: 1855

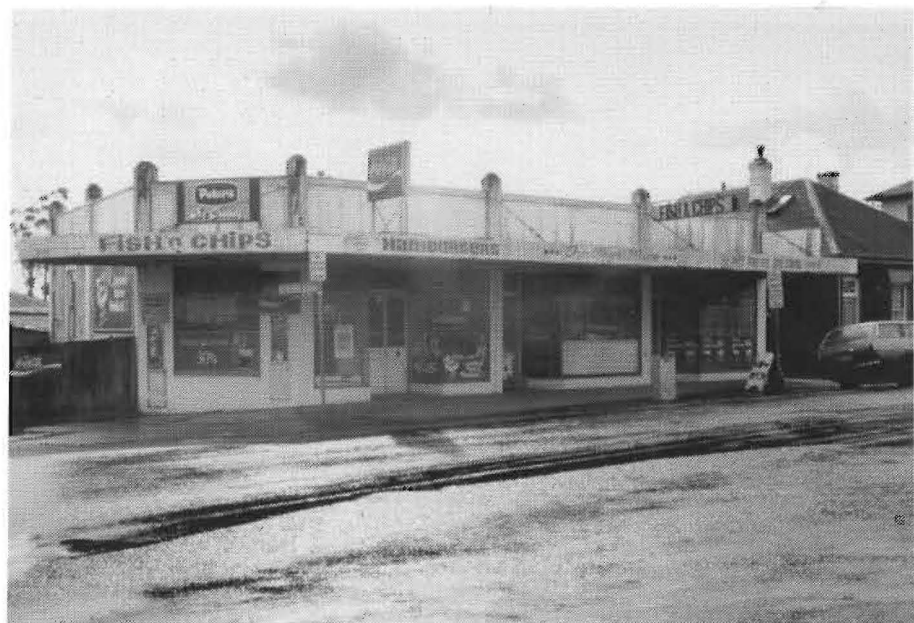
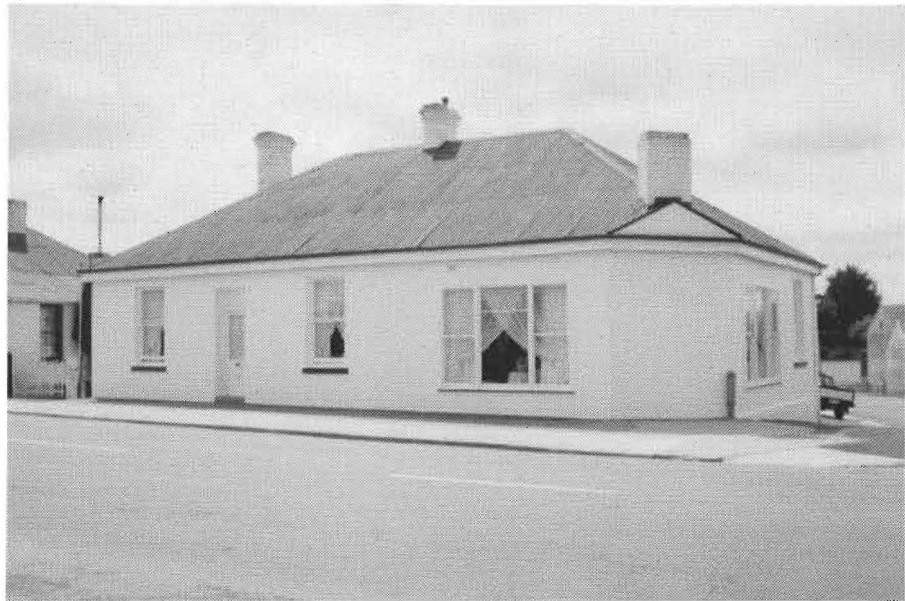
Material: Brick

Architect: Probably William Archer

Builder:

Use: Flour mill, service station, art gallery

Condition: Good



EMU BAY ROAD, DELORAINÉ

Name: Bramich's bakery

Date: 1860's

Material: Brick

Architect:

Builder:

Use: Bakery, other retail shops

Condition: Good, with unsympathetic front

---

CORNER BASS HIGHWAY AND RAILWAY STREET, DELORAINÉ

Name: Bonney's bakery

Date: 1860

Material: Brick

Architect:

Builder: John Bonney

Use: Bakery, house

Condition: Good

---

6 - 8 BASS HIGHWAY, DELORAINÉ

Name: Williams' bakery

Date: About 1937

Material: Rendered concrete

Architect:

Builder:

Use: Bakery, food shop

Condition: Good



MAIN ROAD, MOLE CREEK

Name: Excelsior Bakery

Date: 1908

Material: Weatherboard

Architect:

Builder: William Howe

Use: Bakery, residence

Conditions: Reasonable, front has brick board

---

"HAWTHORN," DUNORLAN ROAD, ELIZABETH TOWN

Name: Hawthorn Cheese Factory

Date: Early 1930's

Material: Weatherboard

Architect:

Builder:

Use: Cheese factory

Condition: Reasonable

---

MOLE CREEK ROAD, DELORAIN

Name: North Wester Co-operative Dairy Company Ltd (U.M.T.)

Date: 1951

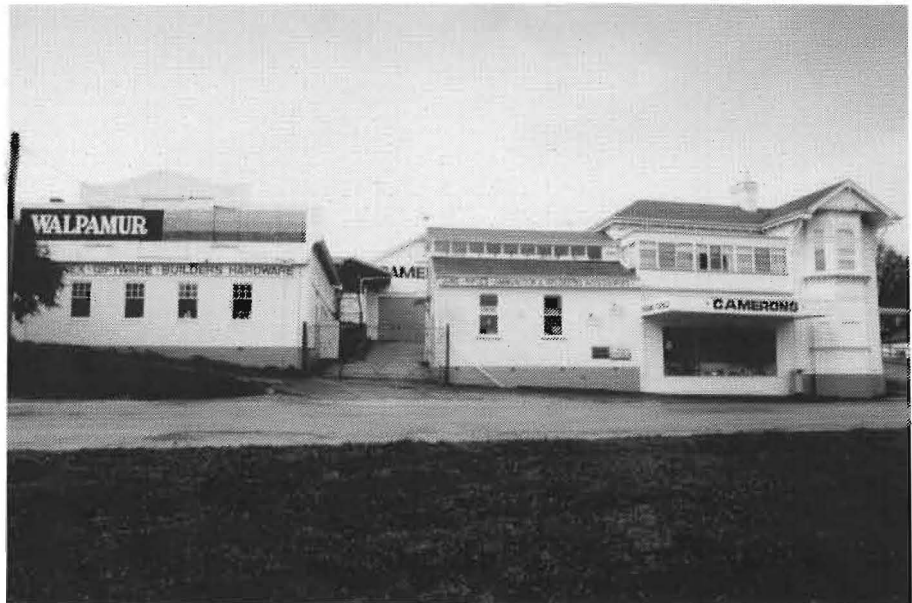
Material: Rendered brick

Architect:

Builder: R.W. Hay

Use: Butter factory

Condition: Good



"CHESHUNT," MEANDER

Name: "Kinwarra" Cheese Factory

Date: 1908

Material: Weatherboard

Architect:

Builder:

Use: Cheese factory

Condition: Poor

---

8 EAST PARADE, DELORAINÉ

Name: Cameron's store

Date: 1900's

Material: Weatherboard

Architect:

Builder: W. C. Cameron

Use: Carpentry, undertaking, retail shop

Condition: Good

---

"CHESHUNT," MEANDER

Name: Carpentry shop

Date: Before 1900

Material: Weatherboard

Architect:

Builder:

Use: Carpentry

Condition: Poor







"BENTLEY", CHUDLEIGH

Name: Linseed oil factory

Date: 1888

Material: Brick

Architect: Williams and Flowers

Builders: Williams and Flowers

Use: Linseed oil factory, farm building

Condition: Good

---

90 EMU BAY ROAD, DELORAINÉ

Name: Crocker's coachpainting

Date: About 1910

Material: Weatherboard

Architect:

Builder:

Use: Coachpainting, service station

Condition: Reasonable, although boarded up

---

110 EMU BAY ROAD, DELORAINÉ

Name: Eade's blacksmith shop

Date: 1936

Material: Galvanised Iron

Architect:

Builder:

Use: Blacksmith shop

Condition: Reasonable



EMU BAY ROAD, (BEHIND THE EMPIRE HOTEL), DELORAINÉ

Name: Woodberry's livery stables

Date: 1902

Material: Weatherboard

Architect:

Builder:

Use: Livery stables

Condition: Reasonable

---

11 EMU BAY ROAD, DELORAINÉ

Name: Furmage's Motor Garage

Date: 1918, additions about 1945

Material: Concrete

Architect:

Builder:

Use: Service station

Condition: Good, front altered

---

DELORAINÉ

Name: Deloraine Railway Bridge

Date: 1885

Material: Masonry foundations, wrought iron girders, mild steel decking

Architect:

Builder: Fergus and Blair

Use:

Condition: Good



#### KIMBERLEY

Name: Kimberley Railway Bridge

Date: 1885

Material: Masonry foundations, wrought iron girders, mild steel decking

Architect:

Builder: Fergus and Blair

Use:

Condition: Good

---

#### DELORAIN

Name: Deloraine Railway Station

Date: 1871, with later additions

Material: Weatherboard

Architect:

Builder:

Use:

Condition: Good

---

#### LEMANA JUNCTION

Name: Lemana Junction Railway Station

Date: 1907

Material: Weatherboard

Architect:

Builder:

Use:

Condition: Good



KIMBERLEY

Name: Kimberley Railway Station

Date: 1885

Material: Stone platform, weatherboard building

Architect:

Builder:

Use:

Condition: Ruined

---

Name: Reservoir

Date: 1906

Material: Concrete

Architect:

Builder:

Use: Water reservoir

Condition: Excellent

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WESTBURY PLACE, DELORAINE

Name: Deloraine Power Station

Date: 1907

Material: Weatherboard

Architect:

Builder: W. C. Cameron

Use: Power station, store

Condition: Fair