LAUNCESTON'S INDUSTRIAL HERITAGE: a survey

PART ONE

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and
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1982
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FOREWORD

Launceston has been a major industrial centre in Tasmania since soon after its establishment in 1805. Since then the structure and character of the city's industries have changed many times in response to shifting markets, availability of resources and changing technologies. The result has been the development of a wide variety of industries including the processing of agricultural produce and mineral ores, the manufacture of a multitude of items from cloth to steam engines and the provision of a variety of services to a growing urban area.

The nature of Launceston's growth has been such that there still remains a wide variety of substantial industrial buildings and industrial sites within the city of Launceston. Some of these sites date back to the early decades of the nineteenth century. Together they provide an unusually complete record of the industrial evolution of an Australian city and in the case of Launceston, because of its dominant role, a record of the industrial development of the state of Tasmania.

The continuing growth of the city of Launceston and the inevitable associated changing land use requirements has threatened the future existence of certain components of the city's industrial heritage. Aware of such threats to an important component of Tasmania's built heritage the Launceston City Council applied to the Australian Heritage Commission in 1980 for funding research, survey and document the industrial development of the city of Launceston. This was conducted by the Queen Victoria Museum, a department of the City of Launceston.

The survey has been undertaken in two parts. The first has involved the establishing of an historical perspective or framework in which the existing industrial buildings and sites might be viewed. The combination of limited finance and funding for the project, the complexities of the city's industries and the lack of any earlier analysis of their development has meant that this survey should be considered an overview to the city's industrial development rather than being the definitive study.
The second part of the survey has involved the preparation of an inventory of existing industrial buildings and sites in the city of Launceston. The establishment of this inventory will enable the ready identification of these buildings and an assessment of their position within the overall industrial framework of Launceston.

C.B. Tassell,
Director,
Queen Victoria Museum.
CHAPTER 1 - INTRODUCTION

Lt Gov. Paterson on the 14th October 1804 embarked for Van Diemen's Land on the Buffalo at Sydney Town amidst cheers from the populace, the band of the New South Wales Corps playing 'God Save the Queen' and 'Rule Britannia'. An eleven gun salute was fired, and Paterson with a party of soldiers and convicts proceeded to his command of the intended establishment at Port Dalrymple. The first encampment was at Outer Cove (now George Town), but the lack of fresh water, exposure to the wind and infertile land persuaded Paterson to move the settlement to York Town, upstream on the western bank of the Tamar in early 1805. Here fresh water seemed to be in abundance, and the land well suited to both cultivation and grazing.

However, winter proved this spot to be less than ideal, and in spring the farms and gardens of the inhabitants flooded, and many of the Bengali cattle, transported from a warmer climate, died of exposure. It was for this reason that towards the end of 1805 the settlement was moved to Launceston, selected for its sheltered position, abundant green pasture (which compared favourably with the Hawkesbury), and the sparseness of its lofty trees. The matter did not rest here, for Governor Macquarie during his term in office between 1810 and 1821 decided that the settlement should after all be situated at George Town where it was more accessible, and went to great lengths to move it there. Commissioner Bigge ensured the reversal of Macquarie's edict in 1822 but the indecision retarded Launceston's growth until the 1820s.

These early settlements were military ones, geared towards self sufficiency, but not private enterprise. To some extent Britain for the first half of the nineteenth century saw Australia as a source of raw materials such as wool, grain and timber, to supply her own factories and did little to encourage manufacturing enterprise in her colonies. As a result Launceston's early industries were of a subsistence nature. Timber was felled for housing and bricks made. Flour was milled, bread baked and beer brewed. As the hinterland was opened up substantial grain harvests were reaped, and Launceston grew as a service centre with substantial stores, hotels, banks, churches, library and newspaper.
In 1829 Launceston enjoyed briefly the rewards of providing wheat to the drought-sticken settlements of New South Wales. Similarly during the 1830s she was able to supply the new colonies of Port Phillip, Swan River and Adelaide with food and timber until they became self-sufficient. Launceston's position as a major exporting port during this time also stimulated a shipbuilding boom in the 1840s.

After a long and protracted fight, initiated in Launceston, convict transportation to Tasmania ceased in 1853, a time when much of the colony's free labour had left for the Californian and Victorian goldfields. This left farmers and potential industrialists without the labour to exploit the markets these ventures had created. The high cost of the remaining labour only exacerbated the problem.

The establishment in 1852 of the Launceston Corporation at this otherwise depressed time introduced a period of civic improvement with the construction of water and sewerage systems, and the provision of public gardens.

During the late 1850s and 1860s there was considerable agitation in the north of the state for a railway linking western farm districts with Launceston. Finally the first sod was turned in 1869 by Prince Alfred for the Launceston and Western Railway but it was not until 1873 that the railway commenced operation.

The 1870s brought not only railways but also a major mineral boom and the development of Launceston's industrial base. Tin was discovered at Mount Bischoff in the north-west, and then later in the north-east of the state, iron ore at Ilfracombe and gold at Beaconsfield near Launceston and in the north-east of Tasmania. Although the closest mine was 40km away from Launceston, it was due to the initiative of groups of Launceston citizens that many of the mining companies were formed.

Tin smelting works were erected along the waterfront creating an industrial image for Launceston which was further strengthened by the emergence of substantial foundries set up to meet the new demand for mining machinery, and equipment for other boom-related industries. Waverley Woollen Mills, the first of the city's textile factories, were established before the
boom, but instilled an infectious optimism about Launceston's future. The boom itself permeated every type of endeavour, from agriculture to soap manufacture and civil engineering. This period of prosperity was and still is reflected in the Victorian buildings erected in Launceston at that time.

J. Oxley's prognosis of 1810 that 'the Time may probably be approaching when The Cheerful Noise of Founderies and Manufactories, together with The Activity and Bustle of Commerce, will be heard on the at present almost uninhabited Shores of Port Dalrymple' had arrived.

With a Victorian enthusiasm for technology, Launceston in 1895 was one of the first cities to be lit by electricity in Australia. Unwieldy meshes of overhead wiring replaced the subterranean piped gas lighting which had been installed in 1860, and announced to the world, the city's progressiveness. Within a decade motive electricity was introduced and much attention was given to attracting new industries.

As mining declined in the years leading up to World War I, a budding textile industry emerged, assisted greatly by the enthusiasm of the owner of the Waverley Mills, established in the early 1870s. Three woollen mills were erected in the 1920s and one in the '30s. Launceston's 50 000 League organized trade exhibitions and ensured that inhabitants were aware that it was their duty to buy locally made products.

World War II saw the woollen mills abandon their multicoloured wools for khaki. Their machines were operating twenty-four hours a day. The foundries established during the mining boom turned their skills to the manufacture of armaments and machine tools, and employees worked overtime on almost every shift.
REFERENCES

1  *Sydney Gazette*, 14 October 1804.


CHAPTER 2 - FOOD

2.1 Introduction

Amongst the many instructions to Lt Gov. William Paterson, was the ascertaining of the nature of the soil at Port Dalrymple and what proportion would be suitable for the cultivation of wheat, barley and flax. He was also urged to supplement the party’s rations with whatever food that could be found locally, and to cure any fish that might be caught. The two oxen, two calves, three sheep, two boars and thirteen sows were not to be eaten until they had multiplied.

A keen botanist and correspondent of Sir Joseph Banks, he lost little time in establishing a vegetable garden at Outer Cove. His hop plants, fruit trees and strawberries had all survived the journey from Sydney, though the culinary seeds were all eaten by ships’ rats. He lamented 'The Pot Herbs are all Dead, and unless those tender plants are well secured I shall never expect them to arrive safe in this Settlement on Account of very Boisterous Weather Vessels coming here generally experience'. He was able within a few months of arrival to offer his dinner guests cucumbers, eight different kinds of vegetables and mulberries from his garden. He also planted wheat, around which, he instructed his gardener to pour soapsuds to keep the native ants at bay. Duck and wild swan were available about the settlement in abundance as was wallaby.

With the arrival of 612 Bengali cows in 1805, Paterson wrote confidently that within three years the settlement would no longer need to depend on the British Government for animal food. His optimism was soon dashed as cow after cow died in the Tasmanian cold. He moved the entire settlement to Launceston in 1806, which was better protected from the weather and offered abundant pasture. So much labour was expended in keeping the cattle alive, that no planting was undertaken in 1805/6. Cropless and with the migration of local beasts to greener grasses during the dry season, the settlement was close to starvation during
FOOD - Introduction and Milling. Map 1

1. Outer Cove
2. Garden Island
3. North Esk Mill (Albion Mill)
4. Albion Mill Flour Store
5. Windemere Mill
FOOD - Introduction and Milling. Map 2

1. Government Cottage
2. Margaret Street Mill
3. Windmill Hill Mill
4. Cataract Mill (first)
5. Cataract Mill (second)
6. Ritchie's Mill, St John Street
7. Bridge Mill
8. Crown Mill
9. Monds and Affleck
10. Treadmill
Paterson's absence in 1806/7. So desperate were they that four men were dispatched to Sydney in a long-boat to seek help but they were not heard of again. Unable to wait for their questionable return Lt Laycock and four other men set off for Hobart Town via the Great Lake in February 1807. It was the first overland trip and took them seven days. Their efforts went unrewarded. The Rev. Knopwood commented in his journal 'We can afford no relief'.

To ensure a better food supply land grants were issued at this time on condition that they were cultivated for five years which initially, when not even a plough was available, produced murmers of discontent.

The erection of a granary was given the highest priority but as Capt. Brabyn wrote to Paterson in February 1809 it was not without its problems. 'The carpenter had been standing still for the want of stuff, notwithstanding my agreement with Monday he never cut one inch to this minute; that shuffling fellow Kirk is sometimes sick, sometimes well; Lyons the same Paxman the same; so that the granary is but just covered in, and not more than \( \frac{1}{4} \) floored'.

Government Cottage which was located at the south eastern end of what is now the City Park, boasted at this time a garden with fruit trees, a wheat ground following the boundaries of the park and, in front of that, on the present gasworks site, a paddock for government stock. The stubbly part of the wheat ground couldn't be worked because of the lack of a plough or iron work though Brabyn had taken care to keep the working bullocks. He sent Paterson a sample of the wheat which had been grown down the side of the garden walk.

In spite of these early difficulties wheat grew more successfully in Launceston than anywhere else in the Australian colonies at that time. From 1815 onwards they were exporting wheat to Sydney.

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<td>470</td>
<td>1818</td>
<td>5490</td>
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<td>1816</td>
<td>5050</td>
<td>1819</td>
<td>9415</td>
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<td>1817</td>
<td>3640</td>
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So much was being harvested, that, according to Thomas Walker, 'for nights previous to the opening of the store, the waggons and carts loaded with
Government Cottage. Attr. to W. Lyttleton
(Mitchell Library)

Launceston 1830. W. Lyttleton
(Mitchell Library)

This sketch shows John Smith's government windmill in the foreground, behind which is Barnes' Brewery. In the distance is the Windmill Hill windmill.
wheat collected outside the store yard and remained till the morning. I then continued taking in wheat into store, till it was filled which was three days, but with this even there was great disappointment'.

2.2 Milling

Early in 1805 Paterson had hinted to King that 'Palmers Mill might prove a great acquisition to us'. Palmer, an exiled radical priest, had died in 1802 but not before attempting to explore the Bass Strait in a boat he had built at Norfolk Island from a description in an encyclopedia. His mill design may well have been obtained from the same source. The first mills, handmills, were to remain in use until well into the forties. James Lamont, son of John Lamont who made the St Patrick's Water Scheme proposal discussed on page 334, remembered his father dressing his own flour in a machine 'about 32 inches [81cm] long by 16 inches [41cm] in width and stood about 29 inches [73cm] high with a hopper above, and the top part was filled with a series of revolving brushes which worked on something like a half-circle of sieves through which flour, sharps and bran were delivered into a drawer having three compartments; below the sieve and below that drawer there was an empty space about seven inches [18cm] in depth which was boarded over at the very bottom'.

James Steele was the first person to erect a mill in Launceston. In 1818 when the headquarters were moved to George Town he sold it to the government for 'four Good Cows of the English breed'. Thomas Walker disapproved of the purchase describing the mill as being 'of bad construction and small after much expense in moving and rebuilding was of little service in fact useless'. He suggested that 'a water mill might be erected on Paterson's Plains, on a spot now occupied by two men named Brennan and Peck, and another near Mr Rose's estate at Cory Lynn; at both places there are good falls of water, and I am of opinion Government should secure one of them'.

On Whit Monday 1817, the first bushel of wheat was ground at Messrs William and Nathaniel Lucas' mill, Launceston which had been built in a most workmanlike manner. Even so by 1820, it no longer seems to have fulfilled
the requirements of the settlement.

Thomas Archer while writing to Commissioner Bigge in 1820 about supplying the settlement of Launceston with water, also noted that his scheme would 'drive a powerful Corn Mill, which you are aware is a thing very much wanted in this colony'.

At last in 1822 the Hobart Town Gazette was able to report: 'At Port Dalrymple where the inhabitants had so long been compelled to grind their own corn with handstones and steel mills, there are now two mills erected, one a windmill erected by J. Smith, another a watermill belonging to J. Brumby'. However, neither of these mills were actually in Launceston although John Smith's, built on Garden Island in 1817, was bought by the government and re-erected at the lower end of Margaret Street prior to 1824 when it was shown on a plan drawn by W. Barnes. There is no sign of it on Smythe's map of 1835, but it was run by A. Ferguson in 1831.

Jane and Adam Yates erected a water mill on the North Esk at Distillery Creek in 1821/22. They had been millers in England and Adam hewed and dressed his own millstones from local ironstone. The Hobart Town Gazette claimed the local variety was as good as French burrstone. They worked the mill for fifteen odd years, raising a large family at the same time. It was passed on to their eldest daughter known as the 'Maid of the Mill' and her husband Inall. He was a draper by trade and unsuited to milling and in 1838 the North Esk Mill with one pair of stones, machinery complete and an excellent dressing machine attached thereto was auctioned. In 1846 John Guillan, a strong believer in waterpower, after leaving the Bridge Mills in William Street bought a twenty-one year lease and pulled the old North Esk mill down. In its place he erected the new 'Albion' mill which was of wood and three storeys high. It was furnished with two pairs of millstones and modern machinery. All but the cast iron work was made on site.

In 1848 Guillan was severely injured in a cart accident and from 1849 it was run by George Joseph Yates who had relinquished his Cataract Mill. In 1853 he was inviting tenders for a new bastard bucket wheel 9ft (2.74m) wide, 20ft (6.09m) in diameter with three sets of starts to each bucket, a new shaft to carry the wheel and all the necessary chutes and planking.
Albion Mills. Annie Crocker
(Waverley Woollen Mills)

First Cataract Mill
(Weekly Courier 6 April 1911)
to convey the water to, under and from the wheel. Guillan died from injuries sustained while employed on the installation of this wheel. John Colquhoun purchased a ten year lease on the mills in 1855 and had stores at the corner of York and Charles Streets.

In 1863 the Albion Mill was occupied by Monds and Titley who also opened their own bakery in Elizabeth Street. The Albion Mill was run by them until 1867 when Monds purchased the Carrick Mill, the object of his boyhood dreams. John Cartledge took over for the next four years opening a retail outlet 'The Albion Mill Flour Store' at the corner of Brisbane and Wellington Streets. From 1871 to 1899 the mill was owned by James Scott who leased it for two years to Dr Matthias Gaunt. Gaunt had built a steam timber mill at Windermere on land granted to him in 1830 which he converted to the Union Flour Mill in 1844. He won a First Prize for his products at the Crystal Palace Exhibition in London in 1851. When Gaunt died in 1874 the Albion Mill was let to Isaac Dawe until 1875 and then Thomas Marshall until 1878. After it had been vacant, W.B. Dean, baker and entrepreneur rented the mill from 1883 until 1889. The tenancy was taken over by Robert Taylor from 1889 to 1895 when it again became vacant. The mill was bought by Robert Hogarth who owned the Waverley Woollen Mills on the adjacent land, but was not used for flour milling again.

In 1826 the inhabitants of Launceston still felt their mill needs weren't met and their memorial informed Sir Thomas Brisbane that they were 'frequently compelled to grind their Wheat with Steel Mills, or send either to Sydney or Hobart Town for a Supply of Flour'. Later in the year their complaints were answered, but not very satisfactorily and not by Governor Brisbane. Grain now had to be carried to the top of Windmill Hill where James and Robert Towers had contracted Nathanial Lucas to build a windmill. The miller was John Head who later owned a market garden in High Street. The life of the mill ended after about five years when it was blown away.

The potential of the Cataract Gorge had been recognized for some time before 1833 when Andrew Sibbald and Thomas Ferguson built their Cataract Mill precariously balanced on the Giant's Grave so as not to infringe on Roderic O'Connor's land. So precarious was this picturesque mill, that it was washed away in the first winter's floods. Ferguson opted
out but Andrew Sibbald, financially supported by Mungo, Somerville and John Walker, began a new venture at the mouth of the Cataract. Robertson was the millwright. The chutes which doubled as Launceston's first water supply are described on page 329. In 1842 Andrew Sibbald died and later in the year Somerville shot himself. Their miller, George Joseph Yates, purchased the mill for £4 400 in 1845. It was described as a watermill in first rate condition which drove three pairs of stones with dressing machine, smutting machine etc. The stores would hold 6 000-10 000 bushels of wheat. Adjoining was a five room brick house recently erected. Opposite were men's huts, two neat cottages, stables, cartshed, gighouse, fowl house, piggeries, etc. and a splendid garden stocked with choicest fruit trees and an excellent paddock. But the prize was 'The El Dorado of Launceston the WATERTANKS from which the whole of the town and inhabitants for miles around are supplied with the purest of water, the income of which is asserted to be better than £1 500 p.a.'

Yates got into financial difficulties in 1848 and in 1849 when Messrs Cartledge were millers, sold his share to John Walker of Hobart Town for £6 000. Walker had been superintendent of the government flour mills in Hobart, later buying them, and had also built a mill in Richmond in 1824.

Walker announced that the Cataract Mill was to be thoroughly overhauled and that G.J. Yates was to remain in charge of the business. The new water wheel was made by millwrights Eastby and Robertson. Sibbald's share was passed on to his widow who married William Gunn and his son Henry, when Yates' sublease had run out took over the running of the mill.

In 1876 when the tenant miller John Toan had occupied the premises for sixteen years John Walker sold the mill to David Ritchie, whose father had erected a watermill on his 'Scone' property at Perth in 1833. Ritchie installed a roller mill on the Ganz System, probably in 1882 when his rates increased. On a plan of 1891 is drawn an engine room and Ratcliffe cites a 1908 photograph showing a large chimney, intimating that there may have been some ancillary steam power at that time. In 1910 his successors erected the silos which now dominate the mill. Ritchie's other mill in St John Street which was erected by 1870 was run entirely
Cataract Gorge with old mill 1834
Edward Weston

Second Cataract Mill. Frederick Strange
on steam, and operated on Hunter and Huxtables' machinery from Evandale.

The first steam mill in Launceston was built by John Griffiths in 1838. Named The Bridge Mill after the Tamar Bridge, erected by his father in 1833, it was situated in William Street and fitted with a lift and other labour saving devices. Griffiths became bankrupt in 1842 and moved to Port Fairy, leaving the mill vacant.

In 1844 under a heading 'Griffiths Stores' the * Examiner* reported that 'These commodious premises are at length occupied. Mr Guillan rents the steam mill and Mr William Williams has taken the dwelling house and stores where he will carry out his mercantile business'. Guillan didn't stay long, finding the steam engine old-fashioned and inefficient. He was unable to compete with the watermills, so left to build the 'Albion Mill'. The Bridge Mills again went into disuse until John Thompson, who had bought it in 1849, commissioned Guillan to upgrade them to the designs of Messrs Robinson and Eastby. William Titley who later managed the Albion Mill, became foreman and James (Philosopher) Smith and T.W. Monds became millers there for a while. William Hart purchased the whole block and from 1876 leased it to the Mount Bischoff Tin Mining Company to erect their smelters.

In 1847 Edward Harpur erected the Launceston Steam Mill in Wellington Street. In an advertisement of 1849 Harpur informed readers that he had been induced to erect two smut machines and one separator for brushing and cleaning wheat from all impurities. Smutters, he said, were so constructed as to supersede the necessity of using lime in the operation of smutting. He described his machines in detail. The one smutter was a long cylindrical barrel tapered, with double rowed cane brushes in the centre working vertically, and causing an angular motion to the wheat within. The other one was a 'Southworth Patent Smutter' and consisted of a metal drum with a convex fluted top which worked horizontally having a concave diamond stationary cover to fit, with inclined rubbing surfaces for the grass to pass over. Afterwards the wheat fell into a number of spiral beaters which continuously kept raising the wheat and throwing it against a close angular grating to be rubbed by the periphery of the beaters.

In March the * Examiner* announced that oatmeal could be had at Launceston from Mr Harpur and in September 1850 the enterprising Harpur announced
his food for children and invalids, Harpur's pulverized patent groats fresh manufactured at the Launceston Steam Mill and sold in returnable tins. In July 1851 he advertised for a miller but in the Assessment Roll of 1853 there is no mention of Harpur or a mill in Wellington Street.

In 1853 Thomas Button begged to inform the public that he had built a flour mill at his tannery in Margaret Street using machinery bought from Mr Barnard of Landfall who had made two unsuccessful attempts at damming a creek for a mill in the late 1840s. Button was not in luck either. During the foremanship of the ubiquitous T.W. Monds a fire destroyed all the upper part of the building, most of the machinery and a large quantity of wheat in April 1855.

David Ritchie's miller at 'Scone', Thomas Affleck who had been trained at the Cluden Mills in Scotland, established his own business at Longford in 1871. His son John built the four storey Crown Mill in Cameron Street in 1897, a year before his father's death. Seventy of the new electric lights were installed and the roller machinery made by T. Robinson and Son, Rochdale (England) was the most complete in Tasmania. The mill also boasted an oatmeal plant imported from Messrs Mather and Sons, Edinburgh. Initially the motive power was provided by a 40 h.p. boiler and a 25 h.p. compound engine, but in 1904 an electric motor was installed providing the Launceston Corporation with a revenue of £475 p.a.

In 1918 Monds and Affleck amalgamated and by 1928 additions were being made to the flour milling plant, and a new oatmeal and rolled oats plant was under construction at their mills in Cameron Street and Lower George Street. At this time there were forty employees.

A convict treadmill was situated on Wellington Square (south western block bordered by Bathurst, Paterson and Barrow Streets) and erected circa 1830. It took eighteen men to work the mill and a bell would ring every minute as a signal for one man to get off and another to take his place. There were protestations about its continued existence in 1853 because it was undercutting other mills and benefittings, it was claimed, friends of the 'old system'. In 1865 it was converted into a stable for Launceston's new mounted police.
Banks of the River North Esk from the Bridge. Frederick Strange

The large building on the right is the Bridge Mill.

View from Windmill Hill, showing Bridge Mill and Cornwall Brewery
Second Cataract Mill H. Button

Second Cataract Mill with silos
(Weekly Courier 25 August 1910)
2.3 Baking

As baking has until recently been primarily a domestic craft, all the small bakeries which have existed in Launceston, many of them for only a year or two, have not been traced. Rather, only the larger operations of significance are discussed here. William Boswell Dean, whose father had been both a miller in Kent and a manufacturer of ships' biscuits at the Royal Arsenal Works, Deptford, came to Launceston in 1839, having baked briefly in Port Nicholson (Wellington) New Zealand and manufactured biscuits by contract for Backer and Sons in Sydney. He erected the Phoenix Bakery, St John Street in 1840 and was one of the first Launceston bakers to import biscuit-making machinery from London. In 1847 he was selling kiln dried ships' bread 16/- per 100lbs (45kg) first quality and at the Great Exhibition in London in 1851 his biscuits were highly praised by the Lords of the Admiralty although recognition was otherwise hard to come by.

In the 1850s Dean became interested in coal mining on the North West Coast. By 1855 he had signed a contract to supply the Adelaide Smelting Company with 20 000 tons of coal per year, and had built a tramway covering the 2 miles (3.2km) between his mine and the Mersey River. During this time Richard Pescodd operated Dean's bakery, advertising it in 1858 as The Tasmanian Steam Bakery. Pescodd had previously been in partnership with F.B. Sim, who was now a crumpet and muffin maker, and they had received a second class medal for biscuits at The Paris Exhibition of 1855. In 1862 W.R. Dean returned to his bakery and by 1879 he was offering the public not only meal, brown and lime bread, real country or chalk farmhouse bread, French cottage and fancy bread, French and English rolls, batch and breakfast cakes, Scotch cookies, London cobs and oatmeal bannocks and Parisian curly rolls all made from sea water with its healing qualities, jellies and ice creams, but also hot and cold baths. He provided customers visiting either the special room for ladies or the Lunch and Smoking Rooms with all the Australian papers as well as San Francisco, New York and British papers.

In 1890 his son Thomas B. Dean opened the 'Star Bakery' in York Street, and by the turn of the century this had become one of the most automated bakeries in the colony. A 4 h.p. engine worked the kneader, a large
FOOD - Baking, Confectionery and Cool Storage Works

1. Phoenix Bakery (Tasmanian Steam Bakery), 133 St John Street
2. Star Bakery, 188 York Street
3. Federal Bakery, 72 Charles Street
4. Dean's Bakery, Cameron Street
5. Russen's Biscuit Manufactory, 164 Bathurst Street
6. Jubilee Bakery cnr Margaret and York Streets
7. Bailes Refreshment Rooms (later Shepherds), 101 St John Street
8. Beaumont confectioners, 134 Charles Street
9. Beaumont confectioners, 73 Brisbane Street
10. W. Wade, pastrycook cnr Quadrant and Brisbane Street
11. Tankard & Scott, Court House Green
12. Benders, Benders Lane
13. Tasmanian Produce and Cool Storage Co., Lindsay Street
revolving cylinder with iron arms which mixed three sacks of flour in 3½ minutes. The ovens each had a capacity of 500 loaves. Following in his father's footsteps he won a gold medal at the Launceston Exhibition of 1891. Thomas Dean's son, William B. junior opened his own business in 1903 naming the premises at 72 Charles Street the 'Federal Bakery', where it remained passing from father to son until the 1950s when the wood fuelled bakehouse was abandoned for Cameron Street.

Charles Russen opened a bakery in Bathurst Street in 1874. As demand exceeded capacity he confined himself to biscuits, cakes and aerated flour and in 1885 equipped his factory with cake and egg beating machines, fruit cleaning machines, a self acting forcing machine with gauge and rollers, all running on a 13 h.p. gas engine; as well he had three Bailey and Baker ovens. At this time he had received thirteen gold medals and 'Russen's biscuits' had become a household word. He offered twenty-eight varieties, of which the soft spongy Cracknell's were the most complex. By the turn of the century 28 people were employed, and Russen, fully established, became an alderman and, in 1906, mayor of Launceston.

F. Crosby and his wife established a bakery at the corner of Margaret and York Streets in 1870 and after being selected by The Launceston Council to cater for the Queen's Jubilee Celebrations in 1897 named themselves the Jubilee Bakery. The catering involved making five hundred plum puddings, sponsored by the Early Closing Association for distribution amongst the poor of the city. They also tendered successfully for the Cataract Gorge refreshment rooms.

The combination of refreshment rooms and bakeries became increasingly popular towards the end of the century. Thomas Bailes, who was also the bread supplier for the Launceston Benevolent Society, opened refreshment rooms at 101 St John Street where 'light collations' were served at any hour of the day. His bread, he claimed, was subjected to a process quite new to Tasmania, and aided the digestion.
R. PESCODD,
TASMANIAN STEAM BAKERY, ST. JOHN-STREET, LAUNCESTON

Tasmanian Steam Bakery, St John Street
(Launceston Examiner 23 October 1858)
2.4 Confectionery

Less considerate to the body but more pleasing to the eye were the sweets made by lolly boilers like G. Hayward who in 1853 advertised 'PRO BONO PUBLICO owing to THE WAR IN TURKEY a great fall in loaf sugar, G. Hayward having received the first information is now prepared to give the public the benefit of it by selling LOLLIES of colonial manufacture, warranted free from any deleterious ingredients, and superior to any English goods ever imported, fifty per cent under the price they can normally be imported at'. By 1867 he had moved to Hobart where he established the largest confectionery factory in Tasmania.

In 1887 Joshua Beaumont had a business at 134 Charles Street and by 1897 Beaumont Bros were advertising boiled goods, creams, jubes and chocolate, lemon, orange and citron peel, canterbury cakes and wedding cakes. By 1904 they had further premises at 73 Brisbane Street and by 1912 Beaumont & Shepherd had taken over the bakery previously owned by Thomas Bailes at the corner of the Quadrant and St John Street, and expanded their range to include all types of confectionery. In 1923 Harold Shepherd erected on the same site the present building. The bakery on the top floor was, apart from its woodfired brick oven, fitted with new equipment such as an Invicta electric mixer and a dough brake both from Henry Berry of Melbourne. An electric lift connected the bakery to the shop on the ground floor and the cellar where they stored eggs preserved in crocks of waterglass, lemon peel and ginger for the weekly fruit cake were in 4cwt (203.2kg) casks of syrup.

In the 1880s W. Wade was operating as a caterer, pastry cook and biscuit man on the corner of Brisbane Street and The Quadrant from the Temperance Hotel.
2.5 Preserves

Tasmania was very quickly found to offer a suitable fruit growing climate. Paterson planted apple trees, said to still have been bearing fruit 150 years later, at York Town. By the 1830s the variety of fruit grown was quite large and exotic and every almanac had its 'gardeners' kalendar'. The successful orcharding in southern Tasmania gave impetus to northern growers in 1847. Thomas Gould, who was a confectioner by trade advertised in that year that he wanted to buy three tons of raspberries and other fruits having received a number of jars per the Winchester. His premises were on the corner of Charles and Elizabeth Streets.\(^{54}\) In 1848 William Longhurst who owned a timber yard opposite the Union Bank in George Street offered fruit cases for sale and by the 1850s the Tamar Valley was widely cultivated. The market was excellent. The Victorian gold rushes created an enormous demand for fresh, bottled and dried fruit.

In Launceston E.L. Knight began making raspberry and currant jam in 1857 and in 1863, when there was a sudden flourish of the industry, reminded customers that his jam manufactory included Isaac Wilkins and Son in Charles Street, near the market.\(^{55}\) Gould and Freeston, Cameron Street (Freeston by 1862 had his own premises in Lower St John Street\(^{57}\)) and R. Stewart of Springfield Glen Dhu who boasted a depot in Wellington Street,\(^{58}\) and Tankard and Scott who operated from Court House Green.\(^{59}\) J. Alvarez, a printer of Warwick Street Hobart found Launceston's jam-making activity so promising that he considered it worthwhile advertising in the Examiner his ability to print labels on 'enamelled paper in gold bronze from lithography'.\(^{60}\) Unfortunately he became insolvent in 1864.\(^{61}\)

The post gold rush depression and subsequent introduction of tariffs in 1866, rising steeply in following years crippled Launceston fruit growers (with a little help from the Codlin Moth).

Anthony Trollope writing in 1873 said that he 'always took a delight in reminding a Victorian who is a jam loving creature, that he is obliged to eat pumpkin jam, a filthy mixture just flavoured with fruit, because of the tariff by which he protects the fruit grower of Victoria, - who after all can't grow fruit'.\(^{62}\)
Federal Bakery, Charles Street
(Local History Collection, Northern Regional Library)

Federal Bakery, Charles Street
(Weekly Courier 22 February 1923)

Interior showing troughs and dough mixer.
In 1878 The Tasmanian Jam and Preserved Fruit Company was floated with a capital of £5,000 in £1 shares with C.H. Smith, Henry Button, Peter Barrett, J.C. Ferguson, T.W. Thomas, Henry Edgell and Captain Urquhart, as directors. They had offices in St John Street and a factory on the Queen's Wharf but the venture ceased in 1879.

It was not until about 1906 that the fruit industry became revitalized, and by this time the small jam factories had ceased operating. However, during this lull great advances had been made in food preservation. In the late 1870s refrigerated shipping had become possible, opening up a whole new market for fresh meat and vegetables. The latter had hitherto been strung over the sides of ships in nets in an attempt to preserve them for as long as possible. Jam did not return to Launceston. Although Jones & Co. applied to the Council in 1914 for a site for a canning factory nothing seems to have eventuated.

Leonard Bender, a smallgoods manufacturer was the first to establish a freezing works in northern Tasmania in about 1889. The building was insulated with sawdust in its cavity walls and consisted of a subterranean brine room, ground floor factory and top floor coolroom. A block and tackle was used to transport materials. The building is still extant in Bender's Lane. Bender's store became the Launceston depot for all things perishable - butter, fruit and meat. Its primary function was to preserve his own goods. Bender was brought up in the apple growing atmosphere of Huonville and maintained a keen interest in fruit growing. He started his own orchards at West Arm and later Deviot. In 1912 Ernest Whitfeld described the Tamar area: 'Practically from Kelso to Launceston what was once neglected and forbidding looking country is now dotted over with laid-out orchards in every stage of growth'. He went on to say that apples grown on the Tamar matured three weeks earlier and so captured the first market. Bender acted as guarantor for the 'Telamon' the first vessel to load apples for the British Market from Beauty Point in 1922. Previously all fruit had been sent to Hobart for shipment.

On the 12th of May, 1903 The Tasmanian Produce and Cool Storage Company formally opened their works on the Inveresk Esplanade with 200 guests including Sir Edward Braddon, Mayor Storrer and other dignatories. The buildings were designed by Walter Panton, a New Zealand architect, and
built by Charles Adams and Sons, on grounds measuring 80ft (24m) by 500ft (152m). Subsidiary buildings were constructed to allow for additions and consisted of a boiler house, engine room and a butter factory which was constructed of brick and was 35ft (10.7m) by 20ft (6m). The freezing buildings contained a holding store capable of accommodating 10,000 carcasses of mutton, six freezing chambers measuring 25ft (7.6m) by 11ft (3.3m) and capable of freezing 500 sheep daily, two chilling rooms the same size, and a butter store. The railway ran through the packing shed and extended the whole length of the freezing building with a platform in front of the chambers and another 12ft (3.7m) wide packing platform on the other side.

Mr E. Gardiner of C.A. MacDonald's firm at 63 Pitt Street in Sydney installed the *Hercules* freezing plant. A direct expansion system of refrigeration was used.

Apart from freezing perishable goods and manufacturing *Icicle* and *Coronet* butter, and *Pic-Nic* cheese, the company were agents for all dairy machines including the De Laval Separator, premier of the world, Lawrence-Kennedy Milking Machines, *Hercules* refrigerators and Herry's churns and dairy factory appliances.
Jubilee Bakery, corner Margaret and York Streets
(Encyclopedia of Tasmania)

Crosby's Refreshment Rooms
at the Cataract Gorge
Beaumont Brothers, Charles Street
(Local History Collection, Northern Regional Library)

W. Wade, Brisbane Street
(Local History Collection, Northern Regional Library)
Tasmanian Produce and Cool Storage Works
and Mr John Christensen, manager
(Weekly Courier 16 May 1903)

Tasmanian Produce and Cool Storage Works engine room
(Weekly Courier 16 May 1903)
Tasmanian Produce and Cool Storage Works buttery
(Weekly Courier 16 May 1903)

Tasmanian Produce and Cool Storage Works store
(Weekly Courier 16 May 1903)
2.6 Distilleries

Governor Hunter refused applications for permits to distill spirits in 1796 and even went so far as to issue a government order to forbid the activity. His reasoning was the scarcity of grain and the fact that 6lbs (2.7kg) of wheat could either be converted into 1pt (6dl) of spirits or 6lbs (2.7kg) of bread. Later, when a grain glut became possible, colonial distillation was hesitantly considered. In 1822 it was finally legalised and James Towers immediately erected a still at Sorell. It was the first in Tasmania. He paid the required bond reluctantly, pointing out that in Scotland none was necessary and that he had already paid £300 for the land let alone his stock-in-trade.

Two years later he was operating from his Caledonian Distillery at Distillery Creek near Launceston, a situation 'very difficult of access indeed'. The inspector of distilleries, Robert Hales, requested that he should at least be granted a horse if not a punt as well to get to this place, for having ploughed through a swamp he had to shout to gain the attention of Towers on the other side of the water. It was hardly surprising Towers was occasionally suspected of illegal distilling and smuggling though it was never proved. In February 1825 the Assistant Colonial Treasurer Jocelyn Thomas favoured Towers with a visit. He had to ascend the bank with a ladder, but found the building, still and utensils all conformable to regulations. He described the coolers and the still itself as being buried in the ground.

In spite of bonds, the government felt it was losing too much revenue with the reduction of imports. In an effort to alter this situation excise duty on local products was increased and customs duty on imported spirits was lowered. These changes were made by Governor Brisbane in Sydney without any consultation with Lt Gov. Arthur. Thomas in 1825 feared that Towers would 'be made bankrupt, and the building become a ruin in consequence of the recent orders of government'.

When the price of grain rose in late 1825 James Towers tried to sell up, but distilleries were not in demand. The next seasons grain was more reasonably priced and he again applied for a licence. He left for England in 1830 and Robert Towers took over. The distillery was enlarged
FOOD - Distilleries, breweries and cordial factories. Map 1.

1. Caledonian Distillery
FOOD - Distilleries, breweries and cordial factories. Map 2.

1. Hopfields
2. Barnes' Brewery
3. Cornwall Brewery
4. McDiarmid's Brewery
5. Cataract Brewery
6. Westcombe Brewery
7. Lukin's Brewery
8. Tamar Brewery
9. Esk Brewery
10. Aerated Water and Lemonade Manufactory
11. Aerated Water Manufactory (later Steam Cordial Works)
12. Phoenix Aerated Water and Cordial Factory
and the new still was 60ins (1.5m) deep, 45ins (1.14m) long, and 33ins (84cm) broad with perpendicular sides. It was placed in a stone building 48ft (14.6m) from the walls and marked in oil on the door 'still house'. He had just completed a large malt house of two stores 160ft (49m) long and 20ft (6.1m) wide, and had brought out malt grinding machinery. The still he said, had previously been licenced to Mr Lowes at the Cascade Distillery, Mr Reid and Mr Murphy at the Macquarie Distillery. Towers was at this time employing five free men at £10 a week. James Towers died in 1833. 

In 1838 colonial distillation was banned altogether, and it was not lifted again until 1847 amidst much debate. An Examiner editorial was in favour of lifting the ban though they were 'not disposed to dispute that it is better to cast the products of harvest to the pigs than to transmute men into swine'.

2.7 Breweries

Local beer was introduced to Launceston by William Barnes a Cheshire brewer whose Port Dalrymple brand won favour with Governor Arthur.

In March 1824 Barnes wrote enthusiastically to his brother: 'I am building a small brewery which will cost about £200. There is in this town a population of about eleven hundred souls, and no Brewery in this place'. He expected, quite rightly as it turned out, to make a fortune. The price of beer imported from Hobart or Sydney was £9 a hogshead (287l). He reckoned he could produce it for £2 and sell it for £6 at a weekly production rate of ten hogsheads (2870l). Materials were a problem. He urged his brother to send him 5cwt (254kg) of hops 'which are very scarce here'. By 1825 he was cultivating 4 acres (1.6ha) of his own, probably on the site marked as Mr Beveridge's hop ground on Smythe's map of 1835. In 1824 the completed brewery on the Tamar at the northern tip of Margaret Street consisted of a brewhouse 30ft (9.14m) by 15ft (4.57m), 12ft (3.65m) high, a malt barn 36ft (10.97m) by 16ft (4.87m) with a granary over it, all of sawn timber, boarded and shingled, and a brick kiln 12ft (3.65m) and 16ft (4.87m) high. Port Dalrymple beer became so popular that by September 1824, he had to build a new small
house measuring 6ft (18.28m) by 20ft (6.09m), and was asking his brother for two boilers with cocks at the bottom, each with a thirty barrel capacity. Like the Hobart Town brewers he had the edge on his mainland competitors. 'The Ale we brew is so much superior to what the warm climate of Sydney will enable them to brew that, independent of the demand here, any quantity would sell there'. During the hottest months Sydney breweries had to close down because of the over-fermentation.

In spite of Barnes' efforts to maintain a monopoly - in the same letter of September 1824 he wrote: 'Keep all this to yourself, whatever you do; for at present I have no competition and I do all I can to make it appear an improfitable concern'. Three years later, in 1827 John Fawns began brewing in a small shed on the Esplanade.

Ross's Almanac of 1831 doesn't mention Fawns, but apart from Barnes' 'extensive long-established brewery', it mentions others belonging to John McDairmid, Mr Whitchurch and Robert Towers, the latter two being on the North Esk. McDairmid's brewery is shown on Thomas Scott's map of 1832 as being at the corner of Tamar and William Streets.

In 1836 Barnes decided to devote himself to his land, and leased his brewery to Button and Waddell, who in one of the first hard sell advertisements of the day told those who had not tried their Bitter Ale and Stout to do so without delay.

John Fawns' Cornwall Brewery had, by 1832 grown out of its shed and by the early 1840s was employing the young John Scott who was later to found the Tamar Brewery. Before the advent of the town water supply the brewery employed a large punt daily to fetch fresh water from the Cataract. From 1852 to 1876 James Boag from Paisley, Scotland was the chief brewer at the Cornwall Brewery and his son worked with him from 1870. After John Fawns' death in 1881, his son J.J.S. Fawns took over, forming in 1886 a partnership with Mr Abbott who had managed the brewery. In 1899 it was bought by James Boag and part of it was used as a fruit preserving works.

Other breweries came and went. The Cataract Brewery in Paterson Street was built in the 1830s by a man called Gerrard. It was owned for a while by W.S. Turner whose ill health in 1847 obliged him to relinquish
brewing. The brewery was unfortunately 'too well known to need comment' but included a five-room dwelling house, brewery and adjoining malthouse. He was also selling the Cornwall Brewery in Margaret Street which backed onto the Cataract Brewery. These premises were described as brew house, malt house, substantial store and malt bins, an office, men's huts, a four room house with an outdoor kitchen, a well of water fitted with pump and chutes for supply to the malt house. Pumped water it was claimed was available for brewing for most of the year. The malt kiln could dry off 120 bushels (43641) per week and was of substantial brick, well bound with timber. The floor above cost upwards of £100 with the bars and rafters only 9ins (22.8cm) apart both ways. Intending purchasers were also reminded of the imminent distillation act. Neither of the breweries was bought and Turner offered it for lease at a moderate rental, and would instruct prospective tenants in the management of the business. He added that he was 'prepared to show by his books that his motive for abandoning the brewing of Ale and Beer [did] not, as asserted by some evil disposed persons arise from any deficiency of business'. In May 1847 he was advertising for two malt men but in January 1848 he again tried to sell the properties, this time without a reserve. The auction notice was small and the Examiner did not reveal the outcome, but a month later Turner was advertising vinegar in any quantity, equal to English and half the price available at his factory in Margaret Street. Richard Batley Wallis and his wife owned a brewery in Margaret Street from 1853 to 1856 and it was probably this one. From 1856 there is no record of a brewery in Margaret Street.

The Cataract Brewery may have been bought by Edward French who owned the concern prior to 1863 when it was purchased by John Glenwright, who changed its name to the Tasmanian Brewery. In 1880 when Glenwright entered a brief partnership with James Boag, until the latter started his own brewery in 1881, the brewery went under its original name. Thomas Dudley, proprietor of the Black Swan Hotel in Wellington Street, informed the public in 1842 that he had engaged the services of an experienced brewer and maltster and intended commencing malting and brewing beer free from adulteration from malt and hops only.

Benjamin Hyrons was in 1853 offering purchasers 'a chance to make a rapid fortune' when due to ill health he offered for sale the lease of the Royal Hotel and brewery. The hotel was in Wellington Street.
Caledonian Distillery

View showing Cataract Brewery behind Cataract Mill
so presumably the brewery was as well. It is described as being compact, and fitted with every article necessary to the trade, no expense having been spared to render the premises complete in every respect. During Hyron's time he claimed to brew the best ale in Launceston and offered it to the public at 6d. a quart (1.1l) if they brought their own vessels.

Briefly during the 1850s Donald Westcombe advertised his superior colonial brewed pale Indian ale and best stout. His brewery was in Westcombe Street and he sold the property to the Gas Company in 1858.

After leaving Fawns' Cornwall Brewery John Scott went to work at George Lukin's brewery which was situated halfway between Lower George Street and St John Street. In 1853 he was described as being Mrs Lukin's brewer when a fire supposedly one of Launceston's worst, left only cracked walls standing. New buildings were erected with Mary Ann Lukin as the licensee. Mr T.H. Saunders had taken the brewery which he called the Burten Brewery in 1856. After the brief occupancy of William Brown the younger in 1859 it was sold to founders Archibald and Jackson and then ironically, to teetotaller Shield who opened it as a coffee palace.

In 1857 John Scott started his own Tamar Brewery off Canal Street with his father-in-law John Griffiths, recently returned from self-imposed banishment to Port Fairy after financial embarrassment. Griffiths was an entrepreneur and had interests in milling, whaling and shipbuilding. In 1864 he built the ship Bitter Beer but sadly, both she and two of his sons were lost at sea. In 1863 Scott was the first to produce bottled beer in Launceston. His corks were branded 'Scott and Co.'s Tasmanian Ale'.

The Tamar Brewery by 1872 was quite impressive. It was built around a quadrangle. Furthest away from the entrance were the granary and malting house reached through a massive archway. The floor was cemented and 7ft (2.13m) iron pillars supported large beams, which bore the weight of the granary above. At the far end of this room was a 'steep' large enough to accommodate about 200 bushels (72hl) of barley for the required 24-48 hours of germination, before it is laid out on the floor. A ninety bushel capacity kiln with a floor of perforated iron plates was also situated in this section. A bridge connected the granary to a platform.
Tamar Brewery
(Launceston Examiner Supplement 22 December 1897)

Esk Brewery
(Launceston and North-East and North-West Coast Towns)
running along one side of the engine room which housed a horizontal steam engine made by Launceston's Knight & Co., and further along one of Ransom and Son's patent malt crushers. Malt is fed into this machine from a hopper, and after passing through is continued in a horizontal cylinder with revolving knives, and fed slowly into the mash tub below. From there it was run off into the 'underback' and pumped into a 1 600 gallon (72.7hl) copper boiler where it was joined by the hops. It was then strained into a Briddle's patent refrigerator with a 20 hogshead (45.4hl) capacity, and when sufficiently water-cooled the mixture was poured into two gyles (vats) which were kept at a constant temperature with 2in (5cm) pipes coiled round the inside through which either hot or cold water could be passed. For the last stage of fermentation the liquid was poured into hogsheads several feet below. Above the gyles was an alternative cooler which was an immense trough with shutters on all sides which could be adjusted to maximise the effect of the prevailing air current.

The brewery was running below capacity; the cause was said to be a combination of general poverty and excessive competition. The *Cyclopedia of Tasmania* intimates that it may have been a lack of public relations: 'it is astonishing how little it [Scott and Griffiths] has been pushed, that is according to modern methods of puffing advertisements'. In 1917 the business closed. According to a descendant it was because all the young men who like a glass of beer had gone to the Great War. When James Boag resigned his position of head brewer at Fawn's Cornwall Brewery in 1876 he returned to Scotland for a year to view the state of the art, and in 1881 purchased with his son the Esk Brewery and Aerated Water Manufactory built in 1879 by Charles Stammers Button. Its weekly output at the time of the takeover is said to have been seven hogsheads (16hl) compared with 500 hogsheads (1 136hl) in 1900. However it must be added that at some time between 1888 and 1900 he bought up Fawns' and Abbott's Cornwall Brewery which was adjacent. When Scott and Griffiths closed down Boags bought it up also and became thesole brewery in Launceston.
In 1850 J.G. Towers, possibly related to the distiller and brewer of the same name, riding with the temperance tide opened a 'Aerated Water and Lemonade Manufactory' at the corner of Charles and Brisbane Streets where his product was made by means of powerful machinery imported from England. Mr Rawlings around the same time set up an Aerated Water Manufactory in George and Cameron Streets which was owned in 1869 by Peter Barrett, a marine engineer who was mayor of Launceston in 1886. He advertised the manufactory as being in the Union Inn yard and called it the Steam Cordial Works in 1879 when as the patentee of the new stoppered bottle, he produced aerated water, cordial and ice. From 1881 to 1886 the factory was in the hands of Robert McKenzie who employed Mr Goulding who had conducted Messrs Weaver and Co.'s factory at Hobart and received five prize medals for his liqueurs and cordials at the New South Wales Exhibition of 1880 and two medals at the Calcutta Exhibition 1883, who then sold it to W.I. Thrower. Thrower was still the owner in 1890 when it was described in the Examiner. An upper storey brewhouse contained non-alcoholic 'hop beer' brewing in three vats from which it ran through a rubber tube to the downstairs bottling room which contained syphon filling and lever corking machines. The top floor of the aerated water department contained mills for grinding ginger and roots, and steam syrup boilers which had hoses leading to the room below. His speciality tomato sauce was also stored in the loft. The main factory was 60ft by 60ft (18m by 18m) and cement floored. There bottled temperance champagne, montserrat, sarsparilla, lemon squash, ginger ale, lemonade, soda water and others were produced. In the yard adjoining was a large steam boiler which drove a 5 h.p. engine with a Barnett and Forster generator. The gas, produced from a mixture of whiting, water and sulphuric acid was passed to a gasometer and then pumped into a soda water machine. The steam pressure required made bottling so perilous that men were supplied with face masks and the racks on which the bottles were filled were protected by brass and wire casing. The Codd's bottles were imported from Kilner Brothers in Yorkshire and bore the insignia 'W.I. Thrower' and an elephant. Thrower exhibited over twenty-five varieties at the Launceston International Exhibition in 1891 and G.P. Milsom who ran the business in 1900 had
first worked with aerated water in New Zealand in 1865. He moved to premises at 174 St John Street before 1904.

In the early 1870s Walter Harris and Son built themselves an aerated water factory in Paterson Street. They manufactured soda water, lemonade, ginger beer, sarsparilla, raspberry vinegar etc. It was purchased by William Rodgers in 1885 and by Mrs M.E. Abbott in late 1887. Calling it the Phoenix Aerated Water and Cordial Factory she manufactured her unsurpassed cordials, aerated waters, hop ale and beer. Her kali was supplied to the Launceston General Hospital and recommended by the leading medical practitioners. At the Launceston International Exhibition in 1891 she received Special First Awards for her dark bitters, quinine wine, cordial, peppermint cordial, raspberry vinegar and aerated dandelion ale; a First Award for her cloves tonic, ginger wine cordial, sarsparilla cordial and aerated hop beer; a First Award for Tasmania for her lime cordial, and Second Awards for her orange bitters and lemon syrup cordial. At the same address W.H. Abbott ran the Phoenix Brewery, renowned for superior, bright and sparkling ale and beer. Abbott's Cordial Factory remained on this site until 1974 when they moved to Ravenswood. They have been absorbed by Coca Cola.
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CHAPTER 3 - SHELTER

3.1 Introduction

The first building in Launceston is documented by a letter to Governor King from Lt Gov. Paterson who wrote in January 1806: 'For the winter I have had a hut put up 8 feet [2.4m] by 10 feet [3m] at Richings Park'. Ernest Whitfeld states that this was situated on the site of the Brisbane Hotel and that the second government building to be erected was a prisoner's trench on the site of Trinity Church in Cameron Street.

There is very little information on Launceston's early buildings. Captain Brabyn in 1809 noted that the granary was almost complete, but that his barracks had not been started. However, other barracks had been built as he promised 'As soon as the bricks are Ready I will put a fireplace to the Barrack and board it up to make it Comfortable for the Men, which I am happy to say behaves very well ...'

He had repaired a house for Mr Hill, but not yet shingled, glazed or floored it. Convict artificers were much in demand, as were building materials. In a letter of February 1809 he hoped the next ship would bring 'some Carpenters, Brickmakers, Smiths, Labourers, and some Women, with iron, steel Nails, iron Pots etc.' In April he received two carpenters, two sawyers, a bricklayer and a blacksmith. In 1811 Governor Lachlan Macquarie visited Port Dalrymple and his decision to move headquarters to George Town stopped for a time the growth of Launceston.

In order to facilitate this move he sent a generous number of convict tradesmen into Port Dalrymple, which may ultimately have benefitted Launceston. In October 1815 he dispatched '21 good Artificers and Labourers' per the Emu and in July 1816 per Kangaroo fifty convicts including 13 carpenters, 6 blacksmiths, 5 brickmakers, 4 bricklayers, 6 sawyers and 2 plasterers. In January 1818 a weekly schedule for Port Dalrymple, based on one devised at Sydney, was set up.
1. Lt Gov. Paterson's hut
2. Prisoner's tent
1. Middle Arm lime kilns
<table>
<thead>
<tr>
<th>Sawyers - 1 Pair and 1 File Pr. Week.</th>
<th>Brickmakers. One Gang of Men, including Digging the Clay, cutting the Wood and the Grass, and setting and Burning off the Bricks.</th>
<th>Nailors each.</th>
</tr>
</thead>
<tbody>
<tr>
<td>450 wet or dry.</td>
<td>500</td>
<td>11,000 Per Week.</td>
</tr>
</tbody>
</table>

| Shingle Splitters Three Men. |
| --- | --- | --- | --- |
| No. | No. | No. | No. |
| Pailing, 4 Feet. | Pailing, 5 Feet. | Pailing, 6 Feet. | Pailing, 9 Feet. |
| Split Posts, 10 feet long, 34 Pr. Week for One Man. Fallers, Two Trees per day for Two Men. Holydays:- Christmas Day; King's Birth Day; Prince of Wales Birth Day; St Patrick's Day one Year; St George's Day next Year; Good Friday; other Holidays at the Governor's Pleasure.
Commissioner Bigge's enquiries in 1820 determined two fellers were
tasked to fall a tree a day but with blackwood they were also obliged
to saw it on the spot because of its inaccessibility. Lime of good
quality was obtained from Middle Ann. It was burnt on site, with 1400
bushels (509hl) being produced every two months. It was then transported
by boat on the Tamar, to its destination. In 1821 when it was decided
that Launceston should become the headquarters again, Governor Macquarie
sent a list of building priorities viz.

1. New jail
2. Hospital
3. Barracks for 50 men
4. Barrack for one officer
5. Barrack for one surgeon
6. Commissariat Store
7. Barrack for 50 male convicts
8. Bridge over North Esk River

3.2 Brickmaking

Before the advent of decent roads building materials were sought in the
neighbourhood of the selected site. Launceston boasted good clay
deposits, particularly on the Sandhill and at Elphin.

Brickmaking was one of the many tasks undertaken by convicts until the
cessation of transportation in 1853. The largest government brickfield
in Launceston was at Portsmouth Square, now known again as Brickfields
Reserve. The bricks for St John's Church, built from 1825 were made in
Prince's Square and the Huon pine for the fittings brought from Macquarie
Harbour by the schooner Waterloo in 1826. Henry Dowling who arrived
in 1830 remembered Prince's Square as being a big hole. He also
remembered there being only five brick houses at the time, differing
sharply from the eleven listed by Superintendent of Police Humphrey in
his return for 1823.

Wellington Square, the site of the Technical College's School of Art,
before it became Treadmill Green, was known as Brickfields and the clay
for the adjacent prison was probably dug from here. The bricks for
SHELTER - Brickmaking and pottery. Map 1

1. Portsmouth Square
2. Princes Square
3. Wellington Square
4. James Henty's House
5. Cornwall Square
6. Trinity Church
7. Thomas Innocent, Glen Dhu Street
8. Innocent's brickyards, Kings Meadows
9. John Machen, Kings Meadows
10. Arthur Horne's Elphin Brickworks
11. William Wilks (later Jory Campbell Steam Brick Company and T. Gunn brickworks)
12. Cosgrove's brickworks, Kings Meadows
13. J. & T. Gunn's brickworks (later Hutton's)
14. Alfred Cornwell's Launceston Steam Brick, Pipe, Tile and Pottery Works (later Campbell's)
15. McHugh's Pottery
1. Machen's Beaconsfield brickworks
James Henty's house in Cimitiere Street built in 1832 were obtained from Cornwall Square. By the 1840s Launceston was becoming resentful of being a convict depot and in spite of the increased cost, the Anglicans in 1841 decided to build their Trinity Church in Cameron Street with entirely free labour.

One of the first free brickmakers was Thomas Innocent who in January 1853 begged to inform the public that his establishment in Glen Dhu Street for the making and sale of bricks was now open and that bricks of the best quality were always on hand. The Innocent family ran these brickfields until 1899 when they were taken over by the McHugh Brothers. In 1888 the Jubilee History of Tasmania mentioned that the Innocents also owned a brickyard at Kings Meadows and that both places boasted clay mixing machines. Together, these sites produced 7,000 hand-made bricks daily.

The Sandhill/Glen Dhu area was to become the most popular brickmaking area. John Knight was well aware that his site was on one of the richest clay deposits in Launceston. 'To brickmakers', he advertised, 'to let ground for two stools of the best quality of clay for brickmaking, not far from the foundry, Wellington Road.

Thomas Twinning in 1853 wanted immediately six or eight brickmakers to make bricks at his Launceston and Glen Dhu brickfields. Clay was ready dug and very easy to work. A running stream was available in the driest of seasons, and the highest cash price was given.

John Machen (or Machin) arrived on the Whirlwind in 1852 with his wife and children. He was thirty and had been in the brickmaking business in Little Yarmouth with his brother. Machen's first job in Launceston was to burn bricks on site at Lithgow Street for Ainslie House.

Together with his son and Messrs Barwell and Carey he gave practical demonstrations for the Rev. W. Law's lecture on the manufacture of earthenware at the Mechanic's Institute in July 1864. The Examiner reported that 'several modes of "throwing", "pressing" and "casting" were gone through - a flower pot and a preserving jar being "thrown" upon the potters' wheel by Mr Machen and his son, whilst Mr Barwell produced representations of the scroll of a Corinthian capital and a hop vine, the former by a process of "pressing" and the latter by
Trinity Church. Frederick Strange

Jory Campbell Steam Brick Company
(Collection: Bob Green)
"casting". Mr Carey illustrated the use of the latter in connection with the manufacture of pottery\(^{21}\). In 1867 his address was given as Sandhill.\(^{22}\)

Other Machens purchased or leased land both there and at Kings Meadows. George Machen owned land at Kings Meadows from 1874 to 1881.\(^{23}\) William was at Sandhill in 1877 and 1878\(^{24}\) and in 1883 took over land in Westbury Road (which had been leased by Robert Machen from 1879), bought land at Lawrence Paddock and a cottage at Kings Meadows.\(^{25}\) In 1894 he was a potter in Lithgow.\(^{26}\)

John Machen moved to Kings Meadows in 1885 and it was at this brick yard that Alf Machen remembered his grandfather puddling the clay to the consistency of butter in a pug-mill by a horse harnessed to the end of a shaft.\(^{27}\) The mill produced a make of clay which the moulder would then cut off and with it fill an individual brick mould.

Twenty moulds, small bottomless boxes on wooden plates sprinkled with sand to prevent them sticking, were laid on a 6½ ft (2m) off-bearing hand barrow mounted on sprung wheels. The moulds when filled were wheeled to the drying yard where they were stacked and covered with grass weighted with poles. The thumb prints on these bricks occurred when they were pushed out of their moulds.

The kiln was filled with 40 000 to 50 000 bricks allowing for six flue vents and then sealed with clay. The wood fire was built up slowly to prevent cracking. When after three days or so it reached the upper layers the top of the kiln was damped down with centimetres of soil to keep the heat in.

Although they owned these brickyards the Machens continued to accept on-site commissions, one of the biggest of which was for Grubb and Hart's Tasmania Gold Mine at Beaconsfield in the 1890s.\(^{28}\)

The Kings Meadows brickyards were sold to Hutton's in the 1950s and then to Harold Schramm but remained under Machen management until their closure in the late 1970s.
Almost all Launceston's commercial brickmakers established yards on the Sandhill and at Kings Meadows. One exception was Arthur Horne who ran the Elphin Brickworks in Compton Street, from 1856 or earlier to 1864. Philip Miller owned a brickfield in Eardley Street in 1861 which he sold to Matthias Hemlock in 1869. By 1872 this site was vacant, though it may have been the same one briefly used by Thomas Dee in 1883. Horne, Miller and Hemlock were all victims of economic depression which was brought to an end in the mid-seventies when the tin boom boosted the building industry and made Launceston the handsome Victorian city it is now. William Wilks leased a brickfield from Edward Lewis on the corner of Melbourne Street and Glen Dhu Street from 1865 to 1875 and from 1886-1890 owned his own works in Shamrock Street.

Lewis's brickfield was occupied by John Campbell (of Campbell's Pottery) and William Jory, Campbell's father-in-law from 1887. They named it the Jory Campbell Steam Brick Company. Within two years they owned the land as well, but sold out to T. Gunn in 1898. A. and J. Cosgrove spent three months in 1885 clearing land at Kings Meadows next to Innocent's brickfield. They erected two horse powered brick mills each capable of preparing enough clay for 10,000 bricks daily, and employed six men. It remained in the family until the 1940s and later became the Launceston Roof Tile Factory. In 1901 J. and T. Gunn owned two brickfields in Glen Dhu Street and one in Westbury Road. They leased two of them to Samuel Hutton who also owned one in Glen Dhu Street which he leased out to Arthur James Reid who may have been related to the J. Reid employed at Campbell's. Hutton also owned the triangle of land bounded by Peel Street and Westbury Road which used to be a convict burial ground. In Gunn's brickyards two machines produced 100,000 bricks a week at the turn of the century. They named the works the 'top' and 'bottom' yards. The bottom yard produced harder bricks than the top.

By 1912 Samuel Hutton and Sons had completely taken over these yards. The Majestic, National and Princess Theatres were all built from Hutton's bricks as was Paton & Baldwins. Hutton's had been bought by the Tasmanian Brick Works Party by 1924 but, some time between 1941 and 1947 they were re-purchased by Stan and Gratt Hutton, grandsons of Samuel. Scarcity of labour during the war kindled ingenuity. On the Westbury Road site, Stan Hutton levelled the ground between the claypits and kilns and erected conveyor belts to carry the bricks to the kilns. These works
J. & T. Gunn's Brickworks
(Weekly Courier 16 April 1908)

View of Sandhill Brickworks
(Launceston and North-East and North-West Coast Towns)
were sold when the Hutton brothers died and taken over by Wadley and Schramm who had purchased Machens in the 1970s. The mineral arch built for the Launceston International Exhibition held at the Albert Hall (which was built of Jory and Campbell bricks) was the joint effort between Jory and Campbell, the Innocent family and the Cosgrove brothers.
3.3 Pipe and pottery works

Although local newspapers were advertising in 1847 for 'Good workmen who are throwers, pressers or squeezers, firemen and those who can dip and set kilns to work at an earthenware factory at Hunter's River', it was not until the 1870s when the Launceston Council resolved to upgrade the town's sewerage, that the manufacture of pipes was seen as a possible local industry. Alderman Mills who was an architect and owned a builders' hardware shop, went to Melbourne in March 1873, to look at machinery for making drainpipes with a view to purchasing one to bring back to Launceston. But in 1874 and 1875 pipes were still being imported from Melbourne. By 1876 pipes were no longer exempted from tariff and it was to cost an extra 9d. per cubic foot (0.03m³) to import them.

In December 1875 the Cornwall Chronicle made the following announcement: 'Mr Alfred Cornwell, who has a large pottery works at Brunswick Victoria, is at present in Launceston and he intends to purchase a site for a new pottery establishment. He has shipped vast quantities of drain pipes and other material across the Straits and intends to save the freight by manufacturing the pipes on the spot. During the next two years drainpipes and kindred materials to the extent of £15 000 will be required in Launceston for corporate and private purposes'.

Cornwell was not the only one to woo the council. Mr C. Marks of Ballarat 'produced in the Town Hall a 15 inch [38cm] drainage pipe manufactured of clay obtained near Launceston and shipped to Melbourne ... It bore the trade mark C. Marks Launceston'. The pipe was 'not so well glazed as those imported because pipes of Tasmanian clay needed about 3 hours more baking than those of Ballarat clay. A piece of the brown outside of the pipe was chipped off and a piece of imported pipe was broken for comparison. The imported one was bluish green and very porous - but the local one was as firm as white freestone'. Mr Marks was about to return to Victoria but if his tender for the supply of sewerage pipes to the corporation were accepted he would establish a pottery close to town where he could 'procure an unlimited supply of the best clay he ever saw for pottery purposes here'. His tender was unsuccessful in Launceston, but he was awarded a contract to make drainpipes in Adelaide.
Mineral Arch
Tasmanian International Exhibition,
Albert Hall 1891

Campbell's exhibit
Tasmanian International Exhibition
Campbell's Victorian and Tasmanian Pottery

(Local History Collection, Northern Regional Library)
in 1878.

T.C. Just, who was to become better known for his part in the International Exhibition at the Albert Hall, had sent twenty bags of clay from a deposit near West Arm to Luke Nolan the proprietor of the Gillbrook Pottery Works at Brunswick, who was impressed enough to make arrangements for a pottery manufactory. Nolan had served his apprenticeship in Staffordshire and established his Brunswick works about 1871. He brought with him samples of various sized pipes and said that he would also produce preserving jars, bread pans, stoneware jars, chimney pots etc. When Alfred Cornwell won the tender no more was heard of the other manufacturers. Cornwell was a civil engineer from Cambridge, England who established the Brunswick Pottery in Victoria in 1861 which was to remain in the family until 1964. He had won a medal at the Dublin Exhibition of 1865 for glazed earthenware. Later he branched into Rockingham and by the 1880s was importing Bristol glaze for his works.

In 1876 he purchased a block of land on the Sandhill from Archdeacon Browne, brought with him skilled workers from Brunswick and established a pipe making works. During his occupancy from 1876 to 1881 the valuation of this site rose from £25 to £80. By 1879 he was advertising his 'Launceston Steam Brick, Pipe, Tile and Pottery Works - Alfred Cornwell manufacturer - Glazed socketed drainpipes, agricultural drain tiles, gutter tiles and bricks, paving and garden edging tiles, chimney pots. Plain and ornamental flower pots and vases. Stoneware jars, bread pans, milk dishes'.

John Campbell, born in New Zealand in 1857 was apprenticed at the Bendigo Pottery, Epsom to George Guthrie. In 1878 he received a first class certificate for his work at the Australian Juvenile Industries Exhibition at Ballarat. According to the Jubilee History of Tasmania he had at some stage been an employee of Cornwell's. He bought Cornwell's enterprise on the Sandhill in 1881, and changed its name slightly to Victorian and Launceston Steam Brick, Tile and Pottery Works. The name was later changed again to the Victorian and Tasmanian Steam Brick, Tile and Pottery Works. He imported skilled workmen to manufacture stone and fineware.
Some of the surnames of his employees matched those at the Bendigo Pottery. D. Beckett was a bowl presser, there were Trevenas, Ryan, Graham at both places. Certainly the trade was often passed from father to son so that sometimes there were as many as four people from the same family working together. Alexander Worbey who was employed at Campbell's in 1889 had owned his own pottery at Kangaroo Valley near Hobart in the early 1880s. He had made teapots, jugs, basins and jars, but they were considered coarser than those produced at Campbell's. J. Reid who was certainly working at Campbell's from 1886 to 1889 was given the position of pottery manager at Lithgow in 1894. As output increased a new kiln was built in 1882 and in 1883 a further kiln 21ft (7m) in diameter and a new building were erected. In 1884 Campbell's Pottery was described in some detail in the Daily Telegraph. From a 40ft (12m) deep bank pipe clay was removed by a truck on an inclined tramway to which a chain was attached, and taken to the rollers where the clay was ground before being stacked in the clay shed for future use. The piping machine was composed of revolving knives in a cylinder, so that the clay was cut finely before being forced into the shape of a pipe of the desired diameter. When the pipe emerged from the machine it was placed on a revolving wheel where a socket was moulded on to it by the flanger. Up to 150 pipes were made an hour. These were then placed in the loft for drying. The press machine, the first in the colony, was worked by a man and a boy with a pinion wheel and would press 3000 to 4000 bricks of any design in a day.

The pipe kiln with a 1200 pipe capacity was described as 23ft (7m) in diameter and 15ft (4.5m) high with 3ft (1m) thick walls and eleven fireholes. The chimney shaft was 40ft (12m) high. The brickwork was encircled by iron bands. It took a week to fire the pipes and for a further week they were left to cool before being stored either in the yard or in a large shed above the kiln. For stoneware the clay was obtained from 40 miles (64km) away (A.J. Campbell owned land on the Don and it may have been there). However, there were also white clay deposits at Beaconsfield and Pipers River and it seems more likely that they would have obtained it from these more accessible places. At the pottery it was put in a puddler with water to soak. It was then, using horsepower, puddled by harrows until it was of the consistency of buttermilk and would flow down a pipe through a forty mesh sieve into a reservoir. It was boiled in a pan for two or three days before going into the horsepowered pug-mill. In the stoneware workshop potters sat
Campbell's Victorian and Tasmanian Pottery and Pipeworks

Campbell's Pottery with Heyward façade
Campbell's pipe-making workshop

Campbell's pipes and fittings destined for the Geelong Waterworks and Sewerage Trust, February 1923
at their wheels moulding gingerbeer bottles, spittoons, butter jars, Dutch jugs, plain flower pots with saucers, ornamental hanging pots, jam jars, butter dishes, bowls, ornamental jugs, filters. These were dried in the loft.

The stoneware kiln was fitted with fire clay shelves and each article was placed on clay. Here they were fired for three days. When the clay was vitrified salt was thrown in. The kiln was left to cool from six to eight days before being emptied, Tasmanian clay requiring longer because of its "coarseness". Terra cotta required less firing and was not glazed.

The brickyard contained twelve hacks of moulded bricks near a kiln in which 50,000 bricks could be fired. By 1886 the skips on the tramway were geared to the engine. The manufacture of gingerbeer bottles had become important enough to warrant its own room and there was a fine arts department where objects were made from plaster of Paris moulds with the aid of a 'jigger'.

The Don River Trading Company had in 1886 put in an order for thirty 40lb (18kg) butter jars bound in wickerwork and a special order had been placed for a fountain for Mr Frank G. Duff which was to be placed in the Launceston Industrial Exhibition. The original machine for preparing fine ware clay was imported by Campbell from Staffordshire, but additional machines were manufactured by local carpenters and engineers. Added to the process used in 1884 was the pumping of the clay from the reservoir, forcing it into chambers with cloths to extract some of the liquid. Campbell's received awards at the Calcutta Exhibition 1883-4, Melbourne 1888-9 and Tasmania 1891-2. In 1902 Campbell's Pottery was the first industry in Launceston to run its machines on Duck Reach power. In an engine shed with a tiled floor a 23½ h.p. slip ring electric motor was installed and it drove two pipe machines, a crushing press, two pug-mills and crushing rollers. Colin Campbell, John Campbell's son who joined the firm in 1899 at the age of fourteen took over the pottery when his father retired. Pipes remained an important product and in 1923 he won a contract to supply pipes and jointing for the Geelong waterworks. It was he who had the handsome new façade, designed by Frank Heyward, erected in the 1930s. Having been brought into existence by the Launceston Council's demand for pipes, it was the Council's decision to approve P.V.C. pipes which led indirectly to the closure of Campbell's Pottery.
in 1975.

John McHugh, a Scottish potter became a farmer, like three other members of his family, on the Leven in the 1860s. In 1874 he took up residence in a house owned by William Mann in Wellington Road Launceston. Three years later he owned the house and had built a workshop and in 1879 he had a full-scale pottery of over twice the value of his workshop. Like Campbell's, McHugh's main output was pipes and the two would-be rivals came to an early agreement in 1883, 'that John McHugh's Tender be the loest to Supply the Corporation for 12 months, that John Campbell be the loest for the year following'. This cooperation persisted with a friendly exchange of workers and materials when either was in need.

When John McHugh died in 1892 his sons Hugh and James together with James Jackson operated the Tasmanian Steam Pipe and Pottery Works. By 1900 they were producing apart from drainpipes, flooring tiles, gutter tiles, border tiles etc. McHugh's did not advertise as much as Campbell's, but the few pamphlets they produced were of high quality. They received in 1913 a First Class Diploma of Merit for their working exhibition at the Australian Natives Association's Tasmanian Exhibition.

Henry Trevena (a relation of the Trevenas at Bendigo and Campbell's) joined McHugh's in 1902 and was placed in charge of their new Fancyware Department in 1926. Until the late 1920s there was no electricity at McHugh's. Clay was puddled by pottery workers in their bare feet. The potters' wheels were turned by a boy while the thrower moulded the pots and a similar pipe machine was used to that at Campbell's. Their pipe clay was obtained from Westbury Road and their white stoneware clay came from Beaconsfield. A disused weatherboard chapel was brought in for use as a glazing room. Moulds and glazes in the '30s for fancyware were made by Denny Beckett who had worked at Bendigo and Campbell's. Their kilns in the 1930s were all beehives, five for pipes and two for fancyware. Fancyware production ceased during World War II and never really recovered, but pipe making continued until 1962 when the company was taken over by Humes.
McHugh's employees

McHugh Bros. Tasmanian Steam Brick, Pipe, Tile and Pottery Works
3.4 Sawmilling

On the 16th February 1854 a grant deed was made out to William Tyson for 600 acres (243ha) at Pipers River. Tyson was a builder who had established himself by making wooden pumps bored out of solid logs, first in Elizabeth Street and later in Brisbane Street. In 1835 he had been Henry Reed's first carpenter at Wesley Vale. William Grubb, a solicitor who was Henry Reed's brother-in-law partnered Tyson and together they set up the first water-driven sawmill in northern Tasmania on the Pipers River land. W.H. Knight, a Yorkshire engineer, was brought out with machinery and four skilled workmen in 1854. Two of these workmen may have been William and James Crabtree, cousins, who became manager and saw sharpener respectively. Knight supervised the transport of the machinery over rough hilly country to Pipers River. The journey was made easier in 1860 by the construction of a tramway from near the sawmill (they were unable to obtain permission to cross John Campbell's property at Underwood) to the site of the present Mowbray Hotel. From thence timber was brought to Grubb and Tyson's timberyards and sawmills in Brisbane Street.

They announced in 1867 that they had 'begun to saw in Town by Steam' and could therefore cut any sizes wanted at short notice. They advertised for sale hardwood, joistng, quartering, seasoned flooring boards, sawn shingles and laths. The Pipers River mill closed down in 1869 when the surrounding timber resources had been depleted, but the wooden tramway remained a useful transport system until well into the 1880s. In 1860 H.T. Russell, a native of Manchester who had built houses in America, and later at Ballarat, joined Grubb and Tyson's workforce at their Launceston sawmills Nos. 75 and 76 Brisbane Street. Here he remained as foreman for seventeen years during which time he was a prime mover in the adoption of the 8-hour day in the building trade.

On W. Tyson's retirement in 1877, Russell took over the business, purchased 1.75 acres (0.71ha) at 53 and 55 York Streets, and named it 'Standard Saw and Moulding Mills'. He advertised in 1902 that he was a manufacturer of door sashes, architraves, mouldings, T. & G. hardwood flooring, hardwood weatherboards, hard and soft lining etc. At this time he also owned a timber yard in Vincent Street and storage yards at Foster Street, Inveresk.
SHELTER - Timber milling. Map 1

1. Grubb and Tyson's sawmill, Pipers River
SHELTER - Timbermilling. Map 2

1. William Tyson's Workshop, Elizabeth Street
2. & 3. Tyson's workshop, 75 & 76 Brisbane Street (later Grubb & Tyson's sawmills)
5. Russell's timber yards, Vincent Street
6. Russell's storage yards, Foster Street
7. Ditcham's Tasmanian Steam Saw and Moulding Mills, cnr St John and York Streets
8. J. & T. Gunn's sawmills, Esplanade Row
9. J. & T. Gunn's business premises, 50 Brisbane Street
10. J. & T. Gunn's sash and door factory, 45 Brisbane Street
11. & 12. Adams & Dudley, 33 & 77 Cameron Street
13. Adams & Sons, 17 Cameron Street
14. John Farmilo's Steam Saw and Moulding Mills, and Sash and Door Factory, 69-73 Cimitiere Street
15. John Drysdale's Railway Timber Yard, Cameron Street
16. John Ellis' Wharf Timber Yard and Steam Saw Mills, Charles Street
17. W. Titmus' Old London Timber Yard
One of Russell's major building achievements was the row of terraces extending along Cameron and Wellington Streets. The business remained in the family after H.T. Russell's retirement and in 1917 they erected sawmills at Ringarooma and Patersonia and bought a 20 acre (8.1ha) site at Mowbray to season the timber from their six sawmills. In the same year they erected high speed machinery at their York Street mill for planing, tongue and grooving floorboards etc. By 1930 they were exporting 'Standard Brand' timber to Melbourne, Sydney and Adelaide. The mill was still operational in 1948.

The Tasmanian Steam Saw and Moulding Mills on the corner of York and Charles Streets were established by E. Ditcham in 1854 who soon after partnered Mr Button. They were the first in Launceston to manufacture cedar and pine mouldings and sash doors with steam-driven machinery and by 1863 they were working in conjunction with W.H. Clayton, architect and designer. In 1865 Ditcham and Button began to use native hardwoods to make their floorboards, and overcame the initial public opposition caused by its shrinkage. By 1885 they were exporting it to Melbourne where it was favoured for its durability.

Fires were an occupational hazard, the sawmill was burnt to the ground twice, once in 1865 when it was rebuilt on the corner of York and St John Street, and again in 1881. Button had sold his interest to Ditcham in 1879 and Ditcham, after the 1881 fire, retired. He left the business to his sons who rebuilt the mill and fitted it with new machines from England and America for the manufacture of doors, sashes, mouldings, mantels as well as heavy machinery for breaking down large logs, lathes, planing machines and a bandsaw. In 1886 Ditcham Brothers brought out skilled workmen from Europe to operate a new bentwood plant to meet the demand in the furniture and carriage building trades. Ditcham Brothers closed down in 1900 when Lewis Ditcham took up the position of secretary to the Marine Board at Strahan.

Alexander Gunn, assistant overseer of Launceston's treadmill apprenticed his sons John and Thomas to a builder, Richard Rowe of Hagley in the late 1850s. After a sojourn in New Zealand in 1863 and Sydney in 1870, they returned to Launceston and in 1875 officially formed J. & T. Gunn Pty. Ltd. They were extremely successful. Apart from owning their own brickfields, they organised their own logging on the West Coast which
Grubb & Tyson's Sawmill, Pipers River
Frederick Strange

Grubb & Tyson's tramway
J. & T. Gunn's business premises
(Weekly Courier 16 April 1903)

J. & T. Gunn's business premises showing interiors
(Weekly Courier 7 March 1903)
was shipped to their depot in Esplanade Row. One of their first buildings was the 'Blood and Bandage Style' Examiner building in 1875. Others include the Customs House (1885), Holy Trinity Church (1901), the Post Office (1889), Crown Mill Building (1897), A.M.P. Building (circa 1890), the National Bank of Tasmania (1887), the Bank of Australasia (circa 1880s) and the Launceston Hotel (1903).

Their own business premises were at 50 Brisbane Street. The ground floor in 1900 had a kauri pine ceiling and contained a suite of offices fitted with highly polished Tasmanian blackwood. The first floor contained ironmongery, electric light fittings and builders' supplies. On the second floor was a fine display of marble, slate and wood mantles, register grates, tiled hearths, fenders, wallpapers and imported highly enamelled baths. A third floor contained 'general stock'. A building reached from the second floor housed all kinds of kitchen ranges and encaustic tiles for walls and floors. The basement floors were of brick and concrete and contained oils, colours etc. To the rear were further store-rooms for bulk ironmongery, doors etc. and timber of local production and milling.

J. & T. Gunn's sash and door factory was directly opposite at 45 Brisbane Street, as were their plumbers' and blacksmiths' shops. Their saw and moulding mills were situated in the Esplanade near the Market Wharf. They suffered a severe fire in 1904 which originated in the machinery shed. Ten thousand pounds of uninsured property was destroyed including a recently imported sawmilling plant and a 50ft (15m) bandsaw worth £3 000. The stacks of seasoned timber exacerbated the fire, but fortunately the lack of wind prevented it from spreading to the nearby Scott and Griffith's brewery. None of the thirty employees at the timberyard were laid off and within a week plans had been drawn for an entirely new layout. The latest machinery and two new boilers of 120lb (72kg) pressure each were to be installed. In February 1931 their showrooms were completely gutted by fire, but by May they had been re-erected and were occupied by Gunns until 1981 when Gunns took over Genders. In the late 1940s or early 1950s they moved their sawmilling works to Cimitiere Street.

Messrs Adams and Dudley established their building operations at 33 and 77 Cameron Street in 1884. In 1893 Charles Adams and Sons took over and entirely remodelled both the premises and the plant. They were builders
of some repute but their forte was woodbending for both local and intercolonial markets. Using blue gum and blackwood they made rims, shafts, poles, siderails etc. The premises were totally destroyed by fire in 1906. Losses included a log bandsaw worth £1 500, a drying kiln £400, an expensive spoke making machine and joining machinery from America. Some controversy arose because it was felt by some that the fire had been caused by an electric fault and people were still nervous of this new light source. Messrs J. & T. Gunn and H.T. Russell offered Adams the use of their plants while the premises were being rebuilt. In 1912 their address is given as 31 and 17 Cameron Street. Added to their offerings was the 'Adam's Combination Billiard and Dining Table', as well as for 'BILLIARDS AT HOME - the best amusement for a Winter Evening - ADAM'S MINIATURE BILLIARD TABLES. Made to fit any room ... the exact reproduction of the full-sized table, made just as accurately that exactly the same game can be played upon them as upon the full-size'. All tables had slate bottoms and solid rubber cushions. By 1924 Adams and Co. were no longer timbermillers but had become engineering suppliers and lubricating oil merchants.

John T. Farmilo of Middlesex came to Launceston in 1878 having spent some time in America, plying his trade. He established his building business in 1879 and his Steam Saw and Moulding Mills and Sash and Door Factory in 1891. They were situated at 69-73 Cimitiere Street, a site with a 160ft (49m) frontage and 180ft (55m) depth. Farmilo built the Albert Hall in 1891. In 1924 Farmilo's two sons joined the firm. They stopped sawmilling and became exclusively building contractors and operated from Elphin Road. Hirman Wright and Manser had bought their Cimitiere Street premises by 1912 and were operating the sawmills. There were several other timber mills. Huttley's Sawmill, Esplanade Row, 1860; John Drysdale's Railway Timber Yard opposite Adams' in Cameron Street, is known to have been in operation between 1863 and 1867. Mr Dally, at his timber yard in Charles Street was advertising in 1867, 200 000ft (60 960m) hardwood on hand, also deals, Scotch flooring, shelving etc. He also stocked galvanised iron spouting and lime. John Ellis operated his Wharf Timber Yard and Steam Saw Mills in Charles Street below the market. He held pine, deal, paling, hardwood, boards, batters, quartering and blackwood, and made doors and windows to order. Ellis was active between 1866 and 1869. Robert Sage was also in Charles
J. & T. Gunn's Steam Joinery Works

J. & T. Gunn's Steam Joinery Works with extensions
(Weekly Courier 7 March 1903)
Fire at J. & T. Gunn's Sawmills
(Weekly Courier 13 August 1904)

J. & T. Gunn's Sawmill
(Examiner Annual 14 October 1941)
J. & T. Gunn's Sawmill 1920s

J. & T. Gunn's Sawmills 1920s
J.T. Farmilo's premises
(Post Office Directory 1902)

Charles Adams & Sons' premises
(Post Office Directory 1902)
Street in 1866, manufacturing doors, sashes, mouldings, architraves, skirtings, mantlepieces and T. & G. floorboards. W. Titmus, builder in 1874 owned the Old London Timber Yard on the corner of St John and Cameron Streets, probably next to the London Tavern on the site of the Post Office.
3.5 Furniture

The Great Exhibition held at the Crystal Palace in London in 1851 gave impetus to the budding Tasmanian furniture industry. Peculiarly Tasmanian objects were suddenly sought after. One of the craftsmen to have blossomed at this time was John Brown. The Examiner in 1847 waxed lyrical about his achievements. 'Mr Brown Cabinet Maker St John Street, has completed a splendid sideboard for Mr Raven's new ship Harpley. It is unquestionably one of the handsomest pieces of furniture we have seen in the colony. The material consists of blackwood, with panels of Huon Pine; the taste of the design, and superiority of the finish, reflect much credit upon Mr Brown. This article encourages the belief that the fancy woods of this colony must become highly prized in proportion as they shall be made known in England. There is no foreign wood used in cabinet work from which a more elegant piece of furniture could be constructed than from choice pieces of the blackwood of Van Diemen's Land. We understand the cabin of the Harpley - 24 feet by 12 [7.3 x 3.7m] - is to be fitted up in a corresponding style. Mr Brown has also completed two billiard tables, the principle merit of which is their being made entirely of colonial manufacture, and therefore deserving preference over the same class of English tables. The myrtle of the colony is found to 1 adapted for cues. To persons about to furnish houses the Harpley's side-board will suggest a style of novel elegance superior to any imported specimens'.

In March of 1849 John Brown described himself as a cabinetmaker, upholsterer and undertaker, and his products as beautiful specimens of colonial woods made into various articles which for workmanship and elegance of design could not be surpassed in this or any other part of the world. Many of these articles, he suggested, could be sent to England as specimens of the colonial woods, particularly his beautiful star loo table, ladies' work tables, boxes, and his full-sized bagatelle table with ivory balls. He had just enlarged his establishment in Cameron's Buildings, St John Street but by October that year was returning thanks to the public for past favours and informing them that he had opened a large and commodious shop in Brisbane Street, lately occupied by Mr Towers, druggist, as a showroom in which were displayed a handsome sideboard of blackwood; a pair of cardtables of same; a star loo table of blackwood and Huon
Pine; ladies' tea and work tables of different woods and designs. The prices attached to these, he hoped would meet the pressure of the times. The Examiner saw this display as 'an incontrovertible proof that the timber of this island is not only adapted for mechanical purposes and for ship building, but may also be employed in constructing the more delicate and ornamental articles of cabinet manufacture'. In the Official Catalogue of the Great Exhibition 1851 he is listed as having entered the following items:

14 Sideboard of blackwood of Tasmania. The timber of Acacia malanoxyylon is considered to be more deeply veined and tinted on the northern than the southern side of the colony. It is called blackwood in Launceston and lightwood in Hobart Town.

15 Top of star loo table. Composed of alternate-pointed sections of figured Huon Pine and blackwood veneered on cedar. 148 pedestal.

16 Ladies table of muskwood. An elaborately-finished article of highly polished muskwood, the top resting upon an inverted arch, turning on a pivot, and supported by a slender pedestal, with a tastefully worked collar.

George Best, cabinetmaker, upholsterer and undertaker (a common combination) plied his trade on the corner of St John and Paterson Streets in 1848-50. W. Wilson carved and gilded frames for paintings and looking glasses in Charles Street in 1850. James Sadler who announced in 1851 that he required an apprentice and had recently removed to York Street nearly opposite the Baptist Chapel, called himself a cabinetmaker and carver, was prepared to make figureheads and stern mouldings to order. In September that year he begged leave to inform the inhabitants of Launceston that he had on hand a splendid assortment of furniture comprising handsome loo tables, chiffoniers, sideboards, easy chairs, book cases etc. etc. at the lowest possible prices. Two years later in September 1853 he respectfully acquainted the public that he had fitted up the premises recently occupied by Mr Grice opposite the Savings Bank in Brisbane Street as a furniture and carpet warehouse and added that funeral orders would be executed with decency and dispatch. In 1867 he was operating from George Street. In 1868 he made an elaborate wheelbarrow for the turning of the first sod of the Launceston and Western Railway. Sadler died at his home in Racecourse Crescent on 6th September 1892.

T. Jones, cabinet manufacturer of Charles Street near Brisbane Street,
SHELTER - Furniture. Map 1

1. James Sadler, York Street
2. Samuel Joscelyn, St John Street
3. Richards and Sons, 82 St John Street (later H. Pollington's Jubilee Blind Manufactory)
4. John Parker's Blind Manufactory, York Street
5. A. Drury's City Blind Factory, St John Street
6. Charles Stuart, 44 Cameron Street
7. Charles Stuart's Venetian and Holland Blind & Bedding Manufactory, 111 George Street
8. William Coogan's Furniture Factory, Brisbane Street
9. Hewitt & Inglis, 18 Earl Street
10. J. Norman's Launceston Steam Turnery, York Street
11. David Storrer's Furniture Manufactory, 115 St John Street
12. E. Peacock, handrailer, 111 Charles Street
13. William Cawston, picture framer, 76 St John Street
14. Earley's Cabinet Factory, 199 Charles Street
15. Maples, 125 Brisbane Street
16. James French, decorator, 7 Paterson Street
17. J.F. Deane, signwriter, 104 Elizabeth Street
18. Bennell Brothers, 44 Charles Street
SHELTER - Furniture. Map 2

1. Coogan's Furniture Factory Invermay, cnr Forster and Frank (now Herbert) Streets
2. Henry Bills' Chair Manufacturing Company, 42 Lindsay Street
3. Fletcher's Flock Mill, 71 Frederick Street
4. Ditcham & Button's Flock Mill, Maitland Street
5. Leslie's Upholstery Factory, 96 Holbrook Street
suggested to the public in 1859 that they buy their furniture direct from the maker and save 50%. He had on hand 'every description of household furniture, colonial made, cheaper than any house in town. Thirty years experience a good guarantee. Handsome four post bedsteads at £2.2s, and every other article the trade proportionately cheap'.

John Jones owned furniture rooms in Charles Street in 1867.

Samuel Joscelyne was an upholsterer, cabinetmaker and undertaker with his son C.W. Joscelyne next to the Union Bank in St John Street between 1863 and 1878.

Richards and Sons were 'furnishing undertakers' at 82 St John Street in 1867. In 1896 John Richards added to this a venetian blind manufactory on the same site. H. Pollington who had been in the business thirty years took over the concern before 1900 and with six employees specialised in making the 'Jubilee Venetian Blind'. By 1912 Pollington had reverted to cabinet making and undertaking and blind making was continued by others.

John Parker of Leeds established the first factory in Launceston to exclusively produce blinds in 1887. It was situated next to the Ringarooma Meat Mart in York Street. His blinds were superior to others because they could be checked in any position without the necessity of a hook or button. Parker imported Californian pine in bulk for his blinds, and had it cut in Launceston. Painting was undertaken with a new patent painting machine from New Zealand which covered 2 000ft (600m) an hour, and more evenly than was possible by hand. This factory had closed by 1902.

In the late 1880s A. Drury ran the City Blind Factory in St John Street next to the City Hotel. He offered to make blind at 12/- a window. Charles Stuart manufactured venetian blinds at 44 Cameron Street (corner George Street) in 1902. By 1907 he had moved to 111 George Street where in addition to window blind making, upholstering, general house repairing, the beating and laying down of carpets were undertaken. By 1915 he was calling himself a 'Venetian and Holland Blind and Bedding Manufacturer'. Charles Stuart was still manufacturing blinds in 1948.

George Peddle at the age of twenty-nine, came to Tasmania in 1884 on S.S. Gulf of Carpentaria from High Wycombe a centre of the English
Charles Stuart, Venetian and Holland Blind Manufacturer
111 George Street

(Cyclopedia of Tasmania)

Coogan's Working Exhibit at the Australian Natives Exhibition, Albert Hall, 1908

(Weekly Courier 19 March 1908)

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Coogans' 'up-to-date turn-out'
(Weekly Courier 20 August 1914)
chirmaking industry. He worked briefly in Hobart before setting up a workshop in High Street. Here he made chair frames on contract from Dempsters. His daughters, standing inside the chairs would deliver them to David Storey who finished them in town. He moved on in the early 1890s and bought blackwood covered land near the Little Forester River, established a factory at Nabowla and began to make what have become known as 'Paddle Chairs' winning a First Prize at the Melbourne Exhibition of 1896, and in 1900 a contract for making chairs for all Tasmanian railway stations. His wife Caroline Peddle née Hearne of Edinburgh was the only split cane weaver in Tasmania and she travelled throughout the state teaching. In the 1920s they both retired to Launceston.

William Coogan, a native of Victoria worked as an upholsterer in Hobart in the 1870s and in 1884 rented premises with Elizabeth Smith in Charles Street near Cleavers. In 1885 he moved to Brisbane Street near Kingsway and established a furniture factory. It grew rapidly. A photograph of 1888 shows a fairly primitive weatherboard building but there are seventeen employees standing in front of it. By 1902 he owned factories at 119 Cimitiere Street and on the wharf, a shop at 114 Brisbane Street and was manufacturing furniture, bedsteads, bedding, wire mattresses, bamboo and wicker furniture, go-carts and perambulators. At the second exhibition of the Launceston branch of the Australian Natives' Association held at the Albert Hall in 1908 Coogan organized a working exhibit as well as displays of furniture made of Tasmanian wood, willow and pith cane furniture, roller blinds, go-carts and prams. Four years later W. Coogan & Co. had a factory in Foster and Frank Streets, Invermay, 'The Largest', they said, 'In the Commonwealth'. They had also extended their interests to Hobart where they converted Adams' Brewery, Elizabeth Street into a factory, as well a retail outlet in Collins Street, and to Burnie where they had opened furniture showrooms. They were exporting to all the Australian colonies and their large scale manufacture ensured reasonable prices. They offered a 30% discount to their 'Straight from The Factory' Sales Plan and from 1904 offered to completely furnish houses at set prices. It cost £14/-/- for three rooms which would include for the living room a Cretonne Couch (£1/10/-); round or square table (12/6); four cane chairs £1/2/-; seven yards (6.4m) of floor cloth (£1/-/-); hearth rug (4/6); fender and irons (10/6); pair lace curtains (5/6); curtain
pole complete (1/6); table cover (5/-); blind and roller (2/6). For the bedroom a double bedstead, ornamented (£1/2/6); double woven wire mattress (10/6); flock mattress (4/6); two pillows and bolster (9/-); washstand with towel rail (9/6); toilet set (10/6); table and glass (12/6); carpet square (10/6); pair of blankets (17/6); quilt (7/6); pair of sheets (7/6); two pillow slips (1/6); blind and roller (2/6). For the kitchen a safe (10/6); table (12/6); and two chairs (7/-).

In spite of one or two setbacks - the Launceston factory was burnt down in 1928 and the new one flooded in 1929 - Coogan's did remarkably well between the wars. William Coogan died in 1940 and his Launceston factory closed down in 1956 and Coogan's became retailers.

In 1907 Henry Bills started his Chair Manufacturing Company in Lindsay Street, Inveresk. He took out patents for his own techniques of wire weaving. By 1926 when he was employing 136 men, his original factory as with Coogan's was destroyed by fire. He lost no time in rebuilding it, and into the new factory which covered 27 000 sq.ft (2 500m²) was installed high speed American woodworking machinery. Dry kilns erected in 1933 were the outcome of C.S.I.R.O. investigations. In 1960 they suffered yet another fire, and again Bills' took the opportunity of up-dating their equipment. Bills furniture factory is still in operation at 42 Lindsay Street.

At least two flock mills operated in Launceston. One was Fletchers' at 71 Frederick Street from 1887 until after 1948 and Ditcham Brothers in Maitland Street in the 1880s. These provided stuffing for the upholsterers. Mr Leslie who had worked for Suter & Co. at 90 Wellington Street and later 103 High Street, started his own upholstery business in Holbrook Street, Invermay when his employers were forced to close down in 1930. After World War II he retrained seventeen upholsterers under the government funded rehabilitation scheme.

Messrs Hewitt and Inglis built a furniture factory at 18 Earl Street in 1930 and fitted it with machinery made by Wolfenden Brothers, Footscray. In spite of its early promise Hewitt and Inglis closed down during World War II.

Other furniture makers about whom little is known include J. Norman whose Launceston Steam Turnery and Furniture Works were opposite Ditcham and
Coogans' Furniture Factory
(Weekly Courier 17 December 1904)

Coogans' Furniture Factory
(Weekly Courier Annual 15 November 1910)
Storrer's Furniture Manufactory
(Local History Collection, Northern Regional Library)

Storrer's Furniture Manufactory
(Local History Collection, Northern Regional Library)
Pulpit made of Tasmanian woods at T.J. Earley's Factory for the Church of the Apostles
(Weekly Courier 3 December 1908)

Fire at Bills' Furniture Factory, Invermay
(Weekly Courier 4 December 1922)
James French, Decorator

James French, Decorator
Button in York Street in 1878 and who promptly attended orders for naves and skittles. T.J. Doolan was a cabinet maker and undertaker in Wellington Street near the firebell between 1868 and 1879. John Waldron ran a similar business in George Street in 1869.

David Storrer who later became an alderman started his furniture business in Brisbane Street in 1882. His business had so expanded within three years that he moved to larger premises at 115 St John Street on the corner of York Street. At the Tasmanian International Exhibition held at the Albert Hall in 1891 Storrer won First Awards for a drawing room suite and the first sideboard to have been made of oak in Australasia. Storrer remained on his premises in York Street certainly until 1912, but by 1924 it had been taken over by W.D. Clear.

Some others chose to specialize. E. Peacock, a joiner advertised himself as a handrailer and a maker of photo requisites. His workshop was at 111 Charles Street next to the Star Hotel in 1902, where by 1912 David Morgan had set up as a monumental mason. William Cawston who is probably best remembered for his photography was also a carver, gilder and picture frame maker in Paterson Street in 1863. As his business expanded he moved to 76 St John Street. F. Holder who had been apprenticed to picture framers in Tunbridge Wells and had worked for Mosottes of Oxford Street took over Cawston's business in 1886. By 1902 Luther Holder was in charge and remained so at least until 1912. In 1924 Chris Mackrill was a picture framer on the same site.

In the 1890s Earley's Cabinet Factory was established at 199 Charles Street. After the First World War it changed its emphasis, ceasing manufacture and becoming Earley's Universal Provider. The English furniture makers Maples opened a branch retail outlet and factory in the 1920s at 125 Brisbane Street and were still in operation in 1948.

3.6 Decorating

French Brothers, Deane and Sons and Bennell Bros were Launceston's most prominent decorators. James French opened his business in Paterson Street in 1855. He undertook painting, signwriting and paperhanging.
SHELTER - Glass, basketmaking and household requisites. Map 1

1. Barrenger & Lansdell, 59 Mulgrave Street
2. Barrenger & Lansdell, 98 Wellington Street
3. James Ballard, George Street
4. James Ballard, 67 York Street
5. L. Ballard, 333 Wellington Street
6. Alexander Evans Soap, Candle & Soda Crystal Factory, Esplanade
7. Alexander Evans Soap, Candle & Soda Crystal Factory, Frank (now Herbert) Street
8. Miller & Burns New Soap & Candle Factory (previously Button's tannery) Margaret Street
10. Anderson, Mitchell & Co., Frank (now Herbert) Street, Invermay
SHELTER - Glass, basketmaking and household requisites. Map 2

1. Kitchen's Soap Factory, Killafaddy
As the concern passed from father to son it became more and more a retail establishment, but only closed down in 1980. J.F. Deane established himself in 1866 and thirty-six years later was still offering his services as artistic signwriter, gilder, designer and glass embosser at his premises at 104 Elizabeth Street. His wood and marble imitations had won him gold medals.

Bennell Brothers were descendents of one of Launceston's most prolific builders - James Bennell who was probably responsible for the houses extending from 108 Cameron Street to the corner of Cameron and Charles. Bennell Brothers ran their business from the latter - 44 Charles Street from 1863 until the 1930s.

3.7 Glass

In July 1847 an advertisement appeared in the Examiner. It was headed 'Go a-head Australia Felix!' and called for several men who understood their business as glass blowers. This was not a local advertisement; it had been placed by Richard Mansfield, Melbourne Flint Glass Works, Port Phillip, but it inspired a one and a half column editorial. 'An announcement', it said, 'which appears in our advertising columns, reminds us that the establishment of a Glass manufactory, in Van Diemen's Land, is of easy accomplishment, and might prove a profitable speculation. The wares of the enterprising individual, who has commenced operations on the other side of the Straits, are not admissible unless at a duty of fifteen per cent. No import is levied on glass of British manufacture; but colonial products - the fruit of British enterprise, capital, and labor - are distinguished and promoted by the exaction of a sixth of their value! It has become the subject of daily complaint, that the prisoners in the hands of the crown are employed in occupations, the products of which interferes with private industry. A glass manufactory would be an unexceptional scheme ...' However, all glass used in Launceston was imported until 1926 when Barrenger and Lansdell opened a small workshop in Mulgrave Street for the manufacture of leadlights. By 1929 they had outgrown their premises and a new 'up-to-date' workshop, a well lit show-rooms and a modern storeroom were erected at 98 Wellington
By Special Appointment

And under the Distinguished Patronage of

HIS EXCELLENCY THE GOVERNOR.

Also PRIZE MEDALLIST

FOR THEIR

SOAP AND CANDLES,

S SYDNEY EXHIBITION, 1877.

H. KENYON,

LAUNCESTON

SOAP AND CANDLE WORKS.

(Walch's Almanac 1877)

Alexander Evans Soap and Candle Factory, Esplanade
(Local History Collection, Northern Regional Library)
In 1930 they ran advertisements in the *Weekly Courier*: 'When your guests leave your home do they always remark "What a plain house" or "What a beautiful place! Did you notice those artistic leadlight windows and lampshades?" Such a display of fashion may be obtained from Barrenger and Lansdell'. In their new premises they expanded beyond leadlights and met the demand for bevelling and silvering, windscreens and sedan car windows made to order, all requiring new machinery and further workshop space. In 1930 a Mr Neate was employed to manage the new plate glass department and by 1931 they had established a branch in Hobart on the corner of Elizabeth and Patrick Streets. Their leadlights adorn the Church of Apostles, the Presentation Convent and St Ita's Church, Launceston. Barrenger and Lansdell are still operational although they have moved to Bathurst Street and are now glaziers.

3.8 Basketmakers

In November 1842 Messrs Searle and Hambleton begged to inform the public that they had commenced the old trade of basketmaking near the 'Elephant and Castle' Wellington Street and that cane and willow basket work of every description was to be had on the most reasonable terms. They proceeded to list the possibilities: Wool skiffs and coos; Hay and hen coops; Sowing cobbs, Bread, roll, biscuit and show baskets; Bottle baskets of all sizes; Ditto prickles; Wine hampers; Butchers' meat and waste baskets; Buck, clar, and grig wheels; Eel pots; Vegetable barges; Fruit barges and sieves; Potato baskets and drainers; Strawberry rounds and pottles; Packing baskets; Butter and egg ditto; Market ditto; Liner ditto; Bird cages; Ladies reticules; Flower stands and all kinds of fancy work made to order; Gigs, sofas, chairs and sieves caned. This enterprise had disappeared from Launceston by 1854. James Ballard owned a shop in George Street in 1880 from which he sold basketware he had made himself from willow his brother had brought out from Surrey as saplings and which he had grown at Distillery Creek. The brothers also exported willow to the mainland colonies where the locally grown product was too brittle. By 1902 he had moved to 67 York Street where 30-40 basket makers were employed producing shopping and clothing baskets, baker's baskets, Moses
baskets, wool baskets, children’s chairs and invalid chairs built on wooden frames. Ballards ceased operation in the 1920s and '30s but in 1940 L. Ballard and later G. Ballard was working from 333 Wellington Street. In the 1950s the Ballards ran the Sunbeam Basket Factory in George Street then Tamar Street. In the mid 1960s Ivan Ballard moved the business to Prospect where it remains today (1982).

3.9 Other Household Requisites

The first Launcestonians illuminated their dwellings with candles, either improvised with a wick floating in fat, or sent out from England. When wool prices dropped in the early 1840s, Henry O'Brien of Jugiong, New South Wales, determined not to become bankrupt as did many of his fellow sheepowners, boiled down his stock for tallow, beginning a new industry in Australia.

At these boiling down establishments, sheep were stunned by a 'barrow man' with the blunt end of an axe, laid in rows along a gutter where they were beheaded, the blood running off into a trough to feed pigs. The sheep were then hung on hooks by the hind legs where they were skinned and the entrails were sent to a 'gutman' who would remove the fat. In large establishments a man would stand inside the wooden boiler to stack the carcasses. Steam was conveyed through pipes from separate boilers and the carcasses pressure cooked for several hours. Tallow was then run off into casks from a pipe leading from the bottom of the boiler. The remaining meat was then screw pressed for further tallow before being fed to the pigs or used as manure. Soap and candle manufacturers preferred, on the whole, to purchase the tallow rather than boil down their own. J.V. Green, possibly Launceston's first commercial candle maker was perhaps an exception. A butcher in Brisbane Street he advertised himself as a tallow Chandler and melter having established his candle factory in 1841. J.V. Green decided in 1850 to extend his candle making business to include soap. He erected 'a substantial and convenient building on his premises in Brisbane Street and among the requisites of the manufactory [was] a large vat capable of containing 4 000 gallons [18 184 1] in which fifteen to twenty gentlemen partook of luncheon ..., and drank the
Tasmanian Soap and Candle Factory
(Local History Collection, Northern Regional Library)
Samuel Ridley owned soap and candle works in Brisbane Street, perhaps the same ones as Green's as his ownership was in 1863 and 1866. In 1874 he returned to England and sold his business to Henry Kenyon who, by special appointment and under the patronage of the Governor, ran the Launceston Soap and Candle Works in 1877 and 1878. Indeed, in 1877 he had been a prize medallist for both soap and candles at the Sydney Exhibition.

William Upton in 1845 offered persons requiring cheap and nutritious food for pigs, dogs etc. a constant supply of fresh tallow grases at the lowest price, and a year later when the Dog Licensing Act was introduced he headed his advertisement 'Dog Act' and continued 'those parties who intend keeping their dogs are informed that the undersigned has now on hand a considerable quantity of fresh tallow grases'. In 1848 he claimed to sell wick moulds which required no snuffing, burnt longer and which were remarkable for their uniform light. He would, he said, pay the highest price for tallow and beeswax at his manufactory in Frederick Street which by 1848 had moved townwards to the late premises of James Nokes in Elizabeth Street, and would supply settlers, laundressers and trade at the most reasonable terms. By 1853 Upton had joined forces with a Mr Hinton and their manufactory was entered from Charles Street. John Farrell whose soap and candle manufactory was in Wellington Street in 1853, exchanged soap for 'every description of grease'. His rate of exchange was one pound of soap for one pound of tallow. Farrell also sold superior sperm and black oil. He still owned his candle factory in 1869. In 1857 the highest cash price was given for rough fat at Thompson's Candle Manufactory in Wellington Street. F.T. Roberts, in 1872 advised anyone who wanted a good strong soap to send to his Launceston Soap and Candle Works opposite the old Royal Hotel. It was, he said, half as cheap again as the ordinary article.

Alexander Evans opened his Soap, Candle and Soda Crystal Factory in 1878 on the Esplanade near the gasworks, in premises which had been Joseph Cohen's tannery. In 1885 it had moved to Frank Street (now Herbert Street) Invermay. Miller & Burns established their New Soap and Candle Factory in 1878 in what had been Button's tannery in Margaret Street. They advertised 'All kinds of Yellow Soap, Blue Mottle, Borax Soap for Wool washing and Purified candles'. Tallow and fat were bought for cash
or exchanged for soap and candles. In 1880 they extended their factory and installed a plant to manufacture their own soda. In 1886 Miller & Co. bought the property and built an entirely new factory on site. Their weekly production in 1888 was 12 tons of soap, 6 tons of soda and 4 tons of candles. One of Miller & Co's employees, John H. Mitchell later became a partner with Anderson, Mitchell & Co's Tasmanian Soap and Candle Manufactory whose factory building on the Tamar Embankment Invermay is still extant. They also had a factory in Frank Street, Invermay. Anderson, Mitchell & Co. produced Austral Soap 'Blue Bell Mottled Soap, fancy soap, carbolic soap, sand soap and all the different laundry soaps Empire, Gold Medal, Crown, Jewel etc., as well as Austral and Empire candles in wax, stearine and composite'.

Kitchen and Sons of Victoria and New Zealand had an agent in Cameron Street in 1885 but didn't have a factory until the 1920s when they erected one at Killafaddy.

Whaling became a major industry in Van Diemen's Land in the 1820s when England's lamps were largely fuelled with whale oil, a demand which steadily increased with the industrialisation and urbanisation of that country. By 1834 sixteen ships and fifty three boats were employed in whaling in Launceston, bringing a return of £10 921 for exported oil and whalebone. Sperm oil was frequently offered for sale locally, though as the whales diminished so did the advertisements.

In spite of the introduction of more sophisticated lighting techniques, candles were the mainstay of many a household until well into this century and candle factories continued to thrive.

In 1849 the Examiner announced that not only soap and candles were manufactured in Launceston but also a great quantity of glue and parchment. For a number of years, it said, Mr Button had supplied glue equal to British and more parchment than Launceston could consume. These would have been side products from Button's tannery in Margaret Street, that establishment which preceeded Miller and Co's soap and candle works.
Anderson, Mitchell & Co.'s premises
(Cyclopedia of Tasmania)
Andrews and Seddon operated a Liquid and Paste Dubbing Manufactory in 1888, the only one of its kind in Tasmania. Their speciality was self-shining liquid blacking which they registered under 'The Black King', but they also produced brass polish and superior writing ink. The factory was no longer operational in 1902 when William Seddon is listed as being a boot maker at 23 The Quadrant.  

3.10 Tentmakers  

William Johnstone of St John Street anticipating the Launceston Regatta of 1856 offered for sale the most convenient kinds of tents for families, made on the umbrella principle, very portable and erected easily in a few minutes.  

Mr E.L. Ditcham who had been a manufacturer of patent waterproof waggon, cart and rick coverings in the west of England where they had been highly prized in 1856 strongly recommended them to local farmers, carriers, millers and others. These articles, available at Ditcham & Co., Market Wharf could not fail to give satisfaction.
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4.1 Leather

It was an aftermath of the disastrous loss of the Bengali cattle in 1805/06 that Port Dalrymple's leather industry began. Having collected together as many barrels as possible, Lt Gov. Paterson wrote: 'I have saved most of the Cows' hides, and [they] are now in Tan. As the Prisoners were destitute of Shoes I had some cut up for Mogasuns'.

Tanning as a non-domestic commercial venture did not occur for some time. In 1832 James Bischoff stated that 'The skin of the kangaroo answers, as well as kid skins, for the upper leathers of shoes, and is of a very soft, pleasant wear'. Kangaroo skins were exported to Sydney where in 1846 tanners and curriers tried to get the New South Wales Legislative Council to prevent Tasmanian manufacturers keeping the best skins for themselves and employing cheap convict labour to process them.

Thomas Button was apprenticed to his uncle in Suffolk to learn the trade of a tanner and currier. He went into business at Sudbury-on-Stour in the 1820s. In 1833 he and other members of his family migrated to Van Diemen's Land on the barque Forth. On arrival he set up his Cataract Tannery between Margaret and Bathurst Streets, an unfortunate choice as the tanyard flooded after heavy rain, frequently washing hides and skins out of the pits and allowing the contents of the lime and tan pits to mix. By 1845 he had raised the yard some 4ft (1.2m) by carting earth from Cataract Hill, but it still flooded. The Cataract Tannery, in 1837 was a three storey shed, the barkmill and beam house on the ground floor and the top two floors for the curriers. The yard allowed for carriage space between the building and a row of tan pits. Water was obtained from a deep well to which horse driven pumping machinery was fixed.

In 1840 Thomas Button organised his own bark stripping expedition and engaged a number of men overseen by a Mr Surman. A 12-15ft (3.5-4.5m)
CLOTHES - Leather.

1. Cataract Tannery, 71-77 Margaret Street
2. Charles Randall Tannery, Lower Charles Street
3. Smith and Evans' Tannery, near Gasworks
4. Turner Tannery, Elizabeth Street, Frederick Street and Bathurst Street
5. Turner Leather and grindery plant, Charles Street
6. Thomas Boyd and Fysh & Co. Boot Factory, 95 Elizabeth Street
7. Fredk Button and Gardiner Tannery, 123 Wellington Street
8. Beverly Clark & Co., 61 Paterson Street
9. Tasmanian Manufacturing & Importing Co., Gardiner & McKenzie and Fysh & Co., 35 Frederick Street
10. A.R. Dennis bootmaker, Wellington Street opposite 'Black Horse'
11. C.H. Smith boots and shoes, Brisbane Street - three doors from Launceston Hotel
12. Genders, 53 Cameron Street
13. Sidebottom's bark mill, Cameron Street
14. Sidebottom and Firth's bark mill, York and Earl Streets
15. Hy Larter, 42 (1902), 38 (1912) Brisbane Street
16. Tasmanian Boot Company, 108 Charles Street
17. Wm Rose, 107 St John Street
18. George Coutts, 88 Brisbane Street
19. Lewis' Federal Boot Store, cnr Paterson and George Streets
20. Bishop's Bark Mill, 146 York Street
fore-and-aft schooner Wallace worked by John and Donald McIntyre was hired to take them to the Forth. After the stripping season the men were employed splitting palings and shingles before being picked up. In April 1841 on their return voyage the entire party disappeared off the Tamar Heads.

In 1846 T. Button, Tanner, Currier, Gluemaker and Dyer informed the public that he had moved from the corner of Elizabeth and Wellington Streets to the premises adjoining in Wellington Street where he had always on hand - sole leather, calf skins, kangaroo skins, French patent calf skins, colored roans, Basils (black and brown), harness leather (black and brown), Coach hides, carriage and door wool mats, grindery of all sorts, gallons (black and magpie), black sewing silk, glue, lamp oil, etc. He wanted immediately kangaroo skins in any quantity. Also horse hides and dog skins for which the highest price would be given. This advertisement was put in immediately after the Dog Licensing Act was introduced. In 1851 Button was advertising for two or three curriers to proceed to Adelaide where they would receive both liberal wages and constant employment. What became of this venture is uncertain but at this time he became very involved in public affairs and received the largest number of votes when elected as alderman to the newly formed Launceston Council. At a boisterous election in 1855 he was hit on the head with a metal whip handle and rendered senseless. He never fully recovered and died ten years later. The tannery was sold in 1862 to John Fawns, the brewer, who leased it to Thomas Fuller from 1863 to 1867. It fell vacant in 1868 and became increasingly dilapidated over the next ten years falling in rateable value from £170 to £22 before it was resurrected as a soap and candle manufactory by Richard Miller in 1879.

Charles Randall owned a tannery at the bottom of Charles Street near Kanes Store, a converted barque. When it was offered for rent in 1847 the tannery was described as having tight pits, drying and bark sheds, with a dwelling house and stables attached.

James Smith announced in 1851 that as usual he would be purchasing any quantity of bark during the ensuing season for his Wellington Street tannery. In Macphail’s Directory of 1867-68, Smith is listed as the occupant of a soap and candle factory in Wellington Street, although
View from West Launceston showing
Button's Tannery in Margaret Street
and Turner's Tannery in Bathurst Street

B.G. Clark's Factory, 61 Paterson Street
(Launceston and North-East
and North-West Coast Towns)
the Hobart Town Gazette indicates Frederick Button as occupying the only tannery in that street at the time and no mention is made of a factory. In 1856 Smith built a larger tannery near the gasworks on the Esplanade which he sold in 1861 to De Croz & Co. Between 1869 and 1872 Joseph Cohen ran the business after which it was empty until 1874 when it was occupied by Alexander Evans. He converted the tannery to a soap factory in 1878. In 1885 it was no longer listed and Evans had moved his factory to Invermay.

William Turner took over Benjamin Lee's Elizabeth Street Tannery in 1856. His business grew rapidly and he opened a shop in Frederick Street in 1859 and another opposite the Plough Inn in Charles Street in 1863. His Charles Street premises he named the Launceston Leather and Grindery Emporium where the customer could purchase imported roans and patent calf skins, coach makers Excelsior leather cloth, saddlers ironmongery and his own manufactured closed uppers and machine belts. In May 1868 Wm Turner entertained his employees at a dinner in commemoration of his new tannery and bark mill. But only two years later in 1870, he was one of the many threatened by the mooted amendment to the Cattle Stealing Prevention Act which was to prevent Launceston tanners from operating as fellmongers.

He sent a petition to the House of Assembly and it would seem that this was successful as in 1872 Turner's premises were described as an extensive tannery, barkmill and fellmongery establishment at the lower end of Elizabeth Street (although his address was given as Frederick Street in 1868) approached by two lofty arched passages. It was managed at this time by Charles Walker. Although business was slack with the 'dullness of the times' his produce was such a staple requirement he was less affected than most. On arrival at the tannery, pelts and sheepskins were soaked in barrels containing lime and water which rendered the skin pliant and allowed for the easy removal of the wool. The skin was then stretched on a 'beam' and the wool shaved off in an outward and downward motion with a scraper. The wool was washed and placed in a hydro extractor, a huge iron cauldron revolving around a smaller one, and then packed into bales for export. Hides were steeped in larger, cemented pits of lime before being scraped and the hair from these with other waste was later converted into manure. The hairless hides were turned over and the fat and meat
removed with a double handled knife. They were then hung from iron bars in the cemented pits containing tannin, the extract of wattle bark. They gradually moved from pit to pit in ever stronger solutions over a period of four or five months. The thicker leather, to be used for soles, was then hung in a drying loft before being squeezed through massive brass rollers, and sent to market. Thinner leather, to be prepared as 'kips', were steeped in a 'bate', a pit containing fowl manure and water, before being rolled like the sole leather. In the curriers' workshop this leather was further oiled and rolled until the desirable degree of pliability, fineness and water resistance was obtained. William Turner had his own water supply, a 21ft (6.4m) well from which he could raise 670 to 700 gallons (30-31hl) per hour through a half inch (1.25cm) pipe, with the aid of a pump.

In 1874 Turner gave his addresses as Frederick Street for the tannery, Margaret Street for his barkmill and Charles Street for his leather and grindery plant. Turner died during his term as mayor on 5th December 1887 and the tannery was left vacant until 1903 when it was partially converted for stores by Herbert William Lee.

The tannery William Turner had occupied in Elizabeth Street was taken over by Thomas Boyd in 1872. Boyd was a bootmaker who had started a business in Charles Street in 1865 and was operating from George Street in 1867/68. In 1881 he built a new factory on the Elizabeth Street site. It was a large two storey brick building 80ft x 30ft (24 x 9m) and was fitted with new imported machinery including a Blake sole sewer and a die cutting machine for soles. Fifty hands were employed at the factory in 1888 and all kinds of footwear were produced 'from a man's coarse stock boot to a gent's fine sewed calf boot and shoe; and in ladies' wear, from a cheap kangaroo pegged to a fine sewed French kid button boot'. Thirty thousand pairs of boots and shoes were produced a year and the factory consumed all the 2 400 sides leather, 2 500 calf and 14 000 kangaroo skins produced by their tannery.

In 1880 the firm went under the name of Boyd & Bedggood and exhibited a case of boots and shoes at the Melbourne Exhibition.

Beverly G. Clark who had been employed by boot merchant John Hunter of Sydney from 1884 and had represented him in Launceston, bought Boyd's
Tasmanian Manufacturing and Importing Co.,
64 Cameron Street
(Launceston and North-East
and North-West Coast Towns)
factory in 1887 with Robert Gardiner. Gardiner had exhibited kangaroo skins at The Philadelphia Exhibition in 1875 and had bought Frederick Button's tannery in Wellington Street in 1876. They had already been operating from this tannery in 1874. It was a large tannery with thirty four tan, eleven soak and lime vats and six bate vats and its weekly output consisted of 200 sides of sole leather, one hundred and twenty-five sides of kip and yearlings, six hundred kangaroo skins and six hundred sheep skins. A permanent staff of twenty was employed in 1888 when a F.J. Thomas had been manager for ten years. The new boot business was named B.G. Clark & Co. Kip and kangaroo boots, (for the mining and farming districts) were the main products, but kangaroo calf, box hide and glacé kid boots were made on a smaller scale. When this firm merged with the Tasmanian Manufacturing and Importing Co. in 1900, Clark struck out on his own and bought premises at 59 Paterson Street (in 1912 the number had changed to 61) and he was still running the factory in 1912, when he also had a branch in Liverpool Street, Hobart. By 1924 W.C. Ellis, another boot manufacturer had taken over the premises in Paterson Street and was in business until the 1940s.

The Tasmanian Manufacturing and Importing Co.'s shoe factory at 35 Frederick Street was fitted with the latest English and American machinery. In 1907 employees numbered 150 - producing weekly 2 000 pairs of shoes including welts and pumps. At their tannery next door (probably Turner's) fifty hands turned out sole, kip, split, and all fancy leathers.

Fysh & Co.'s Boot Factory at 95 Elizabeth Street was established in 1884 by Philip Oakley Fysh who had worked for Bieth, Schiess & Co. of Melbourne and Messrs I. and R. Morley of London before entering his father's clothing business in 1879. A fire destroyed this factory in 1917 and Fysh moved into premises which had belonged to Gardiner and M'Kenzie in Frederick Street. His new factory was described as one of the most efficient in Australia. Here was produced every kind of footwear from a dainty lady's shoe to heavy farming and mining boots.

From the 1850s small shoemakers abounded in Launceston. A.R. Dennis, bootmaker of 49 Pall Mall, London in 1844 respectfully informed the inhabitants of Launceston and its environs that he had taken those premises lately erected in Wellington Street (opposite Mr Barrett's sign 'Black Horse') where he hoped by strict attention, civility and
perseverance, to merit a share of that patronage which in England was afforded to him by gentlemen of the first rank of society; and trusts that having lived and worked in some of the most respectable houses in London, he might meet with the same encouragement among the gentlemen of Launceston who wished to have boots of superior workmanship quality and fashion. This shop was owned by Thomas Button, the tanner who employed Alfred Dennis, a closer (maker of shoe uppers) to run it. Two bandsmen from the 96th Regiment, Tilley and Winter assisted him as did the young Henry Button who after a few months felt he had learned to close a blucher or wellington better than was average in Launceston. The enterprise only lasted a few months as Dennis's interests lay elsewhere.

J. Reading who owned the Golden Boot in Wellington Street in 1851 made his intentions clear during the election rivalry between Richard Dry and Adye Douglas. This fashionable shoe and bootmaker desired to return his sincere thanks to his friends and public for the support he had received and to inform them that he hoped for a continuance of their favours, while he would be studious to supply them with an article which for material, fashion, workmanship and durability, would be equal to the best in the colony. Furthermore, he had children's boots and shoes in variety and Bush boots and Water-tights which would keep DRY FOR EVER.

Joseph Johnson was no ordinary boot manufacturer, but announced himself in 1873 to be an anatomist and articulator of the human foot. Drawings of deformed feet illustrated his advertisements, but to those who felt economics were more important he assured that repairs entrusted to the care of his manufactory in central Elizabeth Street would be finished neater and cheaper than any house in the trade. C.H. Smith at his fashionable boot and shoe emporium in Brisbane Street, three doors from the Launceston Hotel in 1876 stocked Ladies', gents' and children's English and colonial footwear in great variety, but his speciality was worked slippers in the neatest style. P.B. Dugan another fashionable bootmaker of the mid 1870s, also offered cheaper repairs than any other house in town. These were also guaranteed and done neatly with dispatch. His business was on the corner of Charles and Elizabeth Streets, and his ladies' and gentlemen's sewn kid or kangaroo boots were made on the shortest possible notice and carefully fitted to prevent the growth of corns or bunions.
Tasmanian Manufacturing and Importing Co.'s stand at the Launceston Exhibition of Australian Manufactures and Products
(Weekly Courier 30 March 1907)

JOSEPH JOHNSON.
Boat Manufacturer,
Anatomist and Articulator of the Human Foot.

J. J. particularly assures that repairs entrusted to his care will be finished sooner and cheaper than any house in the trade.

CENTRAL ELIZABETH STREET, LAUNCESTON

(Walsh's Tasmanian Almanac 1873)
The Leading Hardware 
Warehouses of Tasmania 
Since 1880 
W. & G. Genders & Co. 

1938 

Hawthan & Larter 
38 Brisbane Street 
(Collection: Alan Orr)

(Examiner Annual 18 October 1938)
W. Rose's Family Boot Shop
107 St John Street
(Collection: Alan Orr)

The Tasmanian Boot Supply Company
of 108 Charles Street
Working exhibit at the Launceston Exhibition
of Australian Manufactures and Products
(Weekly Courier 30 March 1907)
Lewis' Federal Boot Shop
74 George Street
(Collection: Alan Orr)

G. Coutts, Boot Manufacturer
88 Brisbane Street
(Local History Collection,
Northern Regional Library)
Bishop's Bark Mill
146 York Street circa 1895
(Collection: Alan Orr)

Employees at Bishop's Bark Mill
(Collection: Alan Orr)
B.G. Clark (later Fysh & Co. and Gardiner & McKenzie)
(Cyclopedia of Tasmania)

View from Windmill Hill showing Sidebottom's Mill in Earl Street
C. Genders started a leather business in Adelaide in 1861, but moved in 1881 (3rd December) during Launceston's boom to 53 Cameron Street. Genders warehouse and factory were described in 1900 as being large, of brick and stone and lit with electricity. The factory whose main space measured 75 x 30ft (23 x 9m) was fitted with the latest machinery. Mr Rock from Adelaide supervised the production of saddles, harnesses, collars, packsaddles, portmanteaux, brief, gladstone and school bags. Genders produced saddles for the Boer War Cavalry and leggings for the Australian troops during World War I.

As the use of horses lessened Genders branched into other fields. They sold an axe designed by Sturges, a Cressy man; built Chevrolets, Humber, Perris and Swifts. In the late twenties cabinet makers and mechanics were employed in the production of wireless encased in Tasmanian oak or blackwood. Increasingly they became dealers in building hardware and in 1981 went into partnership with Gunns.

Most bark mills were part of tanning establishments but William Sidebottom, an Evandale councillor, specialized in this industry. He moved to Launceston in 1875 and built a mill in Cameron Street. When this became too small he sold it to Messrs Adams and Sons and moved in 1881 to a mill between York and Earl Streets which had belonged to Joe Firth. Sidebottom became politically active, holding the seat for Selby in the House of Assembly from 1885 to 1893 and his business passed on to one of his twelve children remaining in the family until the early 1960s.

4.2 Textiles

Cloth, being one of the basic requirements of the first settlement was the subject of much early correspondence. As late as 1820 C.J. Vandermeulen was complaining of 'a very serious want of clothing', and that thirty men at a time were exempt from work 'on account of their Nakedness'. But they had become so accustomed 'to go nearly naked' that they felt neither 'Inconvenience or Disgrace from it'.

In the same year thread was issued to each man to make his own clothes.
CLOTHES - Textiles. Map 1

1. Waverley Woollen Mills
CLOTHES - Textiles. Map 2

1. Kelsall and Kemp, Mayne Street
2. Patons and Baldwins, Glen Dhu
3. Reliance Worsted Mills, George Street
4. Thyne Bros and P.O. Fysh, 214 York Street
5. P.O. Fysh and Dodgshun, 95 York Street
6. Smith & Poole and Roles & Jones, Brisbane Street
7. Hopkins & Murphy; Coutts and Orpwood, 100 Brisbane Street
8. F. Stanfield, St John Street
9. Henry Thompson and Harry Joseph, 62 Brisbane Street
10. Farrelly Monster Clothing Establishment and O'Reilly, cnr Brisbane and St John Streets
11. Dunning and Brown Golden Fleece, cnr Brisbane and Charles Street
Two bed ticks were issued for every three pairs of trousers, and blankets were used to make jackets.  

Ten years earlier J. Oxley had described the unsuccessful factory at Port Dalrymple where women prepared flax, hemp and wool, afterwards manufactured into coarse linen, canvas, and blankets, producing articles 'which might be purchased at 100 per Cent Cheaper in the Market'.  

Nevertheless, by 1831 wool had been improved by McArthur's stock and was in value the chief article of export. James Bischoff of the Van Diemen's Land Company felt that 'The rapid increase in the quantity produced, together with the quality of the fleece, must make that article the most important and, properly speaking, the staple commodity of the colony. Its growing importance to our manufacturers at home is equally great, its felting properties superior to the wool of other countries, and the peculiar softness of the texture make it very valuable to the cloth manufacturers, while the length of staple, combined with that softness makes the heavier fleeces peculiarly adapted for the fabrics made from fine worsted. Every year adds to the value which the Australian colonies become to the mother country'.  

By 1847 feelings had changed. The editor of the *Examiner* promoting the idea of a cloth factory, first mooted by Gov. Sir Eardley Wilmot in 1843, felt 'all we have heard of the machinery of Great Britain does not convince us that Australian wool may not be manufactured by Australian weavers'. The *Examiner* felt that it should be a private enterprise. It had been proved economically viable in New South Wales - so there was no reason why it shouldn't be here.  

Unemployment caused partially by the return of gold seekers in various states of disappointment worried the state government sufficiently for it to set up a Select Committee of Enquiry into the desirability or otherwise of encouraging Colonial Manufacturers. 'On the subject of woollen manufactures', they reported in 1868, 'which in former years were conducted on a small scale with Convict labour, your Committee would suggest that upon an expenditure in machinery and the production of 5 000 yards of Cloth in one year, of a value not less than 4s. a yard, a Bonus of £2 000 be paid'.
Waverley Woollen Mills
(Local History Collection, Northern Regional Library)

Waverley Woollen Mills
(Weekly Courier 1 November 1902)
Waverley Woollen Mills
(Weekly Courier 11 May 1911)

Waverley Woollen Mills
(Weekly Courier 15 May 1924)

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Their recommendations were accepted and in 1869 legislation was passed to award £1 000 for the first 40 000 yards (36 576m) of sacking and £1 000 for the first £1 000 worth of woollen stuff made from Tasmanian produce. The legislation was successful. Peter Bulman in 1871 started assessing the possibilities of such a venture. Apart from his father-in-law Thomas Hogarth of Raeburn who gave him both moral and financial support, friends advised against it. He nevertheless corresponded with a wool manufacturer in Dunedin New Zealand seeking information on the most suitable plant to be obtained. By October 1871 he had resolved to go to Scotland to seek men and machines. On November 15th, 1872 Bulman wrote from Tofts, Hawick (35 miles (56km) S.E. of Edinburgh) that machinery would be shipped in the Westbury together with nine or ten skilled operatives and 'whatever other labour can be obtained'. He announced his intention to return in February 1873 when he would erect the necessary buildings. He persuaded Messrs Daniel, Archibald and David Johnstone who already owned a mill in Selkirk to go into partnership with him. Bulman had previously purchased land at Distillery Creek where the 120ft (36.5m) fall had in the past attracted Towers and Yates in their ventures as distiller and miller respectively. In October 1873 the main shafting and the whole of the teasing, spinning and finishing plant arrived per Derwent and Messrs Knight and Peters were engaged on making the necessary castings and fittings. A 25ft (7.6m) diameter wooden waterwheel was installed to drive the machinery. It was six months before the rest of the machinery arrived and then it was damaged. This lengthy wait worried the Examiner 'The northern woollen company will have to look sharp or it may find the bonus of £1 000 wrested from it by the southern company whose works are situate at the Hobart Town Rivulet, formerly known as M'Robie's Woollen Mill'. Only a fortnight later, on May 13th, the Waverley Mill was opened with Mrs Bulman née Hogarth placing the first wool on the machines. The buildings erected at this time were all of timber and consisted of a dye house, a machine room 125ft x 25ft (38m x 7.6m) and a weaving room 86ft x 18ft (26.2m x 5.5m) nearly completed. An office and small warehouse were about to be built. It was envisaged that a larger office and warehouse would be established in town. The Cornwall Chronicle described the mill at the time of the opening. In the dyehouse was a large hot vat fitted with a furnace, and a cold vat supplied with water by pipe
from shutes which passed close by the building. All round the room were boxes, barrels and packages of dyestuffs ranging from common logwood and fustic to the latest tints and aniline dyes. The sorted wool was thoroughly washed and prepared before being thrown into hot dye. Once dyed it was dried on sloping tables in the open air. The dry coloured wool was then bagged and weighed and placed in the store-room above the machine room. Colours were mixed to obtain the right tint before being passed into the teaser, a large iron cylinder studded with spikes nearly an inch (2.5cm) long which revolved rapidly throwing the wool out 'like flakes of snow'. A young boy at a table then fed the wool through a scribbler, two large cylinders surrounded by smaller ones with the fine sharp wire teeth. A long steel plate with an immense small-tooth comb, scraped incessantly on the last cylinder working it off in a continuous 'sliver' which passed into a funnel-shaped aperture into the balling machine, where after being flattened by passing between two rollers, it was wound on a wooden core with an automatic spring release. This ejected the full reel into a box and an empty one would drop into its place from a hopper above. The rolls of sliver were placed in a frame behind the clearing machine which was similar to the scribbler and having passed through it were again wound up on a balling machine. The rolls of sliver were then placed on the frame of the condensing machine and another boy threaded the ends into it touching oil as it unwound. The wool coming out of the condenser looked like finished thread and was wound onto a bobbin. A man pieced together any yarns that broke during the process and removed the full bobbins, to a row above the spinning machine. This machine caused the Cornwall Chronicle writer bafflement. 'What shall we say of this machine?' he wrote 'We see the balls of wool on the top of the machine and at the bottom of it two long rows of spindles, 60 on each side, filled with close twisted thread ready for the weavers, but between the two there is such a chaotic array of big wheels and little wheels, rollers, bobbins, and spindles, all whirling at the top of their speed, the operation of which is only known to the initiated, that the visitor stands in a state of bewilderment'.

This Sykes machine was almost automatic, attended only by two boys who pieced threads when they broke and replaced bobbins when necessary. All the machines apart from the spinning machine in this room were made by Tatham of Rockdale and under the supervision of Archibald Johnstone.
His brother, David Johnstone was in charge of the weaving department where the first process was warping, or threading the loom. A 'sonsie Scotch lassie' was seated at a large wheel winding thread for the weft from spinning machine bobbins to smaller ones which fitted into the weaver's shuttles. The weaving room had not been built at this stage and the two rows of hand looms were crowded under the same roof. Most of the weavers were Tasmanian lads who had only just learnt the craft. Young women sorted the cloth after it had left the looms, picking out all knots or irregularities.

In another building the cloth was milled by being passed through hot water, soap and soda and squeezed between large wooden rollers until it was thoroughly scoured and shrunk to the required size. In the same process it was felted, the fibres being worked through each other and the cloth rendered close and even while a soft nap was raised on it. The cloth was then stretched out in long lengths on tender hooks to dry and passed through a cropping machine or yankie which sheared off all superfluous fibre from the surface. Finally it was pressed and rolled on boards ready for the market.⁷⁴

On August 3rd 1874 Waverley Woollen Mills announced 'The factory will be open to the public for inspection on Wednesdays and Saturdays after this date. The mill closes at 4 p.m. on Saturdays and a very large number of persons ... availed themselves of the permission'.⁷⁵

Just over a fortnight later, on the 22nd of August, great excitement prevailed in Launceston when lorries paraded the streets with the first Waverley Woollens. They were offered for sale by auctioneers W.T. Bell and Co. and realized £1 100. The first tweed brought £2 per yard.⁷⁶ It was vital that the amount raised should exceed £1 000 so that Waverley would qualify for the bonus.

The 'Rambler' in 1881 found the Waverley Mill 'just such a spot as Sir Walter Scott would delight in describing'. He was courteously shown the whole works by Mr Bulman. A small turbine wheel supplying 40 h.p. was ample to supply the plant.

In 1888 the Jubilee History of Tasmania stated that the power for driving the machinery was developed by a 10in (25cm) Leffett turbine wheel which
made 930 revolutions a minute. The water was conveyed through 1,050 ft (310m) of 16in (41cm) iron pipe manufactured by Mr Knight of Launceston. It also mentioned that Bulman had established a wholesale clothing factory in 1884.

Robert Hogarth, Bulman's brother-in-law, spent from 1878 to 1882 in Scotland and England, gaining experience at some of the best woollen mills. He took over much of the responsibility of Waverley when Bulman bought the Johnstones out in 1883. Johnstones set up their own mill at St Leonards before establishing The Derwent Woollen Mills and Steam Laundry in Molle Street, Hobart. By 1902 they also had a steam laundry in Frank Street, Invermay. When Bulman died in 1896, Hogarth became the proprietor at Waverley and there have been Hogarths managing the mill ever since. By 1900 two English turbines of the Gunther type, one of 35 h.p. and one of 55 h.p. were both working the machines and driving a dynamo which lit up the mills and the surrounding cottages. Peter Bulman had first installed electric lighting on 5th July 1889 preceeding the rest of Launceston by six years.

In an article celebrating Waverley's 40th anniversary, the Examiner describes the looms as being of the Dobcross fast-running type, weaving three widths at the one operation. The mills were now specialising in blankets, flannels, and material known as frieze - or bluey cloth. The success of Waverley, (the mills were worked continuously day and night), was ascribed to the fact that only pure wool was used. The original mill was demolished in October 1922. For two years previously Hinman, Wright and Manser had been continuously employed, erecting brick walls and sawtooth roofs. The whole mill was now on the same floor level, solving all the irritations of heavy loads and steps. Floor space had been increased from 38,000ft² (3,530m²) to 50,000ft² (4,650m²) and output had risen by a staggering 50% with a further expected increase of 40% when the machinery arrived. The whole factory was being constantly modernised. They were now using their sixth spinning plant and had scrapped 150 tons of machinery which wherever possible was being replaced by Australian made products.

Although Waverley had ceased to manufacture tweeds in 1913, 60 different sizes and qualities of blankets, between 400 and 500 patterns for lumean cloth for shirts and pyjamas were produced. They also produced storm-proof coating.
Waverley Spinning Rooms
(Weekly Courier 15 May 1924)

Waverley Weaving Room
(Weekly Courier 15 May 1924)
Waverley Cloth Milling
(Weekly Courier 15 May 1924)

Waverley Finishing Room
(Weekly Courier 15 May 1924)
The increase in machinery led to a demand for greater power. A new dam was being constructed to increase the water fall. Two 18in (45cm) steel pipes brought the water to the mill to drive three Günther turbines two of 50 h.p. and one of 100 h.p. The plant was situated near the centre of the building below the ground floor and at the tail race the force of water was sufficient to drive an 8 h.p. wheel if desired. This water could be harnessed again lower downstream and add a boost of 50 h.p. One of the 18in (45cm) pipes was about to be replaced by a 24in (61cm) one greatly increasing the flow. To ensure a steadier flow this pipe was being drive through a tunnel rather than brought round the hill. Ten miners and ten hammer and drill men were employed on this exercise.

Mr J. Glennie who worked at Waverley in the 1930s, said that the chief production was of grey and natural flannel which was sent to Boatwrights in Kingsway to make up pants, vests and shirts. These shirts were popular for their ability to withstand West Coast weather as were Blueys made up from Waverley's dark heavy wool. Grey and cream blankets were also an important product. These were made in five sizes. Single blankets were only 72ins (1.8m) long as if one's height was somehow dictated by one's marital status. During Mr Glennie's employment a large brick warehouse was built by Hinman, Wright and Manser. This meant that Waverley's essentially winter products could be stock piled. New offices were erected by P.J. Dell towards the end of the '30s and around the same time four Northrop looms were installed. The old boiler was replaced by a Babcock & Wilcox water tube boiler and a tall new brick chimney erected up which employees were invited to climb before the putlocks were removed.

During World War II Waverley produced over a million blankets for British and Allied Forces. In many ways the war was a boost to the textile industry and Waverley had a large number of civilian orders waiting to be filled when peace was reached. In the 1960s electric blankets designed by Hubert Lesley became an important product and a fine gauge tufting machine was installed for the manufacture of carpets. In the post-war years overseas competition grew and by the 1970s it was only with substantial concessions that the textile industry could hold its own. Unilateral revaluations of the Australian dollar in December 1972 and September 1973 and the decision not to devalue in line with the
U.S. dollar in February 1973 may have eased inflation but it did not help sections of the manufacturing industry. In mid 1973 a 25% cut in all tariffs was introduced, preferential trading arrangements for developing countries in the Australian market were given, an agreement to accord minimum margins of preference to New Zealand was implemented and quotas on some garment imports were eased. The affect this had on Tasmania where 11.4% of the workforce was employed in the textile industry was disastrous. In April 1981 Waverley was on the brink of enforced closure, but in August, John and Peter Temple who own the Mohair Farm in Bendigo bought the mill and extended its production to include mohair and cashmere. Waverley has now been opened to the public again, and visitors are welcomed any day of the week at a charge of $2 per head.

In 1909 the Tasmanian Agent-General, the Hon. John McCall M.D. delivered a paper before a meeting of the Royal Colonial Institute in London. He enthused about the vast potential of Tasmania's water power and how it could turn the island into an industrial centre. Woollens manufacture had already proved itself at Waverley. He quoted Mr Hogarth as saying: 'There is plenty of room here for half a dozen mills besides my own. There is an opening for the disposal of the stuff. I could place every yard of material I manufacture in Melbourne without the least trouble. The industry is one peculiarly adapted to Tasmania, and it is much to be regretted that the conditions that are so favourable have not been taken advantage of to a greater extent. The great advantage in the manufacture of woollens as against most other articles is that, in the former, distance from the consuming centre is of little importance, as the freight on the manufactured woollen article is a mere bagatelle'.

In the discussion which followed the paper, the chairman, Sir Edward Hutton alluded to the potential markets of China and Japan. 'China has a climate of intense cold during the winter, and the unfortunate Chinese wear quilted cotton and silk. When they have been taught the advantage of wool, we may be quite certain that the demand for that article on the 450 millions of inhabitants of China alone would be sufficient in itself to give an immense impetus to the trade and prosperity of Australia'.

James Smail visited Tasmania on his tour of sites suitable for the government owned Federal Woollen Mills in 1912. Geelong was chosen, but Launceston
Kelsall and Kemp during construction
28 February 1921

Kelsall and Kemp
Construction of chimney
had the consolation of being considered second best.

Another two visitors to the state in 1912 were Lord Rochdale and Mr J.H. Lord, representing the well-established company Kelsall and Kemp. They were offered a site at Cascades, Hobart which was held for them, pending a decision, but Launceston offered a better provision of electricity and as well the damp climate and soft water were ideal.

The Great War delayed many plans, but it saw the beginning of the Great Lake Power Scheme. In England the shortage of raw materials led to wool rationing in 1917. A further reason for the machines to move to the sheep. Once enticed, problems emerged. No building materials were available. Ships were scarce. But Kelsall and Kemp had been preparing during the war and were able to cope.

E.G. Stone an architectural concrete engineer who had been contracted from Victoria to build the Launceston Railway Workshops, was commissioned to supervise the construction of the new Kelsall and Kemp mills at Invermay, in January 1921. Concrete was so scarce that a great deal of energy was put into seeking out a suitable quarry site. Beaconsfield and other Tamar sites proved unsuitable and works were eventually set up at Fingal.

On the 13th of February 1921, 123 packages of machinery arrived per the Carina, and in May of the same year Mr Samuel Tuting the engineering expert and more machinery from Rochdale arrived. Four sets of carding machines and six spinning mules each with 450 spindles were installed as well as narrow Northrop automatic looms and Leaches slow looms for finer work.

When in February 1923, the mills opened, the Weekly Courier assured readers that the building of reinforced concrete which had been adapted from English plans, was designed so that the process from the raw material to the manufactured cloth would proceed smoothly and with as little undue handling as possible. The building had a floor space of \( \frac{7}{2} \) 600 yards \( \left( \frac{6}{2} \right) \) and was entered on the north side. An electric hoist took the wool into the wool warehouse - a well lighted room 104ft x 69ft (31.7m x 21m) on the top storey, where it was sorted and passed as required through four square openings in the floor to the blending room. From
there the wool was sent through an opening in the floor to the scour, where a three-bowl Petrie scouring machine had been installed, under the supervision of Mr Samuel Tuting. Mr J.B. Holt was also brought out from Kelsall and Kemp's factory in Rochdale, and supervised the installation of the Platt's carding machines and mules.

The spinning and weaving shed - 182ft x 133ft (55m x 40m) had a sawtooth roof of reinforced glass. On the eastern side was a sizing room, containing a machine which the *Weekly Courier* thought was probably the only one of its kind in Australia, which prepared the warp. Trucks took the woven pieces to the finishing room which was under the supervision of another Rochdale import, Mr George Brooks.

The dye house and stoving room adjoined the finishing floor. The cloth passed on rollers from the finishing room through a slot in the floor to the cloth warehouse. The factory had a 100ft (30.5m) reinforced concrete chimney stack, and the sawtooth topped boiler house contained a 24ft (7.3m) Cornish boiler. This produced steam to heat water for scouring the wool, for sizing, drying and finishing. All the textile machines ran on electricity installed by the H. & S. Lighting Company in conjunction with Messrs Noyes Bros & Co.

In the 1920s man-made fibres saw a movement away from flannel underwear and in spite of vigorous advertising for flannel shirts to prevent motoring chills, flannel pyjamas to promote sleep, flannel dressing gowns to prevent sneezes and flannel vests to protect baby, Kelsall and Kemp found they had to branch out into blazer flannels and dress wools. During World War II they changed their dye to khaki and supplied many mainland clothing factories. In 1963 Kelsall and Kemp was bought out by its parent company and in 1970 as a member of the Coats Patons group developed three colour dyeing. They also installed three coarse gauge and two fine gauge knitting machines which produced seventy yards (64m) of cloth an hour.

In 1977 when Kelsall and Kemp faced closure Waverley Mills and Thyne Brothers combined forces in an attempt to save them but found they had been pre-empted by Onkaparinga of South Australia who purchased Kelsall and Kemp before closing it down.
Kelsall and Kemp
Carding room

E. Clark, weaver at
Kelsall and Kemp, 1930

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Kelsall and Kemp
(Weekly Courier 22 February 1923)

Patons & Baldwins
during construction
(Weekly Courier 5 April 1923)
Patons and Baldwins grew from James Baldwin’s small wool business in Halifax which started in 1785, and John Paton’s spinning works in Alloa, Scotland, established in 1814. The two industries merged in 1920 and their first overseas venture was to establish a mill in Launceston.

Messrs Reid and Wright in August 1921 came to pave the way and selected a site at Glen Dhu which had been allocated for ex-servicemen’s homes. This land was located between Heather and Thistle Streets, perhaps to make the fifty or so skilled Scottish workers and their families feel at home.

The building, a vast 20,000ft² (1,858m²) was designed by Frank Heywood and erected by Hinman, Wright and Manser in 1922. Because of the difficulty of post-war shipping all the building materials were produced locally. Salisbury's Foundry manufactured the ironwork and Hutton's the bricks. This was considered a model factory with nine cottages (built by J. & T. Gunn) for staff as well as a canteen, and a sick room.

The Weekly Courier in May 1923 reported the completion of the large chimney stack, octagonal in shape with a square base resting on a cement concrete foundation. It was built of hard dark machine bricks excepting the last 9ft (2.7m) which were of red bricks. It tapered 100ft (30m) above ground level, and about 10ft (3m) below. Messrs Hinman, Wright and Manser subcontracted this work to Mr Charles Walker and A. Conningsby. Because the copper tape and clips did not arrive until the brickwork was finished, they had to be fixed on from a bosun's chain suspended from the top of the chimney stack. The same bricklayers set two 30ft (9m) long boilers into position.

By November 1923 the factory was operational. It ran on 6,500 volts supplied by the Duck Reach Power Station, and everything bar three boilers ran on electricity. The boilers, manufactured by Messrs Hodgkinson of Manchester, provided steam for scouring and heating. The machinery was all English and the factory confined itself to the production of hosiery yarns and knitting wools although in its early stages it announced its intentions to weave worsteds as well. During World War II 2,000 people were employed at Patons and Baldwins and the machines...
were operated continuously. In the 1970s they suffered the same fate as the other mills and are now working on a very diminished scale.

Broomby and Dent, produce merchants and seedsmen at the corner of William and George Streets and until recently florists at 175 Charles Street, decided in 1924 to convert their George Street store into the Reliance Worsted Mills. A manager, workers and machines were all imported from Yorkshire, although by 1934 the entire staff was Tasmanian. The worsted was made from a mixture of pure merino wool and silk, creating a striped effect. Until 1928 all finishing had to be done on the mainland, but from that date, aided by the installation of an all steel dyeing plant (until recently these had been made of wood) the mill was self-sufficient.

It produced 60 000 yards (54 864m) of worsted per annum in a possible variety of 3 600 patterns, and its biggest contract was with the Tasmanian Government Railways. They advertised in 1930 'Tasmanian Made Reliance Suitings High-Class Worsted Suitings, in all the Latest Shades and Designs, Greys, Fawns, Browns, Blues, Plain, Checks, Diamond Weaves, Fancy Stripe Effects and all Fancy Weaves. Made from the very best Merino Wool, for Men's and Women's Wear'.

Their advertisements became smaller and smaller until 1938 when they ceased altogether. In 1939/40 the building was bought by Irvine and McEachern and Broomby and Dent moved their whole seedsmen and produce merchant business to their outlet at 175 Charles Street.

In July 1926 J.E. Thyne who had been the director and general manager of the Australian Knitting Mills, and director of Yarra Falls Ltd. (Vic.), established a factory in the disused Tasmanian Co-op. Brewery at 214 York Street with his two sons. They manufactured Tamar Knit high class knitwear. Customers were assured that bathing costumes were dyed fast, that pullovers and cardigans had colour designs and patterns of great variety and good taste and that men's golf hose, ladies' jumpers and coats, underwear and jersey cloth in cream and colours, were all available. In 1939 Thyne Brothers were said to have been operating as spinners of yarn, blanket manufacturers, and their subsidiary company Kiltie Hosiery was producing socks.
Patons & Baldwins
Mr Walker fixing
lightning-conductor
to chimney stack
(Weekly Courier 3 May 1923)

Second 20-ton Lancashire
boiler being carted to
Patons & Baldwins
(Weekly Courier 22 February 1923)
Patons & Baldwins. Skilled workers and their families on their arrival from England
(Weekly Courier 21 June 1923)
Reliance Woollen Mills
Weaving room
(Weekly Courier 25 October 1934)
Reliance Woollen Mills
Finishing room
(Weekly Courier 25 October 1934)
Reliance Woollen Mills, 
George Street 
(Weekly Courier 25 October 1934)

Thyne Brothers, York Street. 
Formerly Tasmanian Co-operative 
Brewery Company. 
(Weekly Courier 28 January 1909)
During World War II apart from making thousands of pullovers, socks, hose tops, gloves, singlets and jersey shirts, they adapted some of their machinery to make camouflage nets. From 1943 they obtained a plant for the manufacture of khaki drill military trousers. During the war 100 people were employed at Thyne Brothers, doubling the peace time numbers. In the early 1950s they began to spin lambswool so that they had control over the whole process. Jersey was knitted on circular machinery, then cut and sewn. The textile slump of 1974 saw a reduction of employees from 73 to 14 and much of the machinery was auctioned off. In 1977 the remaining few left their vast premises in York Street and moved to Waverley.

In the 1890s P.O. Fysh bought Dodgshun and Sons' Launceston Clothing Factory at 95 York Street. They employed a staff of fifty to work in their modern, well equipped workshop making shirts and other clothing. By 1912 they were operating a hat factory at 214 York Street. In 1927 P.O. Fysh and Co. (1920) Ltd. decided to market all its products under the trademark Fyrmwear. 'The mere name Fyrmwear is a definite guarantee to the buyer whether it be Shoes, Clothing, or Hosiery'. In 1930 they were producing trousers, suits, shirts overcoats, pyjamas, men's working trousers and hosiery. In the spirit of the times the customer was assured that Fyrmwear meant a great deal to Tasmania. 'If all Tasmanians', they advertised, 'were to buy Tasmanian made articles in preference to any other there would soon be more progress and prosperity, more openings for young Tasmanians in Tasmania, and greater opportunities for quicker and better advancement for older Tasmanians. These things come about when Tasmanians think and act for Tasmania at the time of buying articles made in Tasmania. If the next time you need clothing for yourself or family you ask for Fyrmwear and purchase it, you will not only be satisfied with the value and quality of the articles you buy, but you will be helping to provide more work for your sons and daughters'. Three hundred employees staffed the factories around the state.

After World War II P.O. Fysh and Co. became solely retailers. Their shoe and hat factory at 95 Elizabeth Street is now demolished.

Nineteenth century Launceston teemed with independent tailors, mercers,
hatters, dressmakers, dyers, staymakers, perriquets, and bootmakers. Few of these appear to have been more than one or two person operations or have extended over more than one lifetime.

W.L. Jordan had a business in George Street. In May 1842 he was advertising for tailors 'A few good workmen might find employment by applying to the undersigned'. He was forced to sell because of ill health in 1846 but one of his tailors, Henry Hills began a business on his own account in a house in St John Street formerly occupied by Mr Milbourne. In soliciting a share of public patronage the advertiser felt confident that he would give every satisfaction to his customers.

Little is known of E. Lewis, tailor and clothier who ran a business in Brisbane Street in 1850.

In 1856 Smith and Poole opened a small drapers shop in Brisbane Street. They remained on the same site but enlarged their premises until they boasted a frontage of 100ft (30.4m) and a depth of 210ft (63.8m). In 1883 after the retirement of Mr Poole and the death of Mr Smith, the business was bought by two former employees, Mr Roles who had been confidential clerk for twenty years and Mr Jones who had managed the clothing department for six years. By 1888 they had twenty-five employees in the tailoring department and thirty in millinery and dressmaking. They advertised that they had the best cutter in Tasmania, and that their millinery and mantle department was not to be excelled and that dressmaking was done on the premises by an experienced artiste. Roles and Jones, they called themselves, the good old house. After 1888 their advertisements ceased and they are not listed in the Post Office Directory of 1902.

Mrs Sharp, French Stay and Corset Maker, recently of Islington London, announced in July 1851 that she was open for business in Charles Street.

Hopkins and Murphy, later just E. Hopkins were wholesale and retail drapers, milliners, outfitters and hat manufacturers at 100 Brisbane Street. They operated during the 1870s and in 1878 briefly opened an outlet at Nine Mile Springs (Lefroy) during the gold fever. F. Stanfield during the same period offered a large and varied assortment of tweeds, coatings, vestings etc., and gentlemen's suits made to order. He guaranteed
P.O. Fysh & Co.
(Weekly Courier 12 October 1911)

P.O. Fysh & Co.
Cutting Department
(Weekly Courier 12 October 1911)

- 200 -
Dodgshun Bros, 95 York Street

Roles & Jones' premises are the third on the right in Brisbane Street and Dunning & Brown's building in the foreground on the left.
the excellence of the material and workmanship and to this end employed
a first-class cutter at his establishment in St John Street, one door
from Brisbane Street. Another first-class cutter superintended the
order department and ensured perfect fits at R. Thompsons' Leviathan
Clothing Factory at the corner of Charles and Brisbane Streets which
had been established circa 1873. In 1902 Henry Thompson, draper and
clothier ran a business at 62 Brisbane Street. This building in 1925
was occupied by Harry Joseph who by 1928 was advertising special men's
suits made in Tasmania by Tasmanians for Tasmanians. 'Dress better for
less' they urged, 'at Harry Joseph's'.

In 1858 Messrs B.P. and W.J. Farrelly opened their Monster Clothing
Establishment, formerly O'Reilly and Co., at the corner of Brisbane and
St John Streets. They began as retailers importing gentlemen's superfine
clothing, boy's and youth's ditto, French kid gloves, hats, caps, ties,
braces, gloves, shirts, hosiery, handkerchiefs, scarfs, railway wrappers,
and travelling trunks. At this time they also owned a boot and shoe
warehouse. In 1872 they advertised a new industry. 'Farrelly Brothers,
Brisbane Street Launceston', they announced, 'believing that the better
class of men's and boy's ready made clothing can be made up in Lanceton
[sic] in every respect equal, if not superior to the imported article,
having opened a Clothing Factory on a large scale, and intend for the
future to make up on the Establishment, Men's Boy's, and Youth's Clothing
of every description and in quantities to supply their wholesale and
retail customers'. All therefore who wished to supply themselves with
the best colonial-made clothing at the prices of English shops would do
well to pay a visit to the Monster Clothing Establishment. In the
same year W.J. Farrelly died and John Murphy Hopkins bought an
interest. Murphy involved himself increasingly in public affairs
becoming mayor in 1873/74 and sold his share to G.M. Stewart in 1875.
By 1888 twenty-four hands were employed at the workshop drawing between
them wages amounting to an average of £35 per week and their Mr Downes
waited on customers in the North-East and North-West Coast four times
a year. Farrelly followed Murphy's footsteps and became mayor in
1888, and the business closed down between 1893 and 1902.

Mrs Dunning opened the 'Golden Fleece' on the corner of Brisbane and
Charles Streets (the site now occupied by Coles) in 1865. Like Farrelly
Brothers she was a draper, clothier and haberdasher. The business was
taken over by her son in 1875 and her grandson in 1895 together with
the manager John Brown. The building was two storeys 90ft x 60ft
(27.4m x 18.3m). The *Cyclopedia of Tasmania* describes in some detail
the premises in 1900. 'Entering this emporium from Brisbane Street,
the visitor first steps into the men's and boy's clothing and tailoring
department. Here the country squatter, the West Coast Miner, and the
City man make their purchases, and it is noteworthy that Messrs Dunning
and Brown do the largest tailoring business in Launceston. The best
procurable cutters and tailors are employed, and consequently nothing
but first-class work and good quality material are turned out. Passing
through the office, and proceedings east across the width of the building,
we next find ourselves in the realm of the ladies. The fancy department,
which is thronged by the gentle sex of Launceston, as well as the country
districts, who are eagerly purchasing trimmings, lace, furs, veilings,
umbrellas, ribbons, and the thousand and one articles which these charming
creatures fondly imagine are necessary for enhancing their appearance and
subjugating man. The ladies spend hours in securing bargains and chattering
in this and that adjoining apartments, the latter being set apart for
haberdashery and hosiery, gloves etc. The firm have more than a local
reputation for their gloves, the dozens lost at the races being invariably
purchased by the lucky (or unlucky) swain at the 'Golden Fleece'. From
the haberdashery the visitor proceeds through a heavily stocked department
devoted to Manchester goods, blankets, quilts, eiderdowns etc, and next
enters the dress department, another favourite rendezvous of the ladies.
There is simply an immense stock kept here, consisting of the latest
and choicest goods - silks and satins of every conceivable texture, hue,
and quality being present in bewildering profusion. We next are shown
up a broad handsome staircase, situated in the centre of the ground floor,
which leads to well-lighted and tastily furnished showrooms and workrooms.
Here ladies may choose their dresses and inspect millinery, mantles and
underclothing. At the back are extensive workrooms for dressmakers,
fitting-on rooms, and tailors workshops. There is a very great deal of
making up, tailoring etc done on the premises'. Eighty people were
employed at Dunning and Brown at this time. The business remained in
the Dunning family until the late 1920s when it was taken over by
Cox Brothers and by 1940 the premises were owned by Coles.
Dunning & Brown, Brisbane Street
*(Cyclopedia of Tasmania)*

View down Brisbane Street
Farrelly & Stewart in left foreground
4.3 Dyers and Cleaners

Dyes were commonly sold by chemists. J.H. De La Hunt of Hobart Town advertised the following dazzling array in the Examiner of 21st April 1847: Fustic chips, brazil wood, flag root, oak bark, peach wood, gall nuts, French berries, cam wood, schumack logwood, cudbear, red saunders wood, Alkanet root, pomegranate bark, madden turmeric, chromate potash, prussiate potash etc. etc.

It was then up to the householder to experiment, but in Vegetable Substances; materials of manufactures the writer points out that 'there are many substances which afford a durable colour, and which may therefore be applied successfully by the simplest people to the purpose of dyeing, without being subjected to any previous preparation. This application can scarcely be called an art. But to make permanent that which is evanescent in its nature, and not only to arrest the fugative tints, but to give them greater brilliancy, and by curious combinations to impart every varying hue, this may more properly be termed the art of dyeing'.

Chantry and Thompson informed Launcestonians in 1851 that they had commenced a silk-dyeing business. All orders were strictly attended to on application to Mrs Smith, Straw and Tuscan Bonnet Maker, Wellington Street near the White Hart Inn. Chantry and Thompson also cleaned, renovated, and made to look nearly as well as new, gentlemen's clothes by an entirely new process.

J. Taylor, dyer at the corner of Margaret and Frederick Streets in 1877 and 1878, enticed customers with a little ditty. 'For I am a dyer, a dyer of blue
I can dye an old coat and make it look new
And when it is done, blue black or brown
It looks equal to any new coat in the town
My liquor is pure as my customers know
And to strangers I say, come, see it is so'.

Taylor also sold his dyes in bottles at 1/-, 1/6 and 2/- each. Carpets,
hearthrugs and Turkey pile table covers were cleaned and restored to their original colours. More sombrely he adds that families can be supplied with mourning at the shortest notice.

4.4 Hairdressers, Perriquers and Wigmakers

Although hairdressing is hardly an industry, William Hyde of George Street brushed the hair of his customers with machinery from 1868 to 1871, and G.W. Smith of St John Street, next door to the Criterion Hotel manufactured the celebrated medicated hairwash for removing scurf and dandruff from the head at 1/6 and 2/6 per bottle.

Mr Milbourne, hairdresser and perrquier at the lower end of Paterson Street respectfully intimated to his friends and the inhabitants of Launceston, that having returned from Port Phillip, he had re-commenced business in a shop next door to Mr Langham near the Union Bank and post-office, where, although a small shop a good hair cutting and shaving room was combined with cleanliness, every requisite in such establishments. Wigs, scalps, fonts, plaits, and ringlets were made to order; also ladies' and gentlemen's hair watch-guards. Finger rings and eardrops he would make for persons from their own hair, warranted equal to any house in London.

William Aldred, of the Burlington Arcade London and by Appointment to His Excellency the Governor of Tasmania established himself in Elizabeth Street, Hobart in 1867. His son, Wm Aldred Junior had his haircutting, shampooing and shaving rooms in Charles Street next to Smith's Central Family Hotel in 1878 and devoted much of his time to the manufacture of wigs both for street and theatrical purposes. He also kept constantly on hand whips of hair fronts for old ladies and frizzettes of every shade. To meet the demand for hair restorers Aldred devised a preparation which he called 'Euchesma' and another called 'Tripsis' for cleaning the hair and scalp. He named his superior dressing 'Cream of Cimes' which, according to the Jubilee History of Tasmania, earned him an enviable reputation.
In 1818 the Rev. John Youl arrived at Port Dalrymple as the settlement's first chaplain. Within three weeks he married forty-one couples, some of whom, according to G.H. Stancombe had anticipated the blessing of the church. John Pollard, who had been convicted for life on a charge of burglary made a great deal of money providing wedding rings and jewellery for the numerous marriages. There must have been other small jewellers taking advantage of the local market, but by the thirties and forties the shipping trade had ensured a steady import of English goods.

In May 1842 Mr Hobart of Charles Street begged to inform his friends and the public he had just opened a splendid assortment of jewellery of every description, of superior workmanship, which was to be sold at wholesale prices. Mr J.C. Doiron in July of the same year had likewise opened his newly arrived cases at his shop on the corner of Charles and Brisbane Streets. By October he was happy to inform the public that he had added the branch of engraving to his establishment where orders would be executed for ladies' and gentlemen's card plates, tradesmen's ditto, arms, crests and cyphers of every description of plate, and likewise for sealing, die sinking, brass door or bell plates, carriage and other box plates.

In December 1842, James Courtenay at his establishment for the manufacture of jewellery, silver goods, clocks etc. next to Mr Sanderson's Chemist in Elizabeth Street undertook to mount all kinds of miniatures in gold with chased or embossed borders; to make lockets of all kinds, plain or embossed; the manufacture of ladies' and gentlemen's rings, embossed or plain; mounting of eyeglasses in gold or silver; mounting or resetting of seal stones; setting of diamonds and pearls. He would make turret, table and house clocks to order. As a sideline he set himself up as a mechanical dentist, manufacturing artificial teeth indistinguishable from the real ones and rendering the extraction of stumps unnecessary.

J. Hitchins was not only an engraver and jewellery repairer, but also an electro plater. In February 1848 he had just moved to premises lately inhabited by Mr Plunkett in York Street (opposite the York Wine Vaults) and offered to restore decaying teeth with his celebrated Mineral Marmoratum. Hitchins also made what he called philosophical apparatus, and surgical instruments and trusses.
CLOTHES - Watchmakers, jewellers etc.

1. J. Hitchins and Plunkett, York Street, opposite York wine vaults
2. W.H. Davey, 'The Hall', opposite The Quadrant, Brisbane Street
3. W. Abbott, 85 Brisbane Street
4. Arthur Abbott, 79 Brisbane Street
5. A. Abbott, 100 St John Street
6. W.H. Allen, Brisbane Street opposite Launceston Hotel
7. J. Sparrow, Brisbane Street, two doors West Brisbane Hotel
8. F. & W. Stewart, 149 Charles Street
9. F. & W. Stewart, 100 Charles Street
10. T.S. Sharman, 145 Charles Street
11. Gardiner & Co., 'The Block', 135 Brisbane Street
12. Gardiner & Co., 74 Brisbane Street
13. Gardiner & Co., 89 Brisbane Street
In the 1850s manufacturing jewellers began to come into their own again. W.H. Davey established himself in Charles Street in 1857, and made to order masonic and other jewels, hair, braid and wedding rings, as well as running a toy bazaar. He moved to 'The Hall' in Brisbane Street opposite the Launceston Hotel (he later amended this description to opposite The Quadrant when a rival jeweller, W.H. Allen described himself as being opposite the Launceston Hotel) in 1863. He left his toy bazaar behind him. Ten years later, in 1873, he announced that colonial gold could be made up to any pattern. His advertisements ceased after 1883.  

W. Abbott, relation of the well-known Hobart Town jeweller Francis Abbott, made clocks and watches at his establishment at 185 Brisbane Street next to the Launceston Bank for Savings and offered to repair chronometers, duplex horizontal and lever watches. In 1887 his son Arthur Abbott took over the business but by 1900 had moved to 79 Brisbane Street where he remained until his retirement in the mid 1920s. There was in the '30s another A. Abbott who was a jeweller at 100 St John Street.

Mr Swan, who in 1863 had just removed from Wellington Street to Central Elizabeth Street opposite Mr Sanderson's, acknowledged gratefully past favours and hoped for a continuance of same in his capacity as watch and clock maker and manufacturing jeweller.

W.H. Allen established his business exactly opposite the Launceston Hotel Brisbane Street in 1864. His was primarily a retail business and apart from every description of fashionable jewellery and watches made to order in London, he sold opera field and marine glasses, as well as pebbles to suit all sights, and spectacles. In 1877 Mrs M. Allen took over the business. The Jubilee History of Tasmania mentioned that as the colony produced not only gold but also gems of great variety, these indigenous ornaments were in great request, particularly among tourists. In 1886 a branch was opened in Ulverstone by Mr A. Allen and this was still in operation in 1902 after the Launceston business had closed.

J. Sparrow ran a very similar business opposite Sutton's Temperance Hotel, and two doors west of the Brisbane Hotel. Chronometers, duplex horizontal and lever watches were carefully cleaned and repaired by experienced workmen on the premises.
Signwritten advertisement for J. Sparrow

F.W. Stewart
(Local History Collection,
Northern Regional Library)
T.S. Sharman's workshop
(Cyclopedia of Tasmania)
W. Gardiner, Brisbane Street
*Cyclopedia of Tasmania*

W. Gardiner. Lathe Shop.
*Cyclopedia of Tasmania*
F. & W. Stewart occupied a shop at 149 Central Charles Street in 1880. Masonic symbols embellished their advertisements which offered electroplating and gilding. Lefroy, Beaconsfield, or other gold could be manufactured to order on the premises. In 1887 they had relinquished their masonic symbols in their advertisements so that they could proudly display two silver medals awarded to them at the Tasmanian Industrial Exhibition of 1883. At the Tasmanian Exhibition in Launceston of 1891 F. & W. Stewart exhibited a sterling silver cradle, an exact copy of a wager boat in silver and gold, for each of which they received a special first award; a model of the old Tamar Rowing Shed in sterling silver and a horses hoof mounted in sterling silver as an ink stand for each of which they received a First Award. Between 1902 and 1912 they moved to premises at 100 Charles Street where they remain today (1982).

T.S. Sharman was apprenticed as a jeweller to Messrs Groom and Cox, considered in 1900 to be the largest firm of English clockmakers. In 1889 he settled in North West Tasmania before moving to Launceston where he purchased a jewellers shop previously run by J.C. Trist in Brisbane Street. Within twelve months he had so expanded that he was forced to move to 145 Charles Street. This was described as an attractive front shop with a spacious workroom at the rear, where he repaired and turned out any class of work required by his clientele with the aid of gas engines and other requisites of the trade.

The largest jewellery business in Launceston at the turn of the century was that of Gardiner and Co. who had opened in Launceston in 1889. They owned three shops. The most prestigious was 'The Block', still extant, erected in 1898 which then boasted an elaborate illuminated clock which stood out some 8ft (2.4m) from the building. Workshops at the rear of this building were fitted with fine and modern machinery. At 74 Brisbane Street they had their 'Direct Importing Company' and at 89 Brisbane Street 'The English and American Fancy Goods and Novelty Store'. W. Gardiner had been jeweller by special appointment to their Excellencies Viscount Gormanston K.C.M.G. Governor of Tasmania, Viscount Hamden, late Governor of New South Wales and held a special certificate as ecclesiastical jeweller for the whole of the island appointed by His Grace the Archbishop of Hobart.
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CHAPTER 5 - TRANSPORT

5.1 Shipbuilding

When Lt William Paterson was sent to Port Dalrymple to form a settlement in 1804, he was asked to ascertain 'whether the Timber in that Country is fit for the purposes of being sent to England for the Construction of King's Ships, particularising as far as you are able, the different species, length of Trunk and Diameter; also whether it grows mostly Crooked or Strait, and notice the facility of getting it on board Ships'. Paterson informed Governor King that 'the wood was in general very Lofty, but the trees thinly dispersed, which gives a beautiful Appearance to the Eye'. With shipbuilding still in mind he noticed that the flax plant was found everywhere in the same luxuriant state as on the banks of the Hawkesbury, and in the hills surrounding Yorktown he discovered iron. 'If I had carts (which we are much in want of) I could load in time the whole Navy of Great Britain'. In January 1806 he wrote: 'As much of my time will be required at the new settlement (which you have named Patersonia [Launceston]), The Wherry being a very heavy rowing boat I have built a boat of the sassafras, which I think will at all times take me up in one tide', and in March he sent an estimate of the worth of a barge belonging to Mr Mountgarrett, which he wished to purchase for public service at Port Dalrymple:

'13 Tons as measurement, 27 feet keel, 7 ft. beam.

£ s. d.

3,000 [?] ............................. 7d. p.c. 10 0 0
Ring bolts, Rudder Irons etc. ................... 3 0 0
2,000 feet of Plank .................... 12s. 6d. p'r C. 12 10 0
80 Timbers and Knees ...................... 2s. ea. 8 0 0
Ropes and Hawser .............................. 5 0 0
Labor, reckoned One Man 90 days @ 5s. ........... 22 10 0
Paying Caulking and Painting .................. 8 0 0
Sweeps and Mast .............................. 0 10 0

£70 0 0
1. Jonathan Griffiths' Shipyard, cnr of Tamar and William Streets
2. Scott's Shipbuilding Establishment, New Wharf
3. Shipyards where William Patterson built the *Swan*
4. James Bellion's shipyard
5. Messrs Moore & Jack, Canal Street
6. Edward Jack, Trevallyn
7. Frederick Moore, North Esk
TRANSPORT - Shipbuilding. Map 2

1. William Patterson, Gravelly Beach
2. William Patterson, Blackwall
3. R.S. Gibbons, Battery Point
4. Mr Roberts, Stephenson's Bend
5. James Raven, Supply Rivulet
6. R.C. Birnie, Gravelly Beach
7. John Munro, Blackwall
8. George Plummer's yards
During Commissioner Bigge's Enquiry in 1820 T. Walker, the storeman at Launceston, said that he 'understood that great disappointments had occurred in the supply of meat to George Town arising both from the Distance and badness of the road and casual floods. In consequence of this an offer was made by Messrs Cox, Barclay and Dry to build a boat and equip it at their own expense for the conveyance of sheep to George Town. This offer was I believe approved by the Commandant and the Lt. Govr. and continued till the beginning of 1819.'

George Evans was highly enthusiastic when he visited the settlement in 1822. 'Little doubt can be entertained but that, at some future period, the river Tamar will become the Naval Arsenal of these seas, as it not only furnishes ample supplies of timber, coal, iron and copper, but likewise hemp and flax.'

Commandant C.J. Vandermeulen reported that two boats had been built by 1820, but that there had been no employment for Mr Hubbard the boatbuilder for three or four months because of an insufficient supply of wood or nails. Governor Arthur informed Lord Bathurst in 1825 that several small vessels of from 20 to 100 tons burden each had been built by individuals on the Derwent and Tamar rivers.

Nathanial and J. Lucas who built Launceston's gaol and windmill, according to L. Norman launched the 60 ton brig Olivia named after their sister, in 1825/26. The Lucas family later became well known for their shipbuilding in Battery Point.

Jonathan Griffiths who had been sentenced to transportation to New South Wales in 1788 was by 1804 building boats on the Hawkesbury and soon established a name for himself in Launceston. In 1827 he launched The Revolution for the Port Dalrymple-Sydney run and in 1837 the 145 ton Henry for sealing. The brig William at her launching from the Griffith shipyard on the corner of Tamar and William Streets in 1835/36, left the ways, rushed across the narrow river and went aground on the opposite bank. The tide would not free her and the following day a powerful team of bullocks was required to shift her. This was not the only such unglorious launching. When Griffiths became bankrupt in 1843 the William offered for sale was described as a fine brig, 149 tons register; coppered and copper fastened and well found in every description of stores. She was a regular trader from Launceston to Sydney and deemed too well known to require any eulogium to recommend her to the notice of parties desirous
of purchasing. Griffiths moved to Port Fairy to recover from his financial embarrassment and returned to Launceston in 1847, re-opening his shipyard.

In October 1848 he launched a 30 ton schooner Fairy and had laid down at his yard near the bridge on the spot, where the William had been launched in 1835, the keel of a ship 340 tons old measurement, 99ft (30m) long. The vessel overall was to be 112ft (34m). This was probably the Sydney Griffiths, the launching of which drew an enormous crowd in 1850.

With his son-in-law John Scott, John Griffiths built the Tamar Brewery in 1851 and named the Bitter Beer, 30 tons registered in 1864, after it.

In 1863 Griffiths moved his shipbuilding activities to Port Sorell and again in the late 1860s or early 1870s to Formby (Devonport). His son Sydney Griffiths continued the family business after his father's retirement and was certainly still operating in 1887 when he built the ketch Ruby 20 tons. George Plummer of Rosevears who married one of John Griffiths' daughters is said by Whitfeld to have built several vessels. The most important of these was the 25 ton sloop Rebecca which was purchased soon after its launching in 1835 by the Port Philip Association, for the momentous journey undertaken by John Batman and his friends to found Melbourne.

In November 1842 premises situated on the New Wharf known as Scott's Shipbuilding Establishment with a frontage both on New Wharf and William Street were being offered for lease or sale. The building consisted of a very commodious and excellently finished dwelling house containing eight apartments, with suitable out-buildings eligible for the accommodation of a respectable family. A large blacksmith's shop, and at the wharf end a store of extensive dimensions secured, and well adapted for the stowage of wool and hay. The premises were to let either in whole or in part; if sold, in one lot.

William Patterson, not to be confused with Launceston's founder was one of the most prolific boatbuilders on the Tamar. In September 1844 he built the Swan for Mr Raven (named after his wife) on the Swamp near the Tamar Bridge. The vessel was said to have been a beautiful model.
put together in the most superior manner, and built entirely with local timber.

Spectators for the launching were advised that they could get an excellent view from Mr Gibbons' wharf and that Mr Burns of the Steam Packet Tavern would provide accommodation. The Cornwall Chronicle assured readers that the number of spectators could not have been less than 2,000. The vessel slid the ways without a hitch. Mrs Raven amidst cheers and the firing of cannon from the ship Robert Matthews, christened the new ship Swan and the band of the 96th Regiment aboard the steamer Gypsy played Rule Britannia. At his yards at Spring Bay he built again for James Raven the 169 ton brig Raven in 1846.

The barque Dauntless was launched by Patterson at Gravelly Beach in December 1847. Her length was 101ft (30.8m), breadth 23ft 8ins (7.2m), depth of hold 13ft 6ins (4.1m), tonnage 260 tons old measure. The vessel was built of seasoned gum and exceedingly well fastened.

The brigantine Tamar was built by Patterson at Blackwall in 1848. A large black ball in the middle of her topsail made her distinctive at some distance. Her auction notice describes her as being 150 tons O.M., 119 tons N.M., 84ft (25.6m) long, 21ft (6.4m) broad, with an 11ft 5ins (3.5m) depth in the clear. She was built of most seasoned gum, copper fastened, with kaurie pine decks and spars, winch, full suit of sails, with standing and running rigging, boats etc. complete. The cabin accommodation consisted of four state rooms, lockers, pantry, water closet and every other convenience.

Both the Tamar and Dauntless were auctioned from Gibbon's wharf. R.G. Gibbons was another shipbuilder whose main yards were at Rotherhythe on the Tamar. In June 1845 the Examiner announced that a schooner built by him had been launched in the presence of a large assemblage of the inhabitants. The christening was performed by Mrs Gibbons and the vessel named The Souvenir, 'which having been but indistinctly heard, was conveyed from one to another with dubious pronunciation, until after a variety of tortuous transformations, the crowd united in the cry of Susan Dear.' The vessel measured 100 tons according to builders' measurement and about ninety register. She was hauled alongside Gibbon's wharf for fitting up. This 'fine clipper schooner' traded between Adelaide and Launceston until July 1849 when she announced her departure for
Shipbuilding on the Swamp. Anon.

Launceston waterfront. Frederick Strange.
California. By actually going up the Sacramento to the goldfield she felt she offered advantages no other vessel at present laid on for that golden country could match. Cabin passage was £30 and steerage £15.

When Gibbon's Nautilus was launched in August 1848 a large crowd of spectators were delighted with the sight. The Nautilus had a 191 tonnage N.M., an overall length of 98ft (30m), an extreme breadth of 22ft (6.7m) and a depth of 13ft 6ins (4.1m). Two months later he was preparing to lay down another vessel on the site just vacated by the Nautilus. A crowd surpassing the one assembled to see the christening of the Raven turned up for the launching of the Harpley. This time the band of the 11th Regiment accompanied the steamer and played 'several enlivening airs'. Although the launch was 'effected without delay in a most skilful manner' the tide had ebbed and the vessel grounded not far from the shore. Mrs Raven christened the 544 ton (new register) ship. Mr Raven entertained a large number of guests on the 149 ton Swan. The Examiner felt that the Harpley was as fine a ship of her class as was ever built in the world. Her model was considered excellent, whilst the work was admirable and reflected the highest credit upon Mr Knight, the builder. 'Wherever she goes', said the Examiner, 'the fact of such a vessel having been built on the banks of the Tamar, will excite astonishment of all.' This could be excused as arising from an excess of local pride but the English Plymouth Advertiser whose opinions are more likely to have been neutral was equally ecstatic: 'Under her three topsails and jib, with a stiff breeze from the north east, and strong ebb tide, the smart ship Harpley appeared at Plymouth on Monday morning, the 17th instant, and notwithstanding the opposition of both elements, she, cutter-like, gracefully entered the sound, and with a conscious pride took up her anchorage at the appointed station. Comparatively a few years since no one would have imagined that the far distant colonists of Van Diemen's Land would have sent to the mother country a fine specimen of naval architecture, so well qualified to mingle in one of her noblest ports, with the merchant shipping of the parent state. The Harpley was launched at Launceston on the 2nd February 1847 and with the exception of her chain cables, was there supplied with all her materials, stores, rigging, pumps etc. She is now through the instrumentality of Messrs Ford & Co, destined to convey a cargo of British merchandise, and a living freight back to Port Phillip. She is a full ship rigged and registers 570 tons, is fitted in the 'tween decks right fore and aft, with well ventilated cabins for fours and sixes, for which accommodation each person pays £18. Her ample
poop aft possesses an elegant saloon, into which the superior cabins open. Near the rudder there is a very convenient entrance to the saloon from the poop deck, by which this part of the ship is most conveniently separated from the main deck. The Harpley has all the other fitments for emigration, including one of Thompson's life boats, the lockers of which are fitted with cork. Thomas Buckland, a first class master of considerable colonial experience, commands her and she has an able crew of ten officers and twenty-four seamen. Nearly two hundred souls are committed to their charge. Among the passengers is a baptist congregation of about sixty persons, who accompanied by their ordained minister, Mr Turner, have left Brighton in a body intending to settle in one location. An experienced surgeon Mr Smith takes charge, and a medical assistant Mr Hay goes out in the vessel. Few emigrants have left the sound under more favourable auspices than those on board the Harpley. Her agents in Plymouth are Messrs Luscombe, Driscoll & Co., and it is understood that at Melbourne she will load for England, thus assisting to maintain that happy connection between Great Britain and her colonies which it is to be hoped will continue for centuries unbroken. The Harpley left for her destination this afternoon with a spanking wind from the north east. Only two years later this pride of the colony was condemned by Lloyd's surveyors who pronounced her beams to be completely rotten.

The steamer Gypsy took a large party to Stephenson's bend where the Elizabeth built by Mr Roberts, was launched in April 1848. The Elizabeth was 106 tons and 64ft (19.5m) in length. Raven's ship-building station next to the Supply Rivulet on the Tamar as part of a thousand acres was offered for sale in June 1848. R.C. Birnie built the 194 ton barque Petrel for John Munro at Gravelly Beach which was launched in December 1847. In October 1848 he launched the Albatross 'the handsomest model yet produced by colonial architects'. The registered tonnage was 174 and she was laid on for the London run. The Examiner added that Mr Birnie had now started on a 250 ton vessel. This may have been the clipper brig Halayon 174 tons N.M., 239 tons O.M., launched in 1848, which was built of the very best materials upon the model of the celebrated Aberdeen clippers. She proved herself to be one of the fastest vessels out of port, carrying a large cargo for her tonnage.

The yacht built by Birnie Psyche was commissioned by James Raven who sold it to Bishop Nixon. It was abandoned by a convict captain at Sacramento.
The fine barque *Favorite* 198 tons built by Birnie for W.H. Mortimer was launched in July 1849 at Gravelly Beach. Numerous spectators watched her gracefully gliding into the water after being christened by Miss Parker. She was pronounced a beautiful model equal, if not superior, to any hitherto built at Launceston.\(^\text{42}\)

1848 was a propitious year for shipbuilding. By October, apart from those already mentioned, the *Ann* 15 tons, *Alligator* 20 tons, *Eliza* 106 tons, *Joseph Lee Archer* 35 tons, *Trial* 22 tons and *Jane* 20 tons were built.\(^\text{43}\) With the Tasmanian economy quite depressed shipbuilding became the new hope.

On Friday December 1st 1848 a meeting was held at Captain Richard Scott's rooms in George Street to consider the formation of a shipbuilding company. Its aims would be to encourage shipbuilding on the Tamar, the use of colonial vessels for trade with England and to sell colonial vessels on the English market.\(^\text{44}\) Robert De Little, John Crookes, Matthias Gaunt, J.R. Bateman, C.N. Campbell, William Henty, John Eddie, Thomas Corbett, W.M. Dean and Adye Douglas were made provisional directors with J. Munro as secretary pro tem. It was proposed to form an association divided into 15,000 shares at £10. In spite of the uncertain future of Van Diemen's Land, the * Examiner* was enthusiastic about the project 'Whether the colony sink or swim', it said, if need be 'the vessels will float into distant harbours and meet with purchasers'.\(^\text{45}\) The first vessel commissioned by the company was built by William Patterson to a design by Mr Birnie.

On 10th October 1849 John Munro was calling for tenders on behalf of the Launceston Shipping Company for:

'Cabin to be finished according to plan and specification  
Cooks gallery  
Sails per draft, to include points and blocks  
Tarpaulins and mask coats  
Longboat pinnace and gig  
Steering wheel, double bar, winch  
One pair 5\(\frac{1}{2}\) inch cast iron pumps, with braen chambers and two sets of gear  
Windlass, frill and palls, with a twenty inch patent purchase  
Composition castings for pintals, braces and plates
Ironwork for the spars and two pair quarter davits
Plumbers' work
for the new barque Philip Oakden

On 20 November 1849 the Gypsy again took interested parties to Blackwall. Shareholders in the shipping company were entitled to free tickets on application to Mr Munro. At 5 p.m., high tide the shores were removed and Miss Oakden dashed a bottle of wine against her bows pronouncing her name the Philip Oakden. The band struck up with Rule Britannia as the barque shot into the water amidst loud cheers. The Philip Oakden was pronounced a beautiful model in spite of its not being a pignosed craft. Her keel and fore rake measured 99ft 9ins (30.4m), depth of hold 16ft 9ins (5.1m), breadth of beam 26ft 9ins (8.15m), overall length 115ft (35m), tonnage 307 N.M., 316 O.M., draft of water 7ft 6ins (2.3m) with masts 8ft 6ins (2.6m). She had yet to be fitted and coppered but it was anticipated that she would take cargo in December and sail for London in January. The ship's figurehead was to be a bust of the estimable gentleman whose name she bore taken from a plaster cast sent 'home' for the express purpose and which was to arrive shortly in the Winchester. The company had at the time another vessel on the stocks at Blackmore, as well as one at Gravelly Beach and they were planning to lay down the keel of a ship of about 600 tons directly.

In October 1850 Edward Ackerman, of the Coal Depot, Esplanade begged to notify that he had nearly finished and would shortly launch the Leviathan, a first rate lighter of 100 tons, fitted with a water tank and force pump, by which shipping could have their cargo and water conveyed to any part of the river.

James Bellion built Annie Beaton a schooner of 85 tons for Donald Benton in the yards of William Barnes' old brewery in 1862, Janet Stewart 201 tons in 1865 and Charles Arthur in 1870. In 1875 the Cornwall Chronicle announced that Messrs T. and J. McLean had been engaged for some time past in procuring the requisite timber for another vessel for Messrs Ditcham, Button & Co. The keel had been laid in the yard of that firm, off William Street, where the handsome schooner Experiment which had lately been sold at Adelaide, had been built. Most of the ribs and timbers of the new vessel were up. She was being built specially for the conveyance of heavy logs of timber from the
North West Coast to Launceston, and her timbers were even stronger than those of the *Experiment*; which stood the severest test that ever a small vessel had been put to when she got aground at the Forth Heads with a cargo of heavy logs of timber, which had to be discharged before she could be floated off. The new craft was to be 63ft (19.2m) in length 16ft (4.9m) broad and 6ft 9ins (2.1m) depth of hold. She was to differ from the *Experiment* in that instead of being round sterned she was to be built sharp each end. Her model, the paper said, was very handsome, the object being to combine strength and great carrying capacity with speed. She was expected to be about 45 tons register.

According to L. Norman, Messrs F. Moore and E.A. Jack came to Launceston in about 1885 and started a boatbuilding business at the foot of Canal Street near Scott and Griffiths' brewery. Together they built *Nellie* 15 tons for Alexander Evans but after a few years dissolved their partnership. Edward Jack moved to Trevallyn and set up near the Tamar Rowing Club sheds. There in 1893 he built the *S.S. Waratah* 18 tons, sold to the Western Australian Government and in the same year in the Marine Board yards, Royal Park, the *S.S. Yambacoomba* (184 tons) for Messrs J. & T. Gunn. Norman states that Jack also built *Lahloo* (32 tons) for E.L. McCaughan, Melbourne, 1898, *Ada Burgess* fishing ketch, about 30 tons; *Harriet Alice* 35 tons; *Anglo Svea* 38 tons for Johanson; *Dawn*, ketch 60 tons for J. Willet; *Ivy Flinders* 23 tons for W. Kenyon; *Phyllis* yacht 25 tons for Mr Oxley circa 1930; *Julie Burgess* 37 tons launched December 1937; *Lady Flinders* 137 tons for W. Nicholls and *Phantom* ketch for R. Thompson. Edward Jack and his son Edwin were also builders of motor yachts and were renowned for their racing skulls.

Frederick Moore whose father was John Moore foreman to John McGregor one of Hobart's most noted shipbuilders, moved to yards near the North Esk Rowing Club sheds. He advertised himself as a Ship and Boatbuilder and offered to build yachts and boats to order on the latest improved lines. First class workmanship was guaranteed and plans were furnished for any description of craft. Every description of boat was available for hire and arrangements made for picnic parties on moderate terms. He described his whereabouts as the Esplanade opposite the Railway Station. His first vessel was *S.S. Agnes* for Robert Gardner, followed by *S.S. Breone* (85 tons) built in 1900 for George Harrap and Sons. Because of her size 86ft 6ins (26.4m) long 18ft 6ins (5.6m) wide and 7ft 6ins deep (2.2m) she was constructed at Royal Park. This ship was unusual in that her machinery and passenger accommodation were concentrated
aft giving her extra length in the fore deck. She was built with two masts and on the bridge deck railings encompassed the seating only and it was envisaged that an awning would be fitted to cover the upper deck. The Breone licensed to carry 400 passengers, traded until 1904 on the Tamar, when she was purchased by the Huon Channel and Peninsula Steamship Company.

Fred Moore built the S.S. Togo in the Marine Board's Paterson Street yards in 1905. She was named after Vice Admiral Count Heihachiro Togo, commander of the victorious Japanese fleet during the Russo Japanese War.

She was launched on November 16th: 'The hull of the new River Steamer constructed by Mr Fred Moore to the order of Mr Robert Gardner was successfully launched from the marine board's Patterson-street yards yesterday afternoon. A large crowd of spectators assembled, amongst them being many prominent citizens. All preparations were completed shortly before 4 o'clock, and at that hour the blocks were knocked away, and the screw-jack applied to give the vessel a start. As she moved off Mrs Paterson who performed the christening ceremony when the Agnes was launched, broke a bottle of champagne over the bows of the new vessel, and named her the Togo after the Japanese admiral.

Gradually gathering impetus, the hull glided smoothly down the wellgreased ways, and in a few seconds was floating gracefully on the river. As the vessel took the water, cheers were given, and Mr Moore was heartily congratulated on the successful launch, as was also Mr Robert Gardner. The S.S. Agnes, which was in attendance, took the Togo in tow, and brought her alongside the wharf, where the engines are to be installed. As already stated the Togo has been built for the river service, and the requirements of that trade were steadily considered when the design was prepared. The keel was laid about five months ago, and through the early stages of the construction the contractor was hampered by the delay in obtaining the necessary timber. Mr Moore has nevertheless succeeded in launching the vessel within a month of the period stipulated in the contract. The dimensions are: Length, 130ft; breadth, 22ft 2ins; depth, 9ft 2ins; The hull timbers are of spotted gum, and the planking is composed of kauri pine. The engines are of triple expansion type, with four cylinders designed for and indicated horsepower of 400. These have been constructed at the works of the Glasgow Engineering Company from
designs by Mr Bogle, engineer manager. The cylinders are 12½ ins high pressure, intermediate 19in., and two low pressure, each 22in., all having a stroke of 18in. The condenser is separately constructed of wrought steel plates, with a cooling surface of 675ft., the circulating water being supplied by a small centrifugal pump, driven by a vertical direct acting engine. This engine is also used to drive a fan for promoting a mild form of forced draught. The boiler is of water tube type, and is being supplied by the patentees (Messrs Fleming and Ferguson of Glasgow). It is daily expected to arrive at Hobart by the barque *Aerial*. The working pressure is 180lb. per square inch.

As regards the rate of speed expected, opinions differ. That cannot be decided until after a trial; but expectations vary from 14 to 16 knots as probable. To anyone viewing the vessel with her beautiful lines and the care taken with her machinery, there can be no doubt as to a satisfactory result.¹⁵⁸

*Togo* was designed by Walter Reeks. She had three passenger decks, main poop and bridge. The ladies' cabin beneath the poop deck was fitted with mirrors, wall panelling and blue tapestry. The gentlemen's cabin, forward boasted brown leather upholstery and a canteen and spacious bar.⁵⁹

5.2 Coachbuilding

In December 1805 Lt Gov. Paterson wrote to Governor King 'I hope you will be able to send me a plough complete, and two good Carts. I have no Wheelwrights, the most useful of all Mechanics in a new Colony.'⁶⁰ Four years later in 1809 Captain Brabyn told Paterson 'I have been obliged to build a new Timber Carriage compleat, for which I paid the Tradesmen for their own time for 7 days (in which time it was Complete and at work).'⁶¹ These early carriages would have been strictly utilitarian. Those of Henry Palmer who employed an armorial painter on his coachbuilding premises in York Street probably had more to do with social standing. In 1835/36 his coachpainter was the artist William Buelow Gould. The relationship between Palmer and Gould was not a happy one.
TRANSPORT - Coachbuilding and saddlery.

1. Samuel Feutrill, Wheelwright's Arms, cnr Brisbane and George Streets
2. Alfred Crocker, Cameron Street
3. A. Crocker's Launceston Carriage Works (previously Anderson & Lahey), 97-99 Charles Street
4. George Paine, York Street
5. Paine's Launceston Carriage and Buggy Factory, 66 Paterson Street
6. Easther's Coach Factory, cnr Paterson and Charles Street
7. Anderson & Lahey's Launceston Carriage Works, Cameron Street
8. William A. Brown, 66 Wellington Street
9. Denton's Carriage Works, 62-64 Paterson Street
10. Nevin & Howard, 172-174 Brisbane Street (166 in 1902)
11. John Tevelein, Saddler, Charles Street
12. John Tevelein, 69 Paterson Street
13. James Fotheringham, 57 Cameron Street (53 in 1902)
14. James Fotheringham, 118 Charles Street
15. C.B. Coleman, 176 Brisbane Street
In 1838 Palmer's Coach and Harness Factory was described as being on the corner of Wellington and Elizabeth Streets and in 1842 his extensive premises were taken over by B. Francis as an auction mart. The first coachbuilder mentioned in the newly established Examiner in 1842 was William Mummery Mason whose assignee Samuel Feutrill gave notice that at a meeting held by Mason's creditors the first dividend of one shilling and sixpence in the pound had been declared. Samuel Feutrill was a coachbuilder himself and advertised in the same paper a new first rate built Stanhope complete at his establishment in York Street. In 1844 an announcement appeared. 'To sportsmen - A splendid new waggon complete (made by Samuel Feutrill) will be shot for by thirty members at 30s. each at a target 75 yards distance, at Mr William Kirson's, Albion Inn, Springs. Two shots with single ball, the party obtaining the nearest shot to the bull's eye to have the prize. No rifles will be allowed. One list for names of subscribers, and waggon will lay at the above place, and a list at Mr Robt. Brand's Ship Inn St John Street Launceston. The match to come off on Friday 11th March at 12 o'clock.'

Towards the end of 1850 Feutrill was calling for wheelwrights. Immediately, he wanted a first-rate workman with sober habits to whom liberal wages would be given. He gave his address as the Wheelwrights Arms, Brisbane Street.

S. Miles whose carriage repository was situated in Brisbane Street felt 'great pleasure in being able to acquaint the gentry of Van Diemen's Land that he [had] received per Indian and Socrates every article requisite for manufacturing of gigs and carriages in a style superior to that hitherto produced in this colony, and particularly worth the attention of any family in want of a superior and fashionable carriage. He [had] received an elegant cab-phaeton body, with wheels, axles, and head for the same which he [could] complete on the most reasonable terms.' He also had on sale 'Ash and lancwood shafts; carved undersprings for pilentums, britskas etc; English ash, oak and elm, for wheels; patent axles of every description; patent leather, goat and sheepskin basils; ditto horseshides; ditto calf, carriage lace, drab and greeb; moroccos; shaft tips, brass, steel and japanned; ivory, brass, and bone knobs; patent drawing hooks; files; colours; spring steel; cross and barrel shackles; goldsize; harness; boys' saddles; men's ditto; bridles double and single ditto; whips, hunting, driving, riding and stock; martingales, etc. etc. etc...'
F. Paine's Prize Pagnal Cart
(Weekly Courier 19 October 1901)

F. Paine's Prize Victoria
(Weekly Courier 19 October 1902)
R. Stewart established his coach manufactory in Paterson Street in 1839. In October 1849 he announced that the extensive assortment of goods received ex Robert Syers, together with the large stock already on hand, empowered him to execute any orders entrusted into his charge in the most fashionable and approved manner on moderate terms.

In September the Examiner announced that the coaches built by Mr Stewart for B. Hyrons had a light and elegant appearance, were very tastefully and substantially got up and reflected credit on his establishment. Stewart had also been commissioned to build a coach for R.H. Douglas who wished to run a service between Launceston and Westbury. Benjamin Hyron named his service Diligence Coaches and he had the greatest pleasure and satisfaction in announcing to the public that he had completed his arrangements for starting four-horse coaches between Hobart Town and Launceston. They would commence running on October 1st from which period there would be a daily service Sunday excepted.

His coaches, entirely new, were, he felt, perhaps the most elegant and comfortable that ever ran between the two principle towns; and his horses to procure which he had spared neither expense nor trouble in selection, would be found well broken and quiet. Altogether he flattered himself that travelling in the Diligence coach would be experienced more like a gentleman's chariot than the coaches commonly employed. To prevent racing with other coaches that may have been on the road, a practice so obnoxious to the traveller, a time bill was to be kept and regularly maintained in every stage of the journey. Experienced and civil coachmen and guards had already been employed. Coaches were to leave the Cornwall Hotel at 6 a.m. and reach the Derwent Hotel in Hobart at 7 p.m. Fares were £1 10s. inside and 15s. outside.

By 1857 Stewart's Coach Manufactory had been taken over by H. Crocker who was his foreman between 1843 and 1848. Henry Crocker announced in June 1848 that he had commenced business on his own account, on premises at the corner of York and Wellington Streets lately occupied by Mr Burton and in inviting the patronage and support of the public, assured them that all work undertaken by him would be substantially executed. The following January he was seeking a respectable young man who had been accustomed to the light wheelwright trade and might be willing to agree for three years to improve himself in the coach trade. By October he was begging to thank his numerous patrons for the very liberal support he had experienced.
since commencing business and announced that he had received ex
Rookery an assortment of materials consisting of: - patent axles,
springs, lamps, bent shafts, coach lace - various colours etc.
and was prepared to execute any orders with which he might be
favoured, with despatch and in first-rate style. A year later
Crocker's work was being praised by the Examiner. 'The new vehicle
built by Mr Crocker for F.W.L. Steglitz [sic], Esq., of Killymoon
and reflects credit upon the builder. The design was sketched by
Mr Steiglitz [sic] and is an alteration from the English curricle
of his Highness Said Pacha. It is a four wheeled and very roomy
carriage, and will carry eight persons. It is intended for four
horses, and is altogether a stylish affair, painted blue and
fine-lined orange. The pole is set on a spring, which allows
considerable play. In noticing the "curricle", the Illustrated
London News says 'although not very unlike the dog-cart of the
sportsman, the effect in reality of the extreme lightness of make
and most beautiful arrangement of colour, chiefly and intense sky-blue
renders this carriage worthy of notice from its own merit.'.

In January 1853 Crocker was looking for a coachmaker, a coach wheeler,
and a chaise cart maker and in July he returned his sincere thanks
77 to the public of Launceston, and to his country friends, for the liberal
support they had afforded him since his commencement in business, and
begged to inform them, that to enable him to complete with which he
hoped to be favoured with more punctuality, he had taken into partner­
ship Mr John Locket, who for many years had been in the service of
Mr Stewart; and that in future business would be carried on under the
firm of Crocker and Locket. He added that country wheelwrights could
be supplied with springs etc. on reasonable terms. But in 1857 when
Crocker took over Stewart's old manufactory in Paterson Street there
was no mention of Locket. At this time he advertised that he had on
view several specimens of colonial workmanship in various styles, an
inspection of which by the supporters of native industry the respectfully
solicited.

Crocker advertised his Tasmanian coach manufactory in Walch's Almanac
from 1863 until 1871 and in 1875 Mr A.D. Crocker built the first light
buggy wagon in Launceston from George Street. The style, said the
Cornwall Chronicle, was an American invention and very suitable for
commercial travellers, country storekeepers, or active business people.
It had movable seats for four to six passengers, and a plan of heightening
EAK 'Bus built by F. Paine and Son for routes not serviced by the tramway
(Weekly Courier 7 September 1925)

Denton's Commonwealth Carriage Works,
69 Paterson Street
(Post Office Directory 1911)
the back and sides when requisite, so as to carry more packages of goods. Mr Hogarth was the only other owner of a light American buggy wagon around Launceston and this he had to import from Melbourne where such wagons were in general use and much favour in consequence of their convenience. The new one at Mr Crocker's was painted chocolate colour, fine-lined with vermilion and was a neat, light and thoroughly serviceable vehicle. In 1880 Crocker advertised himself as an English and American coachbuilder, and sold turnover and slade seated buggies at reduced prices made of the best American timber. In 1900 Joshua Crocker was in charge of H. Crocker and Son at 97-99 Charles Street. The Launceston Carriage Works now offered to build to order buggies, pagnals, chaise carts and vehicles of any description. Tyres were cut and shut daily. Vehicles were provided while others were being speedily repaired. Prices were strictly moderate and workmanship was rather strangely advertised as being 'All right'.

The frontage of the factory was 130ft (40m) and Crocker was employing 8-10 people. By 1932 the firm was building motor bodies at 101 Charles Street, but in 1940 the building was occupied by J. Hodge's battery service; R. Fergusson, electrical engineer and Arnold and Co. paint manufacturers although there was still a Henry Crocker coachbuilder at Deloraine.

Thomas Goodall, coachpainter of St John Street whose premises adjoined those of Mr E. Walbourn draper begged respectfully to apprise the gentry, coach and carriage proprietors, that he had taken the premises in St John Street recently occupied by Mr Robert Bell, cabinet maker, where he proposed carrying on the business of coach painting in all its branches on and after 1st January 1853 and trusted from his long experience and connection with the first establishments in the city of Dublin to execute work in a style that would give perfect satisfaction and ensure a share of public patronage. All requisite repairs to vehicles intended for painting and decorating would be executed with neatness and precision.

George Paine, according to the Cyclopaedia of Tasmania, established his carriage works in 1860. In 1863 and 1864 he was in partnership with Mr Wadham and they offered to make every description of vehicle to order, even offering to accept trade-ins. Wadham between 1874 and 1876 was still at Charles Street advertising under his name alone, that he would guarantee his workmanship and materials and make to order, repair or exchange buggies and dog-carts and vehicles of every description.
advertised independently from 1880. He had moved to premises in York Street and called himself a carriage and buggy builder, and cut tyres daily. His son Frederick took over in 1891 and became coachbuilder by appointment to His Excellency the Governor. In 1900 he occupied an office and works at 192 York Street and a showroom at 59 Wellington Street. His premises were described as having an unpretentious frontage, but behind the facade operations were more impressive. Sixteen hands were at work and there were various modern appliances such as the tyring machine, which when the tyre was fitted, submerged it by means of a lever in a pool of water and insured its rapid and even contraction - a considerable improvement on the somewhat antiquated practice of performing this operation by means of throwing water on with buckets. An ingenious drilling machine which required nominal hand power was also installed. Paine made vehicles ranging from landaus and buggies to pagnals and chaise carts and included a covered cart for a tea merchant. Although his creations covered the ornamental and the useful he found chaise-carts no longer in demand, a more comfortable conveyance being preferred. Paine designed and built doctors' buggies and constructed the first brougham and hansom cabs in Launceston. He received a first class certificate for his convertible Phaeton at the Hobart National Exhibition. This vehicle was designed on the model of a Victorian buggy, but by special appliances could be converted to two other styles. The appliances were ingenious, and the build and finish excellent. The ironwork which included a Colling's patent axle, was the very best known to the trade. Paine obtained a patent for the ingenious system used.

Paine also built a gentleman's improved pagnal cart of English oak which had grown on the corner of Tamar and Brisbane Streets near the Royal Oak Hotel. In 1905, moving with the times he described himself as a motor omnibus builder, an acknowledgement of his commission for the Launceston Omnibus Company. He offered from his Launceston Carriage and Buggy Factory at 66 Paterson Street over sixty vehicles ranging from £90 to £10. All vehicles were guaranteed built of the best material and by the most skilful workmen money could procure.

Mr Easther had his work praised by the *Cornwall Chronicle*. In April 1873 it announced 'A very handsome new breadcart has just been completed by Mr Easther, coachbuilder, corner of Charles and Patterson Streets, to the order of Mr T. Gould, of Brisbane Street. The cart is built in the same principle as the one lately turned out by the same establishment.
Denton's Commonwealth Carriage Works
(Launceston and North-East and North-West Coast Towns)

Interior of Denton's Commonwealth Carriage Works
(Launceston and North-East and North-West Coast Towns)
for Mr Vaughan. On the sides the words "Fancy Bread and Biscuit Baker" with the name "T. Gould" on a ridge round the top and on the door "confectioner Brisbane-street" are painted in fancy gilt letters. The body is painted dark green, fine-lined pale green, the wheels are cream, picked out dark green, fine-lined light green. The vehicle has a very handsome appearance, and reflects great credit on Mr Easther's establishment. Mr Gould in order to mark the satisfaction he felt at the manner in which his order was executed, entertained Mr Easther and his workmen at supper, on Friday evening. Covers were laid for a dozen, in one of Mr Gould's private refreshment rooms, and the repast which comprised nearly all the delicacies in season, was done ample justice to by the guests, who spent a very pleasant evening."

In November 1874 he was in the news again. 'There has just been finished at Mr Easther's coach factory Charles Street, a very handsome delivery cart to the order of Mr Peter Barrett, aerated waters, cordial, and ice manufacturer and it is intended to be used for the delivery of goods in town. The vehicle is constructed on the same principle as the bread cart recently constructed by Mr Easther; the substantial manner in which it is part together, and the taste shown in the style of painting and ornamentation show great credit on the employes in Mr Easther's establishment. The cart is fitted with three shelves, the bottom one being intended for the carrying of ice. The body of the vehicle is painted chrome yellow, picked out with blue and vermilion, the shafts and wheels being vermilion, fine lined with chrome yellow and blue. The lettering is done in gold, and altogether it is a very showy turnout.'

Mr Wadham's creations were also noticed by the Cornwall Chronicle: 'A very handsome car has just been finished by Mr Wadham, coachbuilder of Charles Street to the order of Mr R. Buchanan. The centre of the body is imitation basket work; the body and wheels are painted dark chocolate color, fine lined blue, picked out white. The inside is well padded with crimson plush, trimmed with crimson and silver lace, with cushions to match. The sides and roof are covered with the best black leather cloth, lined with blue ribbed cloth. The new vehicle which has been named the "Leisure Hour" is one of the handsomest cars in town and reflects great credit on Mr Wadham and his employes.'
In 1878 Anderson and Lahey advertised their Launceston Carriage Works in Cameron Street opposite the Bank of Australasia. In 1881 they opened a second branch in Charles Street, but by 1902 they were no longer in business in Launceston.

Wm A. Brown coachbuilder of 66 Wellington Street offered the very best workmanship, moderate charges, and prompt and faithful repairs. He was still operating in 1924 but not in 1932.

The Tasmanian Carriage Works were established in Wellington Street by James Denton about 1887. In 1900 he moved to premises adjacent to Paine's at 62-64 Paterson Street. He assured customers that he required only the shortest notice, would build vehicles of all descriptions and executed repairs on reasonable terms and with despatch. In 1903 when James Denton his son Arthur changed the name of the business to the Commonwealth Carriage Works and built a large showroom and workshops. In 1914 Arthur Denton began advertising himself as a Carriage and Motor Builder. His works were still in operation in 1932 but by 1940 the premises had been taken over by Replacement Parts Pty. Ltd.

Nevin and Howard of 172-174 Brisbane Street were established in 1889. By 1900 they had moved to 166 Brisbane Street where their premises had a frontage of 54ft (16.5m) and a depth of 168ft (51m). The front was a showroom, and behind this was the factory fitted with modern machinery including closed brick tyreing furnaces. This space was 34ft x 64ft (10.4m x 19.5m). At the rear were finishing off rooms where painting, varnishing etc. took place under the superintendence of Thomas Paul. Mr Howard supervised ironwork and the setting up of wheels and bodies, and Mr Nevin attended to the construction of the woodwork. They had at this time thirteen employees. Visitors to the Launceston Show of 1905 were urged to call and inspect the vehicles of Nevin and Howard's own manufacture either on the showgrounds or factory 166-168 Brisbane Street. They comprised first class buggies, pagnals and road carts of various designs. Their value was not to be equalled in the city and as a special show offer prices had been reduced for one month. A year earlier they had built a pagnal cart which was presented to Dr J.T. Wilson by the grateful public in recognition of his services during the smallpox outbreak. Nevin and Howard were still operating in 1933 but by 1940 they had been taken over by Bell's Auto Electric Service.
Nevin, Green & Howard's
Phoenix Carriage Works
(Local History Collection,
Northern Regional Library)

Pagnal cart built by Messrs Nevin & Howard
for Dr J.T. Wilson in recognition of his
services during the smallpox outbreak
(Weekly Courier 18 June 1904)
Until carriages became horseless saddlers thrived. Many saddlers came and went but the firm of Tevelein and Stubbs which was established in the 1830s remained in business until early this century. A report in the Examiner of 27th January 1847 introduced them 'On Sunday morning about one o'clock constable Slater of the Launceston Police observed smoke issuing from the Premises of Messrs. Tevelein and Stubbs, and immediately gave the alarm. After some difficulty he succeeded in awakening a lad, who sleeps in the shop, and the door was opened. The shop was so full of smoke, that there is very little doubt, in a little more time the boy would have been suffocated in his bed. Upon examination it was found that his clothes had ignited, a spark having probably fallen from the candle when he blew it out. The apparel was reduced to tinder. The constable who gave the alarm holds a ticket-of-leave, and a memorial will be forwarded to the Governor for an additional indulgence, which Messrs Tevelein and Stubbs have recommended. The promptitude with which Slater acted probably saved a considerable extent of property which might have been sacrificed, had he been less prudent or more thoughtless'.

Unfortunately the whereabouts of these premises were not mentioned. Nor was any address given in 1850 when they begged to thank their customers for the liberal patronage they had hitherto received, and to inform them that in order to meet the times it was their intention, from that date considerable to lower their charges:

\begin{tabular}{|l|l|}
\hline
Carriage harness & £20 - £25 \\
Plain gig harness & £6 10s. \\
Second ditto & £7 10s. \\
Best line ditto & £9 0s. \\
Plain flap saddles & £3 3s. \\
Second stuffed, flapped ditto & £4 4s. \\
Allover hogskin ditto & £5 0s. \\
\hline
\end{tabular}

By 1863 Tevelein and Stubbs were no longer in partnership. From 1863 until 1879 John Tevelein, Saddler and Harnessmaker of Charles Street was advertising hunting saddles made of English and colonial hogskin, carriage and gig harness made to order. Horse clothing, whips, spurs, brushes and every article in the line was always on hand. Horses were carefully fitted.\textsuperscript{110} James Tevelein who was listed in 1867 as being a saddler in Charles Street as well\textsuperscript{111} but in 1878 he gave his address as Central Elizabeth Street. As saddler, harness and collar maker he made to order at the shortest notice carriage gig and cart harness, pack saddles and hunting saddles.\textsuperscript{112} John Tevelein was operating from...
69 Paterson Street in 1902.

George Williams who in 1848 said he had been foreman to Messrs Tevelein and Stubbs, begged to inform his friends and the public in general that he had commenced business as a saddler and harness maker next door to Mr White's in Elizabeth-Street, where he had on sale an excellent assortment of gig and carriage harness, stirrup leathers, spurs, etc. and every article connected with the trade.

In the 1860s R. Price, saddle collar and harnessmaker made harness of every description and fashion, in superior style. James Fotheringham was a saddle and harnessmaker in Cameron Street. He also manufactured portmanteau, brief and letterbags in 1900. In 1902 he gave his address as 57 Cameron Street and was sporting quarter page advertisements in the Post Office Directory. By 1912 he was under vice regal patronage and considered by the Tasmanian Mail to be the leading saddler in the state. His address was now 118 Charles Street where he remained until the 1930s. James Fotheringham and Co. announced that they were the sole patentees of Bay View Fruit Picking Bags and also added trunks and travelling bags to their offerings.

5.3 Livery Stables

Livery stables were the precursors of garages. M. Mansfield, of the White Horse Livery Stables in Paterson Street conceived it his duty to gratefully return his thanks to those gentlemen, both in town and country, for the very liberal support he received while occupying the Club House Livery Stables and respectfully intimated that he still continued to carry on the same establishment under the name of the White Horse and trusted by prompt and respectful attention to deserve and merit a continuance of the support of those gentlemen who had hitherto patronised him. M.M. had also engaged a steady and competent groom and assistant, who along with himself, would always be in attendance to look after the wants and orders of those who might honor him with their commands. Saddle horses and gigs were let out on hire, and horses were broken in to saddle single and double harness.

Many inns had their own livery stables. G. Leach of the Dover Castle Inn, Brisbane Street announced in 1842 that he had 'twenty stalls for
the reception of horses, assimilating to those at home for warmth and comfort, and in addition to which there are experienced ostlers always in attendance; and in this particular, if it be possible, he is determined to excel, by enforcing strict attention to those gentlemen who may either put up for bait or stand at livery, by supplying the best fodder the market can produce.  

The St John Street Livery Stables owned by Edward Davies between 1866 and 1871 were under the immediate superintendence of the proprietor, and the utmost care was bestowed on all horses and vehicles put up there. The best description of horse feed was liberally supplied at moderate rates. As an adjunct to the Family Hotel the St John Street Livery Stables kept a book for the purpose of entering all parcels, whose delivery as addressed would be guaranteed. These premises were taken over by R.S. Gleadow who rechristened them the Cornwall Livery Stables and described them as being near St John's Church. At a few minutes notice he had on hire, horses and vehicles of all descriptions. Private parties could be conveyed to any part of the colony. Gleadow's proprietorship was short-lived and in 1876 Isaiah Morris was in charge. His advertisements were similar to Gleadow's. After his term which ended between 1880 and 1885 the stables were no longer in business.

John Rankin between 1870 and 1894 at his Tasmanian Livery Stables in the Quadrant had on hire horses and carriages for wedding parties and all kinds of buggies, cars, filburys, broughams, dogcarts, gigs etc. etc., the best in the city. He proudly announced that he had been patronised by his Royal Highness the Duke of Edinburgh. Gentlemen using his stable could rely upon receiving every attention, and the best turnout that could be provided. Carriages and horses could be prepared at a moment’s notice. He had stabling for thirty horses and good accommodation for horses at livery.

In 1902 the stables were run by Owen and Spearman in 1912 by Edward Dell, in 1925 by Richard Chandler and a blacksmith E. Montague. C. Stebbings had taken over the smithy by 1932 but Chandler still had the livery stables. Alf Turner operated the Livery Bait and Letting Stables of the Royal Tasman Hotel in Paterson Street. In 1887 he had saddle horses and buggies for hire. 'Personal attention and moderate charges with good horses will be the motto', he announced. A private drag which carried ten to twelve adults was available for hire.
TRANSPORT - Livery Stables.

1. St John Street Livery Stables (later Cornwall Livery Stables)
2. Tasmanian Livery Stables, The Quadrant
3. Royal Tasman Livery Stables, Paterson Street
4. Beaconsfield Livery & Bait Stables, George Street
5. Southerwood's Livery & Bait Stables, 192 York Street (later Mitchell Motors, 156 York Street)
6. Yattersall's Livery and Bait Stables, 191 Charles Street
7. John Chandler, 43 Elizabeth Street
8. Edward Kimberly, 61 Brisbane Street
9. Richard Ward, 54 Charles Street
10. S. Young, 262 York Street
11. B. Woodhouse, 15a Wellington Street
for picnic or pleasure parties. The livery and bait stables at 45 Paterson Street were in the hands of Edward Kirby in 1902. In 1925 all that remained was the hotel and a blacksmithy.

At the Royal Hotel, George Street J.W. Penneyston and then J. Taylor ran the Beaconsfield Livery and Bait Stables. In 1893 and 1894 they had horses and vehicles on hire and attended to picnic parties.

William Joseph Southerwood purchased a Livery and Bait Stables at 192 York Street in 1893. The Cyclopaedia of Tasmania described the stables as 'a picture of cleanliness' and capable of holding 120 horses. All the latest styles of conveyances were kept ready for hire, some ninety vehicles of various descriptions being on hand. He had coaches running daily to Lefroy and Beaconsfield where he owned the Beaconsfield Hotel. He was still running the stables in 1912 but by 1924 it was the Mitchell Garage. Mitchell Motors were in operation as late as 1974 when their address was given as 156 York Street.

Tattersall's Livery and Bait Stables were erected in 1896 by J. & T. Gunn at the rear of the Central Hotel, 193 Charles Street. The proprietors in 1900 were William Adams and William Dougherty, both of whom were connected with the Launceston Omnibus and Tramway Company. The building was 120ft (37m) long by 50ft (15m) wide with stout brick walls. The whole was covered in by a principal roof with central louvred ventilators and glass. It was approachable from both St John Street as well as Charles Street. The Cyclopaedia of Tasmania describes it thus: 'The excessive plainness of the front of the stables have [sic] been materially relieved by an office on one side and a ladies' waiting room on the other. Both these apartments are fitted up with an eye to comfort and convenience. The stables are entered by large overflapping doors, 22 feet [6.7m] wide by 16 feet [4.9m] high, but as they are made to travel on rollers, they can be adjusted with little effort. Inside, right ahead of the visitor, is a space big enough for a promenade, 90 feet [27m] long by 29 feet [8.8m] wide, well laid down with tan. On each side are arranged in harmonious order stalls and loose boxes capable of accommodating some 30 horses. Midway on each side is a closed corn bin and harness room, and attached to each stall is a neat metal harness rack. Each stall is cemented, and so constructed as to carry off all surface water, so that thorough cleanliness can be observed with very little trouble. At the end of the stalls is a double carriage wash, where all vehicles can be submitted to a good hosing without in any way blocking the traffic.
Special attention has been made to two important features in a well-conducted establishment of this kind, and these are the drainage and ventilation. The modern illuminator, the electric light is very much in evidence, consequently, what with brick walls, iron roof, and the electric light, the danger of fire is reduced to a minimum ... This well-conducted, large firm is in a position to supply vehicles of all descriptions on very reasonable terms - landaus barouches, carriages, drags, and buggies, either hooded or open, and a reliable driver if required at twenty minutes notice.  

In 1902 the address was 189 and 191 Charles Street. Other livery stables listed at this time apart from those already mentioned were John Chandler 43 Elizabeth Street; Edward Kimberly, 61 Brisbane Street; Richard Ward, 54 Charles Street; and S. Young 262 York Street. In 1912 H. Burling had taken over from S. Young; W. Dougherty had left his own stables at 117 Wellington Street; G. Sanderson had taken over from John Chandler in Elizabeth Street; E.J. Kimberly was still at 61 Brisbane Street, and a new stable had appeared at 15a Wellington Street under the proprietorship of B. Woodhouse.

5.4 Cars, motorbikes, bikes, garages

Finlayson Bros of Devonport were the first people in Tasmania to advertise themselves as motor vehicle manufacturers in the Post Office Directory. They built Mersey Motor Cars in 1904. In Launceston George Arnold & Co. of 139 St John Street and John King with his Champion Cycle and Motor Works 197 Charles Street, vied for first place in 1907.

John King an apprenticed tin plater emigrated from Lincolnshire to Hobart in 1889. After working for Charles Davis, he opened a small bicycle shop at 125 Bathurst Street in 1894. In 1901 he moved to Launceston and purchased the goodwill of John Wilson Smith's Bicycling Shop at 197 Charles Street. He named the business 'New Champion Cycle Building and Electroplating Works. The family lived above the premises, and the workshops were the other side of the courtyard where the stables of the Central Hotel had previously been. He advertised them as being the largest and most 'up-to-date' works in the state, and manufactured New Champion Cycles for ladies and gents.
TRANSPORT - Cars, motorbikes, bikes and garages.

1. George Arnold, 139 St John Street
2. John King (previously John Wilson Smith), 197 Charles Street
3. John King & Sons, 123 Charles Street
4. John King & Sons, Kingsway
5. Apthorpe's Motor Garage, 82 George Street
6. Apthorpe's Motor Garage, 20 George Street
7. Saul's Motor Garage (later Beasley's Garage), 6 and 8 Charles Street
8. Saul's Motor Garage, 7 Paterson Street
9. Heathorns Garage (formerly J. & T. Gunn's), Brisbane Street
10. Tasmanian Motor Garage, 108-110 George Street
11. Jackson & Co., 91 Charles Street
14. Wearne & Geard (later Motors Pty. Ltd., 165-171), 171 Brisbane Street
15. Wearne & Geard, 98 Charles Street
16. Motors Pty. Ltd., 93 York Street
17. Woolcock's Service Station, cnr Brisbane and Wellington Streets
18. Sim King, 87 Brisbane Street
19. Sim King, 63 Brisbane Street
20. Corrick's Central Garage, 80a Brisbane Street
21. Fowler Brothers, 54 Charles Street
22. Tasmanian Tyre Service, cnr Brisbane and Wellington Streets
23. F.W. Loone's Service Station, 56 Paterson Street
to order, as well as the noted Champion Tyre.

In 1912 John King formed a company with his sons and they moved to premises at 123 Charles Street. In 1920 they erected extensive premises at Kingsway with large showrooms along Brisbane Street. Apart from building bicycles and motorcycles they serviced them and installed their own bowsers. John King died in 1926, but his family ran the business until 1951. In an advertisement of 1907 he lists Griffin, Peugeot and Champion motorcycles; OK, Prince and Champion Bicycles. He was at this time agent for Montgomery side cars and Swift bicycles. W.H. King had just established a new record on a Peugeot of 121 miles in two hours and 53 minutes. By 1914 they had become sole agents for Indian, F.N., Matchless, J.A.P. (2-speed gear), Rudge, Douglas and Champion Peugeot.

In 1908 Apthorpe's motor garage was established at 82 George Street. Cars were offered for hire, sale or garaging - or as one Hobart firm put it - 'stabling'. Tourists were invited to be chauffeured throughout the island in reliable cars. The garage moved to 20 George Street in 1914, and geared itself towards visitors. 'Lovely Tasmania' their advertisement ran, 'and how to enjoy it. Tours arranged, cars garaged. Hire a luxurious Napier car at Apthorpe's motor garage, Lower George Street'. Lane's Motors took over in the early 1920s and in 1948 the premises were occupied by Auto Industries Pty. Ltd.

Edis Brown's Commonwealth Motor Garage was also established in 1908. This, claimed Brown, was the largest and most up-to-date garage in Tasmania. It was situated on the corner of Charles and Cimitiere Streets and had available petrol, tyres and all accessories. There were cars for hire and all boats were met. Prospective customers were urged to write for particulars, but by 1909 they were invited to 'phone 394. This garage was short-lived as it no longer existed in 1912.

Saul's Motor Garage at 6 and 8 Charles Street, stored, cleaned and repaired cars. It was open all hours and from its inception in 1908 was on the 'phone, the 227th subscriber. Cars were for sale and hire. Motor requisites and spare parts were kept in stock. In 1910 Saul changed his address to 7 Paterson Street and came under the wing of the Hobart based firm, H.C. Heathorn and Co. which had been established in 1906. Heathorn's remained there until 1924 when they moved to the corner of
Interior of King's Champion Cycle Works
(Launceston and North-East and North-West Coast Towns)

King's Champion Cycle Works
197 Charles Street
(Launceston and North-East and North-West Coast Towns)
King's Champion Cycle Works
Kingsway

Beasley's Garage, 8-12 Paterson Street
(Courier Annual 23 December 1920)
Hall & Jackson's Tasmanian Motor Garage
108-110 George Street
(Post Office Directory 1909)

Jackson's Tasmanian Motor Garage with extensions
(Weekly Courier 17 October 1912)
Wearne & Geard's Motor Garage
171 Brisbane Street
(Post Office Directory 1908)

Fowler's Service Station at 54 Charles Street, equipped with seven bowsers and a hydraulic lift
(Weekly Courier 7 July 1932)
Brisbane and Earl Streets, a magnificent building with a five-storey tower.

Eureka Motor and Baby Carriage Works were situated at 5 Charles Street and moved to 7 Paterson Street when Heathorn's left.

Beasley's Motor Garage began across the road at 6 Charles Street in 1915 and in 1919 moved to 8-12 Paterson Street where they became specialists in charging and repairing batteries. They were sole agents for Humber and Chevrolet and later, in 1922 for de Dion. In 1925 they were at 9 Paterson Street.

The Tasmanian Motor Garage at 108-110 George Street, telephone 447, established 1908 was under the proprietorship of Messrs Hall and Jackson. They advertised it as the central garage and listed their activities as forging, brazing, turning, gearcutting, vulcanizing, upholstering, painting, and the repairing of magnetos and coils. They were the sole agents of de Dion cars. By 1911 it was run by Jackson & Co. Between 1925 and 1932 they moved to the corner of Cameron and Charles Street where they still were in 1948.

Wearne and Geard in 1902 were working for Joseph Brandwood and Company. Brandwood had begun as a general ironmonger, manufacturing wrought iron fire and their proof safes, strongroom doors and frames, portable ranges and all kinds of ovens, iron tanks, garden seats and cemetery railings. By 1902 at 155 and 160 Brisbane Street Joseph Brandwood and Co. were importers of bicycles, bicycle parts and all accessories and makers of the renowned Brandwood cycle, built throughout from the best English parts. In 1908 Wearne and Geard dropped the Brandwood Company name and opened their motor garage and factory at 171 Brisbane Street and showrooms at 98 Charles Street. Apart from providing for the care and accommodation of cars they manufactured Sovereign motorcycles and bicycles. In 1922 Geard & Co. moved to 165 Brisbane Street. By 1932 these premises had been taken over by Motors Pty. Ltd. who had been situated at 93 York Street in 1925. By 1940 Motors had taken over 165-171 Brisbane Street and by 1948 Woolcocks Service Station at the corner of Wellington Street.

Sim King 'The Bike and Motor King of Tasmania' began his motor works in 1911 at 87 Brisbane Street. By 1919 he was the sole agent for B.S.A. and Rover cycles and motors, Harley Davidson, Triumph, Clyno, A.B.C. and
all 2-stroke motors and Michelin cycle, motor cycle tyres. In 1923 he moved to 63 Brisbane Street. He was still there in 1948.

Leonard Corrick was the proprietor of the Central Garage at 80a Brisbane Street in 1916. His right of way was directly opposite The Quadrant. He called his service quick despatch motor delivery, pointing out that he was close to both the Brisbane and Launceston Hotels. He had cars for hire and promised to deliver luggage promptly. By 1948 it had become Fry's car service, motor hire and Sullivan's Sedans Motor Service, and Corrick was purchased by Mitchell Motors. Fowler Brothers who were residents and timber merchants in 1902 at 54 Charles Street built a service station on the premises in the early 1930s. The business remained in the family until its demolition in 1981. The Tasmanian Tyre Service, corner of Brisbane and Wellington Streets, still extant was established in 1939.

In 1932 F.W. Loone ran a service station at 56 Paterson Street, the site of the old Telegraph building. He shared the premises with the Tasmanian Battery Service. By 1940 the garage was run by Annear who was still there in 1948 although by then he was sharing the premises with Bewglass Motors and the Palm Grove Dance Hall.

5.5 Railways

On July 19, 1848, the Examiner announced the return of an old colonist, Mr George Whitcomb who had been absent for eleven years. During this absence he had not altogether forgotten his colonial home; on June 1, 1847 he had written the following letter to Lord Grey. 'My Lord, - Having resided for some years in Van Diemen's Land, I take the liberty of respectfully submitting for your Lordship's consideration - That the labor of the convicts employed in the public works in that island might be made much more profitable than it at present is, were the convicts to be employed in making cuttings for a rail-way from Hobart Town to Launceston. The levels of the country through which such a railway might pass, would, with the exception of a few places, I think be found favourable for the undertaking. Her Majesty's Government having in the
grant by which the lands have been transferred to the settlers of
Van Diemen's Land, reserved to itself (I believe) the right of making
roads through the same, the usually heavy cost of purchase or land
would be almost entirely avoided.

The actual outlay to complete a rail-way, would be - the sums necessary
to pay for the engagement of competent persons to superintend the works,
and which persons, I have but little doubt, could be found in the colony
willing to act for only a reasonable remuneration, - the expense of such
parts of the work, whether for materials, or labor, or both, as the convict
labor might not be equal to; and the further cost of the rails and other
iron work, and of the engines, and the transit of the same to Van Diemen's
Land.

With reference to the first item - the cost here - I make no doubt but
that the question could be amicably arranged between the Colonial
Government and the colonists in Van Diemen's Land; and the convict ships,
and other vessels sailing to the colony, could take from time to time,
as part of the dead-weight or ballast of the vessel, the rails and similar
iron-work.

A single line of rails would be quite sufficient for the probable traffic
at first; the cuttings themselves to be made wide enough to admit of a
second line to be laid down at any time thereafter.

I have purposely abstained from entering into anything like detail on
the foregoing subject, my present wish in thus presuming to address your
Lordship being - that your Lordship might be induced to direct inquiry
to be made relative to the plan herein suggested, when I have the hope,
it would appear, that its adoption would embrace the two objects of -
the more useful than at present employment of the convicts of Van
Diemen's Land, and the thereon consequent benefit to the colony. - I have
the honour to be, my Lord, your Lordship's obedient humble servant.
G. Whitcomb'.

After quoting this letter the Examiner with its anti-transportation bias
added its own views on the matter. 'It was said that Sir William Denison
was selected as Governor partly on account of his professional skill,
which it was presumed would be useful in the employment of prisoners
TRANSPORT - Railways.

Stations
Launceston and Western Railway
1. Launceston
2. St Leonards
3. Jingler's Valley
4. Breadalbane
5. Western Junction
6. Perth
7. Longford
8. Wilmore's Lane
9. Little Hampton
10. Bishopbourne
11. Oaks
12. Glenore (Whitemore)
13. Hagley
14. Westbury
15. Exton
16. Deloraine

Scottsdale Line
20. Mowbray
21. Rocher's Lane
22. Turner's Marsh
23. Karoola
24. Lilydale
25. Tunnel
26. Lebrina
27. Nabowla

Earthworks etc.
28. Bridge
29. Bridge
30. Cutting
31. Bridge
32. Levee
33. Tunnel
committed to his care. But we begin to suspect his engineering knowledge is theoretical rather than practical. His only successful essays hitherto have been confined to the removal of salary from the treasury to his own bank, the formation of a few yards of road on a novel but rather expensive principle, and in the erection of a couple of toll bars on the main line. Instead of facilitating traffic he seems determined to impede it by imports: his projected tram roads are forgotten, and the highways and byways are equally disregarded.

A Governor like Sir George Arthur would during the last seven years have formed and efficiently repaired every travellable line now existing, and opened new communications. If the surplus hands at the disposal of the crown had been employed to construct a railway across the island, it might have been accomplished years ago with less cost to the Home Government than it has incurred in maintaining large gangs in idleness, or worse - employing them in unprofitable speculations. The advantage of communication by rail-road would have been of incalculable value to the colonists; but through inefficient rulers and palpable misgovernment, the inhabitants have been deprived of those material advantages the presence of a prisoner population ought to secure, and which, though no compensation for the social injury inflicted, might have been accepted with gratitude. We have however, no hope that the colony will derive any benefit from convict labor during the administration of the present ruler, and the sooner every man now in bondage is emancipated the better. While the island remains a penal settlement emigrants will shun our shores. But when the foul blot is effaced from our reputations freemen will flock to as spot so salubrious, fertile and inviting; then, and not till then, will a railway be constructed between Launceston and the principal city'.

On 2nd August 1855 Adye Douglas moved in the Legislative Council, 'that an Address be presented to the Governor praying that he will be pleased to appoint a competent person to survey, plan, level and estimate a trunk line of Railway from Launceston to Hobart Town; and that such line shall be surveyed in such manner as to afford the greatest facility for the formation of branch lines'. A week later he made a detailed statement on the subject, citing exports from Launceston, and the cost of cartage by road. He proposed that the £2 000 set aside for the reparation of government cottage in the City Park should be reallocated
Admission ticket to the turning of the first sod of the Launceston and Western Railway by Prince Alfred 15 January 1868

Opening of the Launceston and Western Railway (Illustrated Australian News 4 September 1869)
Railway Bridge over the South Esk at Longford
(Weekly Courier 1 July 1905)

Railway Station with 'B' class engine.
These engines were introduced in 1885.
(Collection: Alan Orr)
for the survey. Douglas spoke of the benefits which would be felt by inhabitants of the 'interior', mentioning in particular Cressy, Longford and Deloraine. He felt that if the government were to agree to guarantee 5% on the required capital, there were parties in England who would construct the railway, and not ask for a shilling until the works had been completed.\textsuperscript{155}

James Sprent was appointed surveyor and his report on the country between Hobart and Launceston was published in the \textit{Hobart Town Gazette} in March 1856\textsuperscript{156} as was his report in August on a branchline from Morven to Perth, Longford, Carrick, Westbury and Deloraine. This was discussed in more detail than the former.\textsuperscript{157} The \textit{Examiner} printed most of it saying 'This undertaking is far more needed than the line to Hobart Town; but whilst the latter proposal should not be abandoned, the railway to the westward should be commenced as soon as it is possible for the new parliament to authorise the expenditure'.\textsuperscript{158}

A public meeting was held at the Launceston Court House later in August 1856. This meeting followed others held at Deloraine, Longford, Westbury, Perth and Evandale. The motion, moved by W.S. Button M.L.C. 'that this meeting, impressed with the importance of the speedy and economical transit of produce intended for shipment to the neighbouring colonies, is desirous that a railway to Launceston, through the agricultural districts of Morven, Longford, Westbury, and Deloraine, should be constructed with all possible expedition' was passed unanimously as was a motion put by Alexander Clerke, of Mountford 'that the local government should be at once moved to take steps for the construction of a line railway with terminus at Launceston and Deloraine, it having been shown by authentic returns that there would be sufficient revenue to render the expenditure of £500,000 on such a railway immediately remunerative'. Finally it was resolved that an executive committee be formed to correspond with the government, to prepare petitions to parliament and generally take measures for the promotion of the undertaking. This committee was to be formed of:- The Worshipful, the Mayor of Launceston, Alderman Cohen, Dr Casey, Messrs W. Cleveland, J. Robertson, J. Aitkenhead, A. Clerke (Longford), A. Rose and J.B. Thomas (Morven), R.H. Douglas (Westbury), J.K. Archer (Carrick), Samuel Henry (Deloraine), and the secretaries of local committees.\textsuperscript{159}
It was felt by some that the government should not have to shoulder the cost, especially as the main benefit would go to a select few. However, having witnessed the abortive efforts of private companies on the mainland, where railways were now under the control of the government. It was felt the government must be involved. 'The ministry', declared the *Examiner*, 'must be prepared definitely what their policy will be respecting railways. They are a necessity of the age, and in this hemisphere are beyond the compass of private enterprise. Is it not a blot on our escutcheon that while the oldest colony and the two youngest have many miles over which the iron horse travels, Tasmania has not one? We hope this reproach will soon be wiped away'.

It was not until 1860 that the parliament agreed to advance £1 500 which with £1 000 raised by subscribers paid for an engineering survey of the proposed line.

The railway committee in February 1861 invited William Thomas Doyne to carry out an engineering survey. Doyne had worked as an apprentice on the construction of the London and South Western Railway in 1840 and as an engineer worked on German and Irish railways. In 1847 he was given full responsibility for the Rugby and Leamington Railway. In 1857 after a sojourn in Balaclava during the Crimean War, Doyne became chief resident engineer for the Ceylon Railway and in 1859 seeking more congenial climatic conditions he moved to New Zealand where he surveyed the Dun Mountain Railway. His report of 1862 was optimistic and urged the Launceston and Deloraine Railway Committee to proceed forthwith. 'I speak thus confidently, because I have seen what Railways have done elsewhere'. Support from the inhabitants of Launceston and surrounding districts for the railway was unremitting. the press seldom allowed the subject to lapse in spite of government reticence.

The first sod was turned on 15th January 1868 by His Royal Highness Prince Alfred, Duke of Edinburgh. A grandstand seating 1 000 people was erected on the proposed site of the terminus at Inveresk. The combination of rain and a confused timetable led to a rather smaller crowd than expected.
Railway Drivers' and Firemen's Association inaugural picnic
(Weekly Courier 3 March 1902)

G. McAdam - a prominent prize winner at the Railway Engine Driver's and Firemen's Association inaugural picnic
(Weekly Courier 3 March 1902)
Patriotic 'C' class engine at Launceston Railway Station, decorated by T. Grant
(Weekly Courier 16 August 1902)

Japanese naval visitors received by the Mayor, Aldermen and Officers of the Defence Force at Launceston Railway Station
(Weekly Courier 6 June 1903)
Contracts were advertised on 16th May 1868 and that of Overend and Robb of Melbourne accepted on 16th July. Included in their tender of £200 671 8s. 6d. was all earthwork, in cuttings and embankments in making the railway, a stretch of 45 miles, two chains (76.5km) and amounting to about 600 000 cubic yards (459 000m³); fencing both sides of the line, about 95 miles (153km); level crossings and gates, 50 sets; road diversions, 58 brick culverts; 600 yards (549m) of iron piping for drainage; 12 wooden bridges, 2 brick bridges, and an iron and brick bridge over the South Esk River; about 80 000 sleepers (contracted to Messrs Moore and Quiggan); soilings slopes of embankment 168 000 superficial yards (155 400m³); and ballasting the permanent way, about 200 000 cubic yards (182 880m³). Apart from the construction of the line the contract was to include one years maintenance, but did not include rails, the large iron girder bridge across the South Esk at Longford, rolling stock, or stations. Orders were sent to England on July 17th for the permanent way as well as axles, wheels and springs for the carriages which were to be made on the spot. Locomotives were to be imported.

Overend & Robb took over premises in William Street, previously known as Thompson's Mill and Wharf. Wishing to give preference to local residents desirous of obtaining employment on the works, Overend and Robb opened a book for registering the names of applicants, who would be enrolled according to their various trades. Labourers were paid seven shillings for ten hours work. By August 20th, carpenters had been sent to Jingler's Valley, south east of Launceston, to construct huts for the navvies, fifty of whom left Launceston two days later cheering loudly for the railway as they went through the streets. Another fifty men were employed at the yards making trucks, carts and blacksmithing. The following Saturday many of the townspeople, overcome by curiosity, visited Jingler's Valley and found an animated scene of tent and hut building. Several feet of a cutting and filling showed that work on the actual line had really commenced.

Merchants were quick to move in. By early September H.B. Nickolls and Messrs Irvine and McEachern had stores in operation; and Messrs Overell and Talmanger had opened a restaurant where refreshment of first quality at Launceston prices were available. The new Jingler's Valley settlement had its problems. Several Tasmanian navvies were dismissed when others from Victoria arrived. Thieves found tents easy to plunder.
To counteract this state of ungodliness several reverend gentlemen including a blind Wesleyan, agreed to hold services at Jingler's Valley. The directors of the railway company visited the works at the end of October. Their inspection began on the Verulam Estate from whence they walked along the line passing through about twelve cuttings and embankments. The whole of this portion of the line was on a uniform gradient of 1 in 70. It extended almost to White Hills Road. Further on at the 10½ mile (16.5km) work on an embankment between 60 and 70ft (18-21m) high, 21 chains (442.5m) long was in process.

The year came to an uneventful close but Messrs Irvine and McEachern Brisbane Street, in their Christmas shop window, exhibited a fine representation of the works of the Launceston and Western Railway. The hills, cuttings and tunnels were composed of brown Mauritius sugar with bushes here and there on the surface. A bridge of white crystal sugar spanned a river composed of the same material, and upon it was seen a working model of a locomotive and tender. The rails, permanent way etc. were also composed of white sugar. At each end of the bridge was a small lamp, to be lighted with oil.

A number of people assembled at the wharf on the 11th of February to witness the arrival of the first locomotive ever to be brought to Tasmania. The engine was to be employed in the movement of heavy trucks used for carrying ballast for the line. 'The ponderous machine' said the Examiner, 'was brought from Melbourne in the S.S. Tasmania: it stood athwart her deck between the foremast and main hatchway. Being just a little too wide to pass through the gangway it was necessary to build up a platform above the vessel's bulwarks, and when the tide had fallen sufficiently the huge structure was safely dragged down the incline by some thirty men, aided by powerful screws and tackles. It is now on the esplanade near the steam wharf, undergoing a cleaning preparatory to being mounted on its wheels, and when this is done its weight will be about twenty-four tons. The engine is not new, having been in use a few years in Victoria; it is, nevertheless, said to be a very excellent one, and possesses great power. As soon as the rails arrive from England the permanent way will be laid down, and the iron horse will have its work to do in driving the ballast'.

The works, however, were proceeding at a rapid pace. The cuttings near
New car built at Launceston Railway workshops for Hobart suburban traffic
(Weekly Courier 19 September 1907)

Interior of new car
(Weekly Courier 19 September 1907)
Painters and Trimmers at the Tasmanian Railway Workshops, Launceston
(Weekly Courier 12 September 1912)

Blacksmiths at the Tasmanian Railway Workshops, Launceston
(Weekly Courier 12 September 1912)
Launceston had been finished and the men drafted to the westward. The course between Westbury and Deloraine had been commenced. On May 19th the *S.S. Derwent* arrived with 307 iron rails for the railway and the brig *Mercury* a few days earlier brought several immense blocks of ironstone weighing about four tons each for the foundation of the railway bridge at Longford. A blow to colonial manufacture came when the Launceston and Western Railway Co. discovered that it could import railway carriages and trucks from England with a saving of 40% to 50% over the locally produced article. But no number of setbacks seem to have dampened the enthusiasm of the populace. Excitement prevailed when a number of people assembled at the Tamar Bridge to watch the running of the first real railway engine in Tasmania. Having got up steam the locomotive and tender ran backwards and forwards on a short line of a 5ft 3in (1.6m) gauge, in the most satisfactory manner and two days later the * Examiner* announced that the railway whistle had been sounding merrily at New Town where the locomotive was put to work ballasting the branch line completed between Invermay and the terminus. Hundreds of people visited the scene of operations. This branch line was a tramway leading from Mrs Brooke's farm from which gravel was obtained.

By 21st August the first section of the line, that from Launceston to Jingler's Valley had been completed. A half holiday was declared and a crowd assembled at the terminus with flags (light blue, the railway colour) to see the official party of 150 people take their seats in the eight trucks provided. The central truck, set aside especially for ladies was adorned with flags and lined with gaily coloured drapery and blossom.

After the official train ride 4 000 members of the public followed suite. A good time was had by all in spite of the sparks flying from the engine. Passengers amused themselves with umbrellas to keep them off. The official party proceeded to Longford to inspect the works. At Hunters' Mill they observed the brick viaduct consisting of four spans, each of 40ft (12.19m) semicircles. Economy had dictated that no stonework or other ornamental device be added, but a combination of dark and light bricks had been used; the latter were to be picked out in white putty. The viaduct was built on a curve of 20 chains (402m) radius and had tapered piers.
The valley of the South Esk was crossed in two places. First by a plain and substantial brick structure of five arches, and secondly, by a wooden viaduct of two spans of 200ft (61m) each. Between these, a distance of several hundred meters a large embankment was being thrown up. A lattice girder, Warren's Patent, costing £20 000 was to be placed upon the wooden scaffolding, and was now on the way from England. This would raise it about 19ft (5.8m) above its present position. Because of the instability of the ground, the brickwork at either end of the viaduct was sunk into the ground 26ft (7.9m) at one end and 29ft (8.8m) at the other. Beyond these works there was to be an embankment which had not been started and a flood opening of eight spans of 20ft (6.1m) each composed of wood.

After their tour of the works the official party returned to the Launceston Mechanic's Institute to a banquet catered by J.W. Simmons of the Brisbane Hotel.

On November 27th, the barque Talea arrived at Launceston with the iron railway bridge to span the South Esk at Longford, as well as several railway carriages and their appointments. Mr Manual, a passenger on the barque brought with him several assistants to aid him in the erection of the bridge.

Tenders were called for the erection of a Launceston railway station in January 1870. However, all three tenders were rejected because of their high estimates. However, Mr W.H. Knight's tender for screw-couplings was accepted. The railway company eventually decided to build the station buildings themselves under the superintendence of a Clerk of Works. Four tenders for constructing the woodwork of 55 goods waggons were opened, and that of Messrs Waugh and Lockie of Launceston at £24 10s. per waggon, being the lowest, was accepted. The other tenderers were Messrs Roberts, Knight and Ditcham.

On April 21st the Examiner's special reporter prepared a four column article of the state of the works. 'But for the unfortunate loss of the Royal Standard laden with rails the permanent way would, ere this be laid to the terminus at Deloraine'. Messrs C. De Begue & Co. builders of the Cataract Bridge had also erected the Longford one. Every piece of this bridge had been cast in England. At each end of the bridge were
Woodworkers at the Tasmanian Railway Workshops, Launceston  
(Weekly Courier 12 September 1912)

Turners and Fitters at the Tasmanian Railway Workshops, Launceston  
(Weekly Courier 12 September 1912)
Boiler makers at the Tasmanian Railway Workshops, Launceston
(Weekly Courier 19 September 1912)

Installation of a steam hammer by J.S. Hudson, M. Birnie and staff at the Tasmanian Railway Workshops
(Weekly Courier 19 September 1912)
still to be erected two massive cast iron fluked pillars. The strength of the bridge was tested by a train running at 40 m.p.h. (64k.p.h.) consisting of a locomotive of 35 tons; eleven wagons, 4 tons each and 77 tons of ballast. The test successfully concluded, the directors and engineers gave their consent to a train being run to the Westbury show on 27th April.

When one of the columns was being put into place in early May, the sling, supporting it gave way and casting fell to the ground and broke. An order was immediately sent to Langland's Foundry Company in Melbourne, for a casting similar to that broken. It arrived within a fortnight, in two pieces for convenience, and was pronounced if anything superior to the English one.

By early August it was envisaged that the railway would be officially opened on the 1st of September. At the Launceston terminus the goods shed was finished bar the sliding doors. The offices attached to the passenger platform had been roofed with corrugated iron and internal arrangements were being proceeded with. By August 20th the Examiner reported that the number of men employed upon the station buildings, engine sheds, in ballasting the permanent way and sidings was imparting an unwonted appearance of energy and bustle to the place. 'The platform runs east and west, facing towards the north, and has the principle offices and waiting rooms opening on to it. At right angles with the Western end of the platform is an L containing the apartments intended for the residence of the station-master and a similar L at the eastern end of the platform is devoted to the other offices. The platform may be reached by a flight of steps resting on the western end or by steps resting on the centre of the rear, opposite which latter is the door leading into the booking-office, another door exactly opposite opening onto the platform. Commencing at the Western end of the platform - that nearest the George Town Road - the first office on the right hand side is that of the traffic manager Mr Jetter; the next is the traffic manager's clerks', then the booking office, gentlemen's waiting room, lamp room, and ladies' waiting room in the order named. It is intended to erect the general offices - Secretary's, Accountant's, Engineer's etc - in the rear of the passenger-station by-and-by, but during the next few months those departments will be accommodated in one of the contiguous cottages on the George Town Road. About a hundred yards further down the
line, and somewhat to the rear of the passenger station, is the goods
station - a substantial and roomy building, in every respect adapted
to the purpose for which it was erected. This has been completed with
the exception of the fitting of the huge sliding doors, the putting up
of an office for the goods clerk, and a few other minor details. A
short distance lower down is the engine-shed also a thoroughly substantial
building, erected under the direction of Mr Jetter, who in the matter
of the various station buildings, and all others upon which his long
experience and intimate knowledge of railway workings could be brought
to bear, has shown himself most indefatigable in the interests of the
Company. We had almost omitted to mention that the small platform -
those for Exton, Breadalbane, St Leonards, etc. - are being put up on
the ground here, and when finished will be removed on trucks bodily to
their destination.

Messrs Waugh and Lockie, who were the successful tenderers for the
semaphore signals have got several of these nearly completed. They
are also engaged in converting two of the ordinary goods wagons into
four compartments, each compartment provided with sliding doors, and
each wagon calculated to hold from sixty to eighty sheep, according
to the size of the animals. These wagons are open, cage-fashion, all
round, and everything has been done to ensure the safety and comfort
of the sheep in transit.

The Grasmere which in addition to a quantity of rails etc., has brought
out four more goods wagons for the L. and W. Railway Co., has discharged
the latter, and they are now being put together at the station ground
under the able superintendence of Mr Cuncliffe, who has obtained the
contract for that job. The wagons which arrived some time ago, and
have not received a coat of paint since they left the ship's side, are
being painted a rich brown color, with the initials L. & W. R. Co. in
gilt letters along the side.

A large body of men are engaged in laying rails for the sidings, loops,
&c., in ballasting and boxing up, so that, together with those at work
on the buildings, those under Mr Cuncliffe, and with Messrs. Waugh and
Lockie, the station-ground presents a busy and most enlivening appearance'.

There were some problems in transporting the carriages from the Grasmere
New Railway workshops in course of construction
(Weekly Courier 29 September 1921)

Roundhouse nearing completion
(Weekly Courier 29 September 1921)
New roundhouse, said to have been the largest in the southern hemisphere. It was capable of accommodating forty engines and had a central electric turntable.

(Weekly Courier 27 July 1922)

Roundhouse turntable weighing 96 tons and capable of bearing 210 tons. It was installed under the supervision of J.S. Hudson.

(Weekly Courier 24 August 1922)
at the wharf to the terminus. At the junction of William and Lower George Streets, one of the shafts came out of the huge timber conveyance bearing the carriage, and before the horses could be stopped, the power being one-sided, the carriage ran from the crown of the street into the drain close by the Custom House. The railway carriage was not harmed, but six to eight horses were unable to drag the load of eight to nine tons out of the gutter and it remained there all night.

The railway was not opened on September 1st and on the 10th floods caused considerable damage to the works. Two culverts at Cameron's Hill near St Leonards were materially damaged and a quantity of the gravel ballast between there and Perth washed away. Both at Westbury and at Deloraine parts of embankments were washed away. Between Launceston and Verulam the water was almost level with the rails. 'The loss' reported the Examiner, 'will be very severe, and although of course the amount is not known it is estimated to cover several thousand pounds. A further delay in opening the line will also result from these unfortunate circumstances and it is expected that the railway will not be available for traffic till the beginning of next year'.

In early December ash pits were formed at the engine sheds. Mr David Don, overseer for the engineers, was reported to have met with a serious accident during construction.

Two locomotives were landed from the barque Araunah on December 5th. Each engine skeleton weighed nearly thirteen tons, and was landed by means of large rigged shears. The wheels were fitted on the wharf. The engines were then drawn along temporary railway lines, one at a time, up St John Street to Market House Tavern and then down William Street to Tamar Street where it stayed the night before completing the trip to the station.

On the 10th February 1871 the Launceston and Western Railway was officially opened by His Excellency the Governor Du Cane. The station was decorated with bunting, flags and streamers. The official train consisting of five carriages, two brakes, and a locomotive. The Governor was given the central carriage which had bannerets fluttering from the top and bunting enveloping the pillars supporting the verandah. The front of the engine was also
Less excitement was aroused by these celebrations than those associated by the opening of the first section of the lines.

During the construction of the Launceston and Western Railway there was a continuous political battle raging for the building of a railway line between Launceston and Hobart. The battle won construction commenced in 1873, but in early 1876 another debate had arisen. Was the railway to run to Evandale or Launceston? The different gauges of the two lines (Launceston to Deloraine was 5ft 3ins (1.6m) and the mainline 3ft 6ins (1.067m)) meant that the simple answer of the mainline running on the Launceston and Western line from Western Junction, was not possible. It was eventually decided that a third rail be added to the Launceston and Western line to accommodate the new trains and by March 1876 a terminus site had been secured and a building was being erected. On 1st November that year the Mainline Terminus in Cimitiere Street was officially opened.

Railway workshops first emerged while the lines were being built and serviced small-scale repairs for many years. In 1911 when a new station was being mooted for Launceston and discussion centred on upgrading the railway station at York Park in preference to Cimitiere Street, there was also consideration given to extending the workshops. A large machine workshop piled and on concrete had just been erected for between £6 000 £7 000, at Inveresk and carried a travelling crane. A round house was felt to be necessary in the near future.

In 1916 the parliamentary standing committee on public works reported on the state of the round house and turntable: 'Nearly the whole of the heavy construction work and the most important repairs to the engines and rolling-stock of the State Railway system is effected at the Launceston workshops. The plant and machinery provided to carry out such work seemed to the committee to be fairly adequate and up to date, although heavier lifting appliances are required. There was ocular evidence, however that through the bad arrangement of the yard, the want of sufficient space, and the want more particularly of well-lighted workshop accommodation, the work was greatly hampered. The position of the workshops in relation to the goods yard is particularly inconvenient, making it difficult to transfer engines and rolling-stock, from one shop to another, as the shunting of goods wagons etc often delays such transfer for hours.
'C' Class locomotive in the turntable pit at the Launceston Roundhouse

'C' Class engine in the turntable pit at the Launceston Roundhouse
The outstanding fault of the engine sheds and workshops generally is that there is not sufficient housing accommodation to enable the whole work to be done, as it should, under cover. While the Committee was inspecting, a heavy and valuable Garrett engine was undergoing repairs in the open. This engine had to be dismantled without the aid of modern appliances for lifting heavy weights, old fashioned screw-jacks being employed, and some damage was being done by the weather to the exposed parts, and the work being done was much slower and more costly than it should be. About 24 engines, on an average, are "stabled" at Launceston each night, and only 16 can be placed under cover, eight having to be left exposed to the elements. Engines coming off the road cannot therefore receive that running-shed attention requisite to enable them to be sent out again in good working order, and this is, of course, detrimental to their life and efficient working. It is found in the experience of working general systems of railways that from 13½ to 15% of the engine stock is constantly under heavy repair. Apply this proportion, 10 or 12 of our State engines should be in the hands of the engineers at any ordinary time. Under present conditions it is not possible at Launceston to deal with more than six engines in the workshop, and when the usual number are under repair the balance has to be done in the open, exposed to all weather conditions ...

The roundhouse building is to be of the same dimensions as the one recently erected at Hobart, and will furnish similar accommodation, providing for the stabling of 41 engines. It is estimated to cost £25 000, but ... a further sum of £7 000 will be needed to complete the outside accessories and make it available for practical use'.

The Committee also considered the necessity of building a new goods shed and sidings near the new marine board wharf at Home Reach. It was considered that these were badly needed but not as urgent as the roundhouse. 'If finances permit, and labour is available, the works could be done concurrently, but if the goods yard has perforce to be postponed, it may provide later on employment for some of the unskilled labour which will probably be available, and requiring work, at the conclusion of the war'.

In 1918 the Parliamentary Standing Committee reported that no carriage
The fitting and erecting shop was described as a low, insufficiently lighted building with a small floor space and no power-lifting appliances of any kind, making it unsuitable for the heavy modern rolling stock. All the lifting of engines etc. was done with hand appliances. Five or six engines could be repaired at a time although a minimum of twelve would have been desirable. Congestion in the boilershop which had a floor space of $\frac{4}{2}$ 788ft ($444.7m$) made conditions unsafe for the workers. They were in constant danger of being hit by swinging hammers and flying chips of iron. Here too, there were no power-lifting devices. A new boiler shop was proposed with a floor space of $\frac{19}{2}$ 800ft ($1839m$). The machine shop had been erected in 1907 and had the benefit of an electric overhead power crane. The machines, however, were inadequate for the work required and the space was insufficient to install new machinery. Those which were there were too close together. When the planing machines were operating on rails for points and crossings they became a hazard to adjoining men. When the large planing machine was at work it vibrated to such an extent that it was impossible for anyone to do fine work in the shop. To get to the back of the machines it was necessary to climb on top of them.

The wagon and carriage shops had remained virtually unaltered since 1885. It was estimated that for this shop to run efficiently, space should be available for at least 27 carriages. In 1918 it could only cope with
Commemorative Beer Label.
Passenger trains ceased within a few years of the centenary celebrations.

Tool and Gauge Annexe at the Launceston Railway workshops during World War II
(Tasmania's War Effort)
seven or eight. There was no overhead lifting apparatus, no overhead light and the floor was only a layer of packing-case boards and was frequently under water. Flooding also affected the badly lighted and congested painting shop and the moulding shop. The close proximity of the sewer meant that an offensive deposit was left by the invading tides. The moulding shop which was only 20ft (6.1m) by 12ft (3.7m) was too small for the carrying out of iron castings.

The pattern shop was situated above the car and wagon shop. Forty thousand patterns were stored in every available space. It had been possible only to catalogue 700 under the conditions and it often took hours to find the required piece. The blacksmiths forge and spring shops were built in 1913 and contained 'up-to-date' equipment. A furnace had been erected for the repair and manufacture of springs. The Committee proposed that a new ironworking block consisting of a boiler and tender shop; fitters' and erectors' shop; and a machine shop should be erected forthwith; and that later a woodworking block consisting of a carriage and waggon building shop; and a woodworking machinery shop would follow.

The layout of the new yard was, in contrast to the old one, to be self contained. The new buildings were to be of reinforced concrete which was felt more suited to withstand the weight of 35 ton cranes. Mr Stone of Adelaide was contracted to prepare a complete set of plans. His arrival was delayed by the lengthy term of quarantine introduced because of the influenza epidemic in 1918. The three shops were to be constructed in one block thus acting as ties to each other and aiding stability. The columns on the outside of the building and those which were to act as travellers for the crane were to be circular in form. For carrying the heavy travellers in the fitting and erecting shop, and the boiler and tender shop, open girders of the Warren type in reinforced concrete were to be used. The walls were to be a series of concrete sashes, with an area of 13 000ft$^2$ (1 208m$^2$) of glass; supplying ample light. It was to have a saw tooth roof, and each shop would be lit by three bays, each bay containing about 2 250ft$^2$ (209m$^2$) of glass. Each shop was to be 330ft (101m) by 60ft (18.3m). A rivetting tower was to be provided by raising the roof at the east end of the boiler and tender shop. The design, said the committee, was plain in character, no money being spent on ornate architectural details.
The roundhouse was opened on Saturday 22nd July 1922, with a roundhouse fair followed by a torchlight procession with the Railway Band and the Dark Town Fire Brigade.

There were 350 employees at the workshops in 1939 when World War II broke out. Colonel H.B. Bennet Chief Engineer of the Railways, was appointed at this time to the position of Chairman of the Tasmanian Board of Area Management under the Ministry of Munitions. Beginning with the manufacture of a gross of firing platforms for 25-pounder guns, the Railway workshops moved into other unfamiliar fields, from precision equipment to bridging, landing barges, and ship construction. After 1940 funding for a precision tool annexe was approved, and here were produced sensitive measuring and meteorological instruments. The Tool Annexe was for much of the war operated by 134 unskilled men, but nevertheless successfully produced 33 000 precision tools during the war. An ammunition annexe was built for the production of 25-pounder shells. Here a peak output of 15 000 shells per week was reached. During the New Guinea Campaign this section also produced 50 000 4.2in (10cm) mortar bombs and an extra 100 000 tail units and 75 000 nose containers. At the height of production (which was day and night) two hundred and fifty men were employed.

In 1942 the Railway Workshops were asked to construct nine Australian panel-type bridges which were tested at Invermay Park in February 1943. With the assistance of Northern Motors Pty. Ltd. and Rosevear and Burn Pty. Ltd., 15 000 cylinder barrels for Cheetah aircraft were made. One thousand cruiser tank periscopes also came from the workshops.

Assisted by Salisbury's Foundry who cast the six ton frame, the workshops produced 100 ton 30in (76cm) stroke drawing presses for cartridge cases. At the same time the Railway Workshops continued to produce locomotives for the relief of the various railways throughout Australia.

5.6 Launceston's Public Transport

The first omnibus service offered in Launceston was the railway bus
belonging to Mr Edward Atkinson, licensee of the Elephant and Castle at the corner of Frederick and Wellington Streets, which was established at the time of the railways in 1871.

In 1886 James Hamilton organised the Launceston Omnibus and Tramway Company with a capital stock of 3,000 one pound shares. The object of the company was not only the running of an efficient line of omnibus to all the principal suburbs within a three mile radius of Launceston and to St Leonards, but also the manufacture of such vehicles, buggies and carts, not only for its own use but for trade in general.

Large stables were built where the Kingsway now is. One of the drivers employed was Thomas Owen, who had worked for the Sydney 'Bus Company. After three years he set up in opposition to the Launceston Omnibus and Tramway Company forcing it into liquidation. The plant and goodwill were purchased by W.J. Southerwood who came to an amicable sharing arrangement with Owen. In 1894 Harry Spearman, who had also worked for the Sydney 'Bus Company after being a Launceston coach proprietor, set up a service in Invermay. It was uneconomical for two companies to run the same service and in 1896 Owen and Spearman went into partnership. In 1905 they had a 6-wheeled 12 h.p. omnibus made in Launceston. The motor was made in France. They remained constant providers until 1911 when trams were introduced. Purses of sovereigns were given to each of them by the grateful public. Spearman proceeded to South Australia but Councillor Owen stayed on, providing a cartage service.

In 1904/5 the Launceston Motor 'Bus Company was established. Its life was short and disastrous but during its brief operation it commissioned Frederick Paine of Paterson Street to make an omnibus in 1905. It was built of English ash and cedar with brass mountings of local manufacture. In the front storm curtains were fitted with patent fastenings, a great improvement on the old-fashioned fixed knobs. The car was commodious - 21ft (6.4m) long 6ft 2ins (1.88m) wide and 10ft (3.05m) high. The trimmings and upholstery were all of leather with modern spring cushion seats. The 34 windows were let in with india rubber instead of putty, to prevent rattles. Every window had a spring catch with a patent fastening; blinds on spring rollers were fitted to each. There was accommodation for twenty, twelve inside and eight on the outside smokers' compartment. The 'bus was for the Newstead line and was capable of travelling at 25 m.p.h. (40 k.p.h.).
TRANSPORT - Public - Omnibusses.

1. Atkinson's Elephant & Castle, cnr Frederick and Wellington Streets
2. Launceston Omnibus and Tramway Co. (later W.J. Southerwood),
   144 York Street
3. Owen & Spearman, The Quadrant
TRANSPORT - Public - Trams.

1. Launceston Municipal Tramway Terminal, Inveresk
2. Launceston Municipal Tramway Terminal, Howick Street
3. Booster Station, Cameron Street
   --- Original Tramway 1911
   --- Tramway 1945
5.7 Trams

Trams were mooted for Launceston in the 1890s when the town was first supplied with electricity. At that time K.L. Murray, at the request of the Council furnished a report on a tramway scheme and an estimate of cost. Another report was submitted in 1894, by the City Engineer C. St John David who had carried out the design of the Brisbane tramways.

The matter was left in abeyance until 1906 when Council called for tenders for the construction and maintenance of a tramway. However, they failed to reach any satisfactory agreement and in 1909 the Council decided to undertake the work themselves.

Messrs J. & T. Gunn were contracted to construct the permanent way and cars. The lines were a 3ft 6in (1.06m) gauge, and put down on a cross sleeper system. The sleepers were of Tasmanian hardwood and the rails weighed 90lb (40.8kg) to the yard, 96lb (43.5kg) round the curves. The 'fleet' in 1911 consisted of ten cars fitted with motors. They each had a central enclosed compartment and open seats at each end. In the enclosed section a passage ran down the centre and the seats were reversible. The cars were made as far as possible of Tasmanian wood, blackwood often taking the place of Oregon pine.

The total length of the lines was seven miles (11.3km) equal to 5.75 street miles (9.25km), and they ran from Sandhill to Invermay via Wellington, Elizabeth, Charles, Brisbane, Cameron and Tamar Streets; and Kings Bridge to Newstead via Paterson, Charles, and Brisbane Streets. In early 1913 this route was extended to Trevallyn. The trams were run on a single overhead trolley rod. The current after being transformed from 5 000 volts to 550 volts at the power sub-station, was carried along the overhead copper wire, then down the trolley rod through the motors in the cars to the rails, along which it travelled back to the sub-station. The original depot was at Inveresk, but after the disastrous floods of 1929 this was moved to Howick Street.

The trams were finally superseded by more flexible buses at the end of 1952.
Messrs Owen & Spearman's 6 wheeled 12 h.p. motor omnibus made in Launceston. The motor was of French manufacture.

(Weekly Courier 15 July 1905)

Motor omnibus made by F. Paine for the Launceston Omnibus Company

(Weekly Courier 16 September 1905)
Cameron Street Sub-station.
Alternating current switchboard.
(Weekly Courier 17 August 1911)

Direct current switchboard
(Weekly Courier 17 August 1911)
Motor generators and booster set at the Cameron Street sub-station
(Weekly Courier 17 August 1911)

Part of battery room
(Weekly Courier 17 July 1911)
Tram Sheds, Inveresk
(Weekly Courier 27 April 1911)

Section of interior of tram sheds showing car in course of construction and undercarriages for cars
(Weekly Courier 27 April 1911)
First day of trams.
An inspector, Mr Strike
and the Mayor.
(Weekly Courier 17 August 1911)

First day of trams.
Opening Ceremony.
Mrs Oldham cutting the ribbon.
(Weekly Courier 17 August 1911)
Launceston Municipal Tramway Staff
(Weekly Courier 22 May 1913)

Tram accident in Bifron's Court Garden
(Weekly Courier 20 March 1913)
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Availability of water has been a major factor influencing the location of settlement.

The second attempt at forming a Bass Strait colony was at Outer Cove (now George Town) by Lt Col William Paterson in 1804. According to Governor Macquarie, Paterson suffering 'from a groundless fear, during the Very dry Season of his Arrival here, of not having a Sufficiency of fresh Water, ... removed from it [Outer Cove] to a Much Worse Place'.

The 'Much Worse Place' was York Town on the western side of the Tamar River. It became clear to Paterson, too, that York Town was not ideal and so he moved again to the junction of the North and South Esk Rivers in 1806. The confluence of these two rivers must have looked promising to the intending settlers but the water was found to be salty for some distance around. Macquarie who expressed early disapproval of Launceston, did his utmost to move the people back to George Town. He observed to Lord Liverpool in 1812 that 'The Situation of the Chief Settlement or Town at Port Dalrymple, Was Most injudiciously Chosen, The Town of Launceston being Situated in a low Marshy Flat Surrounded by High Hills, and wholly destitute of fresh Water, which the inhabitants have to bring a Considerable Distance in Boats from one of the fresh Water Rivers in the Neighbourhood, which is attended with great Trouble and Inconvenience, Expence and Loss of Time and of which the Inhabitants complain Most bitterly'.

He recommended that the settlement be immediately removed to George Town. Nobody argued that the water supply was good. Captain Ritchie, who was commandant at the time had made attempts in 1812 and 1813 to sink wells in different parts of Launceston but found only brackish water. However, the opposition of the inhabitants to the move to George Town where Macquarie claimed there was an abundance of fresh water to be found for every purpose, suggests that Launceston had other attributes worth suffering for.

John Thomas Bigge during his inquiry into the settlements of New South Wales and Van Diemen's Land was aware of Launceston's water problem. In
SERVICES - Water. Map 1

1. Thomas Cookson Simpson's property
2. Governor George Arthur's Evandale Scheme
3. Felix Wakefield's first proposal. Cataract
5. William Huttley's Third Basin Scheme
6. Sir William Denison's South Esk Scheme
7. James Towers' Patrick River Scheme
SERVICES - Water. Map 2

1. First pump at the foot of George Street
2. Watercart track, Brougham Street and Basin Road
3. Major Cotton's South Esk Scheme
4. Major Cotton's Tunnel between Hill and Granville Streets
5. Major Cotton's St George's Square Reservoir
6. Major Cotton's Cataract Hill Reservoir
7. Patrick River Scheme, Arbor Park Reservoirs
8. Patrick River Scheme, High Street Reservoirs
June 1820 he wrote to Messrs Thomas Archer and James Cox (who he referred to as W. Cox) in Launceston. It was his wish, he said, to become 'more particularly informed respecting the means possessed' by Launceston's inhabitants 'of supplying themselves with fresh water' and could they 'conceive any and what difficulty can exist in conveying Fresh water by pipes from any situation above the Cascade on the S. Esk River to the Town'.

Archer immediately employed two young men by the name of Lucas whose father, he claimed, 'supplied the whole Town of Sydney [and] Norfolk Island with fresh water by means of pipes', to carry out a survey of both the Cataract and the North Esk. James Cox on 2nd August 1820 wrote to Bigge that there was sufficient fall for fresh water to be conveyed from the First Basin, but added that 'there would be great difficulty in securing the pipes, owing to the steep rocky Hill between it and the Town which is almost perpendicular from the Water edge'. He felt that although the water from the North Esk was 1½ miles (2.4km) from town, there wasn't enough fall unless it was raised into a cistern by a pump.

John Helder Wedge, Surveyor, in his diary of January 1825 wrote: 'Sun 2, M3, T4, W5 - Kicking my heels at Launceston, but during this time I proposed to supply the Town with water by an embankment across the Mouth of the South Esk - Upon consideration I think it could be more easily done by running out a Level from the North Esk'.

Later that year at the foot of George Street a pump was erected on a few planks running into the North Esk, but the water was 'for six months in Summer Brackish and not fit for domestic use, and at all times of the Year ... very nauseous from the quantity of saline mud mixed therewith caused by the Ebbing and flowing of the Tides'.

During the summer water was obtained from the North Esk near Hobler's Bridge, 'but the place from whence it is procured, is the property of Thomas Cookson Simpson Esquire, J.P., who has recently demanded and been paid the Sum of Sixpence per Load'.

This demand resulted in a Mr Florance surveying the Cataract. The Hobart Town Gazette of 19/8/1825 reported his findings. There was water
enough, it stated, to turn three mills, besides supplying the domestic needs of Launceston. The system proposed was to bring a stream to the town and then to furnish each house with water by laying down wooden pipes through the streets. The proposal was likely to cost at least £2 000, but the Hobart Town Gazette was credibly informed that the inhabitants would cheerfully subscribe £1 000.

Armed with Florance's report, sixty-seven long-suffering Launceston inhabitants in a memorial sent late in 1825 to His Excellency Sir Thomas Brisbane, Governor in Chief humbly begged him to grant them 'one hundred yards in breadth from the ... Basin of the first Cataract to its mouth ... for the purpose of building a aqueduct by Subscription amongst Your Memorialists to convey the water therefrom into the Town for domestic purposes, as also to drive a Flour Mill of which this settlement is so particularly destitute'. While a decision by the Governor was awaited water was carted from the First Basin, the ruts of these wagons marking out the future Brougham Street and Basin Road. Such water was expensive and not available in large quantities. 'A Lady' on April Fools Day of 1831 recorded in her diary 'The weather was warm and fine. I accompanied Mr Walsh and Sheriff Legge up the Gorge of the Cataract. It was most grand and picturesque. On arriving at the head of the gorge a novel sight presented itself. About a dozen women were engaged in washing having been rowed up by two men, who also attended the fires and hanging out the taking in of clothes'.

Mr Wagstaff, a washerman who collected his customers' laundry with a packsaddled pony, built himself a hut near the basin. Although driven out by water during floods it was a lucrative trade. Laundry charges for shirts were 5/- per dozen.

When the second Cataract flour mill was erected at the mouth of the Gorge in 1834 the owners, Messrs Sibbald and Somerville, had to construct fluming from the First Basin along the southern rock face to power it. Their supply was sufficient to provide a lucrative water trade with the townspeople.

At the intersection of Bourke and Paterson Streets the millers erected a building with a tank as its upper floor, and wooden pipes conveyed the water from the mill chutes. Spouts with five or six feet of leather
hose projected from the tank and water carts could back under them inserting the hose into their casks. The pull of a cord raised a valve and released the water and a hundred gallon (5hl) cask would fill in about three minutes. When George Yates operated the mill he attached a vertical wooden pipe to the chutes before they reached the over-shot wheel, and connected it with a horizontal pipe laid under and across the punt road, and projecting eight or ten feet (2-3m) beyond the river wall, so that ships could not obtain their water.

Carters were charged sixpence a load and consumers had to pay between one-and-sixpence and three shillings depending on the distance. Often casks leaked so that only half a load was delivered and during the Victorian gold boom prices soared to seven and sixpence a load.

In 1834 the Legislative Council which had been established in 1823, approved £1 000 towards bringing water from the South Esk at Evandale through Dr Kenworthy's estate 'Cambock' to Windmill Hill. Sir George Arthur turned the first sod on 10th March 1836. Skilled Cornish miners were brought out, who with the aid of assigned labour began to build a 2 mile (3.2km) tunnel to a depth of up to 60ft (18m). The main aqueduct with a fall of 400ft (120m) was to run through open country. The scheme met with misfortune, costing far more than anticipated, and several men were killed in a blasting accident. The 'cheerful acquiescence' which Arthur had sought from the Legislative Council for this project waned, and thousands of pounds later Sir John Franklin suspended the works.

About 1844 the surveyor, Felix Wakefield, proposed two alternatives. One to dam the Esk halfway between the falls and Kings Bridge, raising the water level about 300ft (91m) and building shutes 60ft (18m) above those already in use. The Gorge already being seen as one of Launceston's major attractions, such a proposal was not received well. His second proposal which he offered with Thomas Button was to tap the South Esk at Beam's Ford below Hadspen, tunnel it through a freestone hill, erect the necessary aqueducts and carry the water in an open race via Prospect Village to a reservoir near Mount Pleasant. The levels were all taken but the government under Sir Eardley Wilmot preferred a scheme designed by Major Cotton, an engineer who had considerable experience of irrigation in India. A large water wheel was to be erected at the edge of the First Basin, the motive power being supplied by shutes leading up the river to
Cataract Shutes

Mayoral visit to St Patrick's waterworks 1904
St Patrick's River
water race 1904

St Patrick's River dam 1904
the rapids above the basin. The water wheel would pump the water in 6in (15cm) pipes over the Cataract Hill. A Mr Clark was appointed resident engineer, and a number of prisoners were employed as labourers. Two reservoirs were excavated; one in St George's Square and one at the side of Cataract Hill. From Hill Street to Granville Street a tunnel was built, shutes and pipes were laid. The water wheel framework which had been constructed in Hobart arrived in Launceston. However, the cost of the project was again subject to criticism in 1847. It was estimated that a further £2 000 would be required to complete the work and the government balked.

The Examiner of March 24th 1847 reported: 'His Excellency has stopped the Water-works and instructed Capt. Cotton to hand over the implements of labour to the Town Surveyor. The pipes were already laid on both sides of the Cataract: of 1 200 yards [1 097m] of troughing, 400 [366] are completed: The waterwheel is ready to put together: The pump is on the spot: the tanks are excavated, and one partly bricked; at an expense of £1 800, it is said, the water could be brought into Launceston in a few months, when a revenue might be obtained for supplies from pumps. Of this sum £300 is calculated for government labour; £450 for contracts entered into, and which must be paid; £450 additional, it is asserted, would be sufficient to enable Capt. Cotton to proceed until the Legislative Council assembled to sanction the whole affair. The Executive, when applied to by Mr La Trobe, authorised the work. But his Excellency has determined to stop proceedings; and as we have frequently intimated the water, notwithstanding the vast outlay already incurred in this and former attempts, is no nearer than before. We are informed that the whole cost of Captain Cotton's plan would not exceed £7 000 and a fair proportion of this has been already sunk without benefit to anybody but the officers employed who are now relieved'.

In October 1847 the exasperated Examiner wrote: 'Messrs Button, J.G. Jennings & de Little waited on the Lieutenant Governor on Monday when he reiterated his former decision, denied that he ever approved of Major Cotton's plan, and said he would shortly employ a government officer to survey the ground, and determine the best mode of bringing in the water! Colonel Arthur opened a channel - Sir Eardley Wilmot sanctioned the prosecution of Major Cotton's scheme - and our engineer Governor promises to survey a new route!! Admirable.'
In December 1849 the Cornwall Insurance Company instigated the floating of the Launceston Water Company and instructed their engineer William Huttley to assess the practicability of laying a race from the Third Basin, along the contours of the land, around the face of the Cataract Hill to a place 200ft (61m) above Margaret Street. James Scott the surveyor checked and agreed with all the levels, and approval for the scheme was sought from Governor Denison. It was not granted. Huttley was then sent off to see whether he could find a way of successfully completing Major Cotton's scheme. He reported that rather than use a wheel, a steam pump should be installed to take the water from the Basin to the top of the Cataract Hill. The difficulty of transporting fuel to the site precluded its consideration.

It comes as no great surprise that one of the first pledges of the newly elected municipal council of 1852 was to provide Launceston with water. The Launceston Water Act of 1852 empowered the Council to borrow £10 000 to supply water to the town.

Sir William Denison in 1854 approved a scheme, to bring water from the South Esk down the Gorge in iron pipes to a point near the Cataract Mill face of the hill. This would supply the town as high as the weather vane on St John's Church and to those living above that level it would be pumped.

This scheme did not meet with total enthusiasm as it was believed that gravitation would supply an insufficient quantity of water. While materials were being awaited from London, John Lamont of Invermay better known as Jock the Piper brought to the Council's notice, a plan worked out by James Towers, Lamont's late employer. Towers owned the distillery which in the 1820s gave Distillery Creek its name. With the aim of providing himself with greater water power he took levels at St Patrick's River and proposed to cut a tunnel through to his creek. With ever increasing taxation distilling became uneconomical and the grandiose plan was abandoned.

The Council asked its surveyor George Babington, who had reported favourably on the viability of the idea, to prepare a submission on this new scheme. This was accepted by Council instead of the Cataract scheme. By this time the Council had been empowered by the Launceston Water Act of 1856 to raise a mortgage of £40 000.
Launceston waterworks 1914-15
(Memoranda of the City Engineer on improvement in city water supply)

'Sub Spe'
Winning sewerage plan
The government, weary of the change of plan appointed W.H. Clayton as an independent surveyor. He made various impracticable suggestions which were finally overruled by W.R. Falconer, Director of Public Works and the scheme was put into motion.

A bluestone dam was built across St Patrick's River, from which water flowed along an aqueduct for nearly \( \frac{1}{2} \) mile (0.8km) until it reached a tunnel at 1 150ft (350m) above sea level. This led to Distillery Creek down which it travelled 5 or 6 miles (about 9km) at which point, 314ft (95m) above sea level a dam was constructed. This created the head of the supply, from whence a 10in (25cm) pipe delivered the water to town.

On 23rd October, 1857 nearly 300 people rode to St Patrick's River for the lavish opening ceremony. Champagne flowed, ladies were drawn through the tunnel in waggons especially prepared for the day. The Mayor, Henry Dowling raised the sluice gates. A twenty-one gun salute closed the ceremony and the crowd moved back towards town, to witness the arrival of the water there. Their enthusiasm was somewhat diminished when they became aware that a pipe had burst and water was flooding a paddock at Killafaddy but going no further.

This was a minor problem and soon put right. The fountain in Prince's Square, in fact the gardens as well, were installed as a celebration by the mayor and aldermen of Launceston. Private individuals donated fountains which were scattered around the town to such an extent that Edward Braddon, later to become premier, when he visited Launceston in 1878 was moved to say: 'I should imagine that in summer Launceston is a warm place. This might be conceived from its hill-locked position; but I infer it from the number of drinking fountains one sees at street corners. There are nearly as many of these as lamp-posts ...'\(^{17}\)

6.2 Sewerage

As with most early nineteenth century towns Launceston's sanitation was inadequate. The tradition of tipping waste into the streets was maintained
with the consequent disease problem.

Into pits dug for brick clay such as at Prince's Square and Brickfields night soil, dead animals and other waste was disposed. The Glen Dhu Creek which may have washed small amounts of waste into the Tamar became clogged at the Brickfields and would flood into the surrounding streets, floating the rubbish.

Henry Widowson in 1829 found Launceston's streets quite impossible for females in rainy weather because of the want of draining and proper management.¹⁶

Those who had the money and knowledge built their houses on the hillside at reasonable distances apart. A drainage plan for the whole of Launceston was not introduced until the 1830s and even then it appears to have been haphazard. The Launceston Adveptiser observed 'the very judicious improvement carrying on in Launceston, that of draining. Without this all labour bestowed on the streets is wholly thrown away; with it we may expect to see the streets serving the purpose for which they are supposed to be designed'.¹⁹ Later in 1833 the Police Act was passed. It proposed a number of sanitary laws. No dead animal was to be thrown into the Tamar. Clause 17 determined that 'persons driving night soil etc. through the streets between 5 a.m. and 10 p.m. or filling the cart too full' were liable to a fine of £5. Very little was said about drains except that all buildings were to have a gutter of sorts so that pedestrians were not deluged. Until 1843 Paterson Street was so full of rats, mud and holes that it was perilous to venture along it.²⁰ Mr Moore, then the Town Surveyor saw to it being metalled the following autumn.

During the heavy rains of 1845 dwellings in Margaret Street were completely 'overflowed' and people escaped up to their waists in water. The premises of Thomas Button, who at some cost had raised his tan yards against this eventuality were still flooded.²¹ Time didn't improve matters. In 1851 'The miserable condition of the drains in this town may be inferred from the fact of the principle sewer which crosses Charles Street, having fallen in on Thursday morning, leaving a large hole in the footpath, in which might be seen the rushing torrent - recalling to ones mind the frightful abyss revealed by Monks to the horrified Bumble'.²²
Forster Street pumping station under construction March 1934

Sewerage construction 1934
With water promised by the Municipal Council, the Examiner in 1853 under the editorship of W.S. Waddell, turned its attention to the question of sanitation. He felt that Launceston's situation was favourable to a system of proper drainage and that the health of the inhabitants as the town grew would depend upon 'subterrene circulation'. The system proposed was the constant supply of high pressure water to houses and tubular drain pipes sunk from sinks and water closets to carry away refuse.

He gives examples of the cost and efficiency of systems used in Rugby, Croydon, Ottery St Mary, Barnard Castle, Tottenham, Sandgate, Penrith, Ely and Manchester. It had been found that deposits accumulated in the old brick sewers and drains turning them into cesspools as they detained the pestilential matter they were intended to remove. The new glazed stoneware pipes were self cleansing and seen to be vastly superior.

On the 3rd December 1854 a memorial was sent to Governor Denison 'The mayor and aldermen of the Town of Launceston respectfully sheweth that petitioners have had frequently to mark the serious consequences to the health of the inhabitants arising from the absence of a system of sewerage within the Town of Launceston.

That petitioners have been anxious to consider this important question with a view to the commencement of works having for their object the perfect drainage of the said town, but having no data upon which to base calculations of the probable cost thereof, your petitioners have been unable to go into the question referred to.

That the present time, when it is expected an ample supply of pure water will soon be brought into the Town, is more desirable for taking the preliminary steps for the sewerage of the said town.

That the absence of public endowment, and of other local sources, out of which in the mother country the municipal authorities are enabled to provide necessary funds for at least the preliminary expenses of such undertakings Petitioners can only refer to your Excellency.

Petitioners therefore pray that your Excellency will be pleased to place on the estimates the sum of 500 pounds to enable them to have levels taken and estimates made with a view to the preparation of a Bill to
be Submitted to the Legislature providing for the sewerage of the Town of Launceston'.

On 14th January 1857 Council received his reply intimating his agreement to the proposal and in March 1855 a sewerage committee was formed. Street levels were taken in July by the surveyor.24 This completed, the Municipal Council decided to organise a competition to be judged by Sir William Denison. The prospectus stipulated that glazed pipes imported from England were to be used, and gave rates of local materials and labour.

Although a winning plan was accepted the council was not expecting it to be carried out in haste. In the Launceston Improvement Act of 1858 allowance was made for the laying of sewers and provision of ventilation, but much greater detail was given to the expansion of the 1833 night soil clause. 'Any cart, carriage not having a cover proper for preventing the contents of such a cart, or of the stench thereof, or who wilfully slops or spills such offensive matter in the removal thereof, or who does not carefully sweep and clean every place in which any such offensive matter has been placed or unavoidably slopped and spilled shall be liable for a penalty not exceeding 40/-'.

The winning plan of the 1857 competition was named 'sub spe' and consisted of culverting the Margaret Street Rivulet as the main outfall drain and running other outfall drains down Charles Street, St John Street, George Street and Tamar Street with branch drains from other streets. These areas had formerly been drained by rivulets running into Glen Dhu Creek. Some had grandiose ambitions for Glen Dhu Creek. Henry Button visualised it being enlarged to a 32ft (9.75m) wide canal flanked by trees and ending at Frankland Street, but nevertheless remaining the main sewage outlet. Instead in the 1860s a sewer was built 8ft (2.4m) in diameter at the outlet with a flat gradient. Unfortunately the opening of the outlet was below water level and unflapped. Water would flow up the sewer with the tide and at times of flood would inundate the town as far as the Elizabeth and Bathurst Street intersection.

The tide posed other problems too. With the sewage pouring straight into the Tamar at the Esk junction, 'much of the sewage floating up and down with the tide ... [was] deposited as slime upon the mudbanks, and the effluvia raised from it in its periodical exposure to sun and air
... [were] carried over the town by the prevailing winds. The parts of the towns most exposed to this nuisance [were] those that on account of their low-lying marshy position ... [were] already insalubrious'.

Awareness of public health grew in the 1870s. Alderman Mills, an architect visited Melbourne in 1873 to look at pipe making machinery for Launceston, but two years later pipes were still being imported from Victoria. During these years, though, the corporation was visited by various pipe making gentlemen including Mr C. Marks of Ballarat, the proprietor of the Gillbrook Pottery at Brunswick and Mr Alfred Cornwell of Brunswick. The prize was big. The corporation expected to spend £15 000 on pipes for the updating of the sewers.

Cornwell purchased land on the richly clayed Sandhill for his pipe manu-

factory and the Launceston Corporation commenced a large scale pipe laying programme.

In 1886 Alfred Mault, Engineering Inspector to the Tasmanian Board of Health, recommended that sewage should be carried away from its present inlet to tanks on the 'swamp' side of town. Here it was to be broken down with lime, before being piped out to the river. To raise the sewage to a level compatible with the tanks at Invermay, Mault suggested the use of Shone pneumatic ejectors run on a Donaldson powered engine. These ejectors had been used in Eastbourne and consisted of airtight receivers into which sewage flowed by gravitation. When they were full, compressed air valves opened and forced the waste through.

To solve the problems associated with the Margaret Street sewer he suggested the introduction of two 600 gallon (2 7271) ejectors at the intersection of Paterson Street. Certainly Margaret Street sewer was worth saving. Almost a third of the total expenditure on sewerage had gone into it. A beautifully executed piece of civil engineering this brick barrel sewer begins as a 9in (23cm) diameter pipe at Cosgrove Park growing to 10ft by 7ft (3m by 2.1m) at Royal Park.

In 1934 an additional pumping station was erected at Forster Street.
SERVICES - Lighting. Map 1

1. B. Hyron's Angel Inn, Charles Street
2. Dr Pugh "Nelumie", St John Street
3. Proposed site for gasworks, Paterson Street
4. Gasworks, Cimitiere Street
5. Siemens Bros, Wharf
6. Distributing Station, Bourke Street
7. Distributing Station, Brougham Street
SERVICES - Lighting. Map 2

1. Alderman Barrett's proposed generating station, Hobler's Bridge
2. Duck Reach Power Station
3. Duck Reach cottages
4. Trevallyn Power Station
5. Trevallyn dam
6.3 Public Lighting

Public lighting was largely non-existent in early nineteenth century Launceston. Some respite from the utter blackness enveloping the town was provided by the slush lamps butchers placed outside their shops. The few spermaceti oil lamps provided by the government which were repaired and lit on an annual tender were not sufficient to keep the people of the town happy, as reflected in a Launceston article of 11th July 1836 quoted in the *Cyclopedia of Tasmania*, 'It has long been the wish of the inhabitants to have their streets properly lighted, and this might be easily accomplished at a trifling expense to the population, considered individually. Say, for example, there were some 2 000lbs [900kg] of meat daily consumed in the town; if one farthing extra is charged by the butchers on each pound of meat sold, 2 000 farthings might be laid by, which at the end of one month would give £58/6/8, or £7 000 per annum. If seventy five lamps were added to the few that now make darkness visible, and a sum per night allowed for each lamp for oil and cotton, £13/2/6 would be the weekly expenses, or annualy £689/10/-. The probable expenses for posts and lamps would be 26/- per lamp - £93/15/- which could be raised by subscription. Launceston might be divided into four divisions, and convicts allowed as lamplighters, on the principle of post office messengers, under the immediate superintendence of the district constable. A committee might be formed by the inhabitants, and proper officers chosen from amongst them for the management of the whole'.

Quite new systems of illumination were in the offing. In 1845 the *Examiner* announced 'The Angel Inn, kept by Mr Hyrons exhibits the novelty of being lit up with gas. We are informed that the expense, after the original cost for apparatus etc., is less than that incurred by burning sperm oil'.

Three years earlier in 1842 Dr Pugh had installed coal gas lighting at his house 'Nelumie'.

But these two gentlemen were well ahead of their fellow townspeople who, at the jubilee celebrations for the cessation of transportation in 1853,
Launceston Gas Company with new facade on office building
Launceston Gas Company
Horizontal retort

Launceston Gas Company
employees in front of retort

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used as illuminants bonfires and barrels of tar.

The Launceston Improvement Act of 1858 allowed the Council to 'purchase and provide so many lamps, lamp irons and lamp posts as deemed necessary and to cause same to be fixed upon or against any wall, rail or palisade of any building ... and to cause said lamps to be kept lighted with gas oil or otherwise ... [and it was to be] lawful for the Municipal Council, from time to time, to contract with any Gas Light Company, or with any person or body corporate for lighting the town with gas, oil or otherwise from year to year'.

In May 1858 the Launceston Gas Company was formed by many of the town's leading citizens including the Mayor, Henry Dowling and the Colonial Secretary, Mr Henty. The first meeting took place at the Cornwall Hotel, one of the many ventures to springboard from this venue. The instigator was said to have been Alexander M'Naughton aided by James Peters, the founder. Certainly these two were both elected to be directors along with John Cameron, George Gilmore, Richard Green, Isaac Sherwin and William Tyson. They employed W.R. Falconer, who had already superintended the Hobart Gas Works and the waterworks, as their engineer. By July they had sent to England for a plant and equipment. This was before they had even secured a site. In August they were hoping the Crown would sell them land between the Tamar and Paterson Streets, but eventually the marshy paddock between Westcombe and Willis Streets was purchased. By October tenders were being called for the erection of the gas Works office. A. Henderson won the contract for the erection of the 129ft (39m) chimney for the works which William Tyson suggested should be planked with gum. Pipes were purchased from Edginton and Sons' Phoenix Iron Works in Glasgow, and in December Falconer's designs for the retort and purifying house were approved by the company and submitted for tender. Messrs Francis and Miller's tender for £3 333 was accepted. In April the Company sent a memorial to the Council for a road to be made up along the Esplanade. They would, they said 'be willing to supply the corporation with two or three thousand gallons of tar free of charge for the purpose of testing the utility of this article in the formation of a drier and more durable class of footwalk in the town'.

In July mechanics Thomas Lauder, James Craig, D. Spiers and D. Farquharson arrived at Launceston with £1 503 worth of plant plus gas fittings.
Purifiers were to arrive shortly. At the half-yearly meeting in August 1859 the company was able to report that the offices had been completed and that the main buildings would be completed during the ensuing month.

The office was opened on 1st October and orders were accepted for fitting up shops, chamber and dwelling houses with pipes and all requisite light fittings. Work proceeded rapidly, as the Cornwall Chronicle reported, 'The pipes, the arteries of light, were scarcely debarked when they were placed in their various resting places'.

The carbonising plant consisted of seven beds of six horizontal retorts 9ft 3ins (2.82m) long 22ins by 14ins (56cm by 36cm), 'D' shaped. They were charged and drawn by hand.

On 5th April 1860 Launceston's 123 street lights were first lit with the new light whose 'brilliance was of course astonishing'. The Cornwall Chronicle anticipated a great future, although 'there are those imbued with old fogy notions and primeval habits who will prefer the filthy tallow candle to the brilliant jet of gas. Once let the few old fogies who would still be in darkness realise the comfort of gas, these notions will dissipate like grease before the fiery furnace'.

At its inauguration on Easter Monday 9th April 1860 the Mechanics Institute was the first building to be lit by gas.

In June 1861 there were 528 gas lights in Launceston. William Martin remembered the lamplighters who every evening ran from lamp to lamp with a light ladder at great speed.

At the turn of the century 3 500 households and businesses consumed gas, 36 miles (58km) of mains had been laid down and 43 (70km) of service pipes. Fifty hands were employed at the Gas Company workshops manufacturing cooking and heating stoves, and water heaters.

By the 1930s the old carbonising plant had become uneconomical and the more efficient continuous vertical retorts on the Woodall Duckham principle were installed in 1932. The gas-making capacity was now 350 000ft³ (10 000m³). The retort bench was erected in a steel frame retort house,
Elevation of Vertical Retort
(The Launceston Gas Company)

Vertical Retort House
(The Launceston Gas Company)
Waste heat boiler in vertical retort house
(The Launceston Gas Company)

Top charging platform showing auxiliary coal hoppers
(The Launceston Gas Company)
The Woodall-Duckham Coke Extractor
(The Launceston Gas Company)
and was complete with a coal and coke handling plant. Coal was delivered in lorries to the end of the retort house and tipped into a hopper from which it was fed into a single roll coal breaker by means of a jiggling feeder. A delivery shute took the broken coal to a 20-30 ton per hour gravity lip bucket conveyor which raised it to the overhead storage hoppers above the retort house bench. It is then fed through valves into the auxiliary supply hoppers attached to the top mouth pieces of the hoppers and the coal dropped into the retorts at a speed regulated by the rate which coke is extracted from the bottom.

The retorts were rectangular and tapered, about 25ft (7.6m) high. They were heated by the combustion of producer gas in a series of vertical combustion chambers built at each side. By the time the coal reached the bottom of the retort it had become coke and the residual heat was used to make watergas with the aid of steam introduced through nozzles fitted to the curved bottom plate of the coke extractor box.

The extractor roller was made up of a series of cast iron stars mounted on a square shaft, each having a slight lead on its neighbour. An adjustable clamp on the reciprocating drive bar operating the extractor wheel regulated the speed of extraction. A cast iron hopper closed with a water-sealed gas-tight door was fitted beneath the extractor. From the vertical house the gas was conveyed through 12in (30cm) underground pipes to the two exhausters. These were of the Bryan Donkins type each with a capacity of 25 000ft$^3$ (710m$^3$) per hour, one of which was direct steam driven and the other belt driven from a 5½ h.p. vertical steam engine. From here the gas passed through a Walker's Patent Washer Scrubber, and finally through a Livesey Washer, each having a capacity of 250 000ft$^3$ (7 100m$^3$) daily. The oxide purification plant consisted of four boxes, 22ft (6.7m) long by 13ft (4m) wide by 5ft (1.5m) deep. The Milne type station meter had a capacity of 7 000ft$^3$ (198m$^3$) per hour, and the liquor concentration plant a capacity of 100 gallons (455l) of finished product per day.

In 1940 the Gas Company built new Art Deco offices and showroom at 90 St John Street where they remained until 1981 when the old office on the Esplanade was restored.
6.4 Electricity

Over the years the brilliance of the gas street lights dimmed in the eyes of the people. In 1878 when Edward Braddon was visiting the town he observed that Launceston was poorly lighted and its few and far between gas jets hardly more than made the darkness visible.47

In 1887 another meeting of influential members of Launceston society saw the formation of the Launceston Electric Light and Motive Power Company. They intended to buy Ritchies' Mill which could be partially converted to a power station, and the water-rights to the Cataract along which could be constructed large flumes measuring 4ft (1.22m) by 10ft (3.05m).

In the same year the Municipal Council was given the water-rights to the South Esk by Parliament with the Launceston Lighting Act.48 Peter Barrett, an alderman, cordial manufacturer and one time engineer offered on 30th May 1888 in a private capacity to erect and operate the plan described in the prospectus issued by the Launceston Electric Light and Motive Power Company. After twenty-one years he would hand it over to the Council free of charge. Should they be prepared to extend the contract to thirty years he would increase the number of arc lights to seventy and extend their daily running by two hours.

The Council neither wished to accept or extend. They felt that if Launceston was to have electricity it should be in their hands and so the offer was declined. Changing his hat, Alderman Barrett suggested that if a 15in (38cm) pipe were exchanged for the existing 10in (25cm) one from Distillery Creek, electricity might be obtained on the same circuit as the water supply. Later he expanded this to enlarging St Patrick's dam and bringing a 28in (71cm) main to Hobler's Bridge where a generating station could be built. As 1888 wore on the Council became increasingly enthused with the idea of electricity and entered into correspondence with the Mayor of Wellington, New Zealand and the Gulcha Company who had been contracted to supply hydro electricity to that town.
In early 1889 G. Gordon, an engineer was employed to examine all the possible sources for hydro electric power in Launceston. He was against the idea of interfering with the water supply and on his recommendation the South Esk was selected.

Messrs Harrison and Whiffen, managers of Crompton Electric Supply Co., Sydney were asked to prepare plans, specifications and estimates.

K.L. Murray who had been the Victoria Government Engineer and in 1888 had organised the lighting for the Centennial International Exhibition in Melbourne, drew up the final plans with amendments by the new City Surveyor C. St John David.

Section 25 of the Launceston Lighting Act 1887\(^4\)\(^9\) required that before any scheme could go ahead a poll had to be taken in which two-thirds of the voters had to be in favour. They were, at 2 173 to 690.

Council began negotiating the purchase of William Barnes' land and St John David was instructed to build the necessary dams and weirs on the South Esk. This was in February 1893. He finished in six weeks.

In July nine tunnel tenders were received. That of O'Neill Brothers and Rodgers of Newham Town Sydney was accepted at £10 872/5/-\(^4\). However, they were unable to begin until October, because cartage was quite impossible during the winter. The 2 790ft (850m) tunnel was worked from both ends through dolerite rock. W.H. Knight manufactured the self contained direct-acting compressor engine and boiler, which with a receiver supplied from about 260ft (80m) above the tunnel compressed air for the pneumatic drills. The inlet end of the hauling was undertaken with the aid of a 6 h.p. vertical engine which also supplied the compressing plant with water by means of a Westinghouse pump.

In March 1894 Siemens Brothers signed a contract to erect and manage the electric light scheme. They took extensive premises on the wharf, and arranged for Mr Dunk and his patent pole trimming machine, to come to Launceston. The poles were octagonal from the ground to 8ft (2.4m) and then circular and tapering.
Plan and Elevation of Duck Reach Power Station
(Electricity Supply Works)

Intake of tunnel
(Weekly Courier 11 May 1907)
Preparing lamp posts
(Electricity Supply Works)

Electric lighting in Brisbane Street. A superseded gas lamp can be seen on the left.
Distributing Station at the intersection of Canning and Bourke Streets.
Built by J. & T. Gunn.

Members of the United Travellers Association on the bridge at Duck Reach
(Weekly Courier 9 April 1904)
J.T. Farmilo, a Launceston builder was contracted to build the generating station. Materials were brought along a rough bush track transversing Gunn's old brickyard at Westbury Road, and ending 150ft (45m) above the river bed. An aerial tramway was constructed to take people and materials from here to the site. The buckets were large enough for three passengers. Rock was blasted for the 15ft (4.6m) foundations and for the trench which was to become the water race.

The pipes running from the tunnel exit to the receiver behind the power station were fabricated by W.H. Knight a Launceston founder, and conveyed to the site in pieces.

The plant arrived before the generating station was ready and because it needed to be transported to the site before winter when the road was unpassable an iron building was erected above the prospective station. To get the plant from the top of the hill to the site (a 1:1 gradient for 400ft (122m)) a wooden tramway was built and a truck was fastened by a wire rope passed round a winch. Some of the machinery it had to handle was 300cwt (1 524kg).

The machinery initially fitted only utilised 400 of the 1 560 h.p. available from the tunnel.

Eight Thomson Vortex Turbines fitted with Murray hydraulic governors and adapted for a fall of 110ft (34m) were installed by Gilkes of Kendall's, engineer David Stables. The turbines had an outer case of cast iron and revolving blades of brass. The Delta metal fixed guide blades were adjustable, according to the water available. The wheels made by Messrs Gilkes & Co. of Kendall England, worked vertically and the draft pipes were fixed so that part of the fall acted by suction. Five of the turbines drove arc light dynamos at 800 revolutions a minute, giving 21 h.p. each and the other three drove alternators at 460 revolutions a minute, each giving 158 h.p.

The Siemens Bros arc light dynamos (H.H.D. type) produced a constant 7 amp current and E.M.F. of 1 750 volts at 800 revolutions a minute. The ring type armatures were wire wound. The double magnetic circuit electro magnets were series wound and made of best wrought iron. The
dynamos and turbine each had fall plates fastened to them which were bolted together, so that the dynamos could be driven direct by the turbines. The dynamos were fitted with Siemens' patent constant current regulator driven from their spindles, arranged to shift the brushes round the commutator in the direction determined by a small solenoid in series with the lamp circuit. The Siemens' W type alternators had revolving disc armatures each with 244 coils and revolving at 460 revolutions per minute when the alternator output was 100 kilowatts at 2 000 volts E.M.F. They were fixed to the turbines with a flexible coupling which consisted of two face plates fastened to their respective shafts, each plate had teeth with springs in between so that they could drive whatever the relative position of the two shafts.

Each alternator had an exciter in the form of one Siemens' H.B. continuous current dynamo connected to the alternator shaft. The alternators had strong fields and a weak armature reaction ensuring that they run safely and steadily in parallel.

The direct current and alternating current each had its own switchboard on a marble base.

Because the wiring for the arc lights was in four different circuits, the switchboard was arranged so that any of the five arc light dynamos could be connected to any of the circuits. The circuits were arranged so that only every second lamp was powered by the same dynamo. This meant that if a breakdown occurred there would at least be half the lights in an area functioning.

The mains for the alternating high tension circuits were formed by two pairs of wires connected together at the incandescent switchboard, and the switching apparatus was arranged so that the alternators ran parallel to the mains.

Siemens' patent double magnetic circuit transformers were used in the city. They had capacities of between one and eight kilowatts and consisted of Siemens' special stamped core plates slipped into a bobbin on which two coils were wound.
Original Duck Reach Power Station

Original machinery at Duck Reach
Enlarged Power Station
(Weekly Courier 11 May 1907)

New 300kw 3-phase 5 000 volt generators and turbines
(Weekly Courier 11 May 1907)
Cameron Street Substation. Switchboard and transformers controlling arc lamps. (Weekly Courier 11 May 1907)

Cameron Street Substation. Back of High-tension Switchboard. (Weekly Courier 11 May 1907)
Launceston Exhibition of Australian manufactures and products.
Electrical display.
(Weekly Courier 6 April 1907)
The Siemens 'band' 7 amp arc lamps burned for 16 hours before needing to be recarboned. They were fitted into 120 arc lanterns which were placed at a height of 30ft (9m) along the centre of Launceston's main thoroughfares. They were manufactured by J.W. Faul of Bendigo who supplied the Victorian Railway Department with very similar ones. To avoid duty and breakages he made them at the Salisbury Foundry in Launceston. The iron frames were manufactured by Jeremiah Gurr. They were glazed with special dioptrical glass. The lamps were painted a colour described as light purple brown, and the frieze pattern picked out in gold. Two hundred of the smaller incandescent lamps of 50 candle power were attached to the poles which carried the wires. Their shades were enamelled blue outside and white inside, with an ornamental fringe.

The distributing station built by J. & T. Gunn was situated at the corner of Canning and Bourke Streets. It was built of brick on concrete foundations with a slate roof and surmounted by a 30ft (9m) timber tower. The entire building measured 40ft (12m) by 25ft (7.6m) and was divided into a switching and testing rooms, a workshop, and a storeroom. The suspension bridge below the generating station was made by Salisbury Foundry Company. The lights were turned on at 8 p.m. on Tuesday 10th of December 1895 and Launceston became the first Australian city to be illuminated with hydro electricity.

No sooner were the lights on, demand for electric power for motors grew. By 1909 the city council had decided to scrap the single-phase system and a three-phase system comprising of four 460 h.p. turbines each, driving three four-phase generators, was installed. In 1929 these were supplemented by a 180 h.p. generator.

The generating station was partly destroyed by the floods of 1929, but the machinery remained largely intact. After repairs the station continued to operate until 1956 when the Hydro Electric Commission built the Trevallyn Power Station.

The dam for the new power scheme is a mass concrete gravity structure. Visible from the dam an inlet control structure marks the upstream end of the 2 mile (3.2km) 21ft 6in (6.5m) diameter tunnel which is built in two sections. One running to the valley at Pitt Avenue where the Marawaylee construction village was situated, from which water is led through a steel
pipeline incased in reinforced concrete to the other side of the valley to the second part of the tunnel which falls steeply through the level of the power station below the West Tamar Road. Here the tunnel divides into four branches each leading to a machine. The tunnel and inlet works were constructed by the Compagnie Industrielle de Travaux (CITRA). All other works were undertaken by the Hydro Electric Commission.

The Trevallyn works commenced operations in 1955.
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44 See 'A talk about old Launceston' by William Martin, 28 September 1927 (TS Queen Victoria Museum and Art Gallery, Launceston).

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49 Ibid.


51 The Daily Telegraph, 6 November 1906.
METAL INDUSTRIES

6.1 Foundries

John Williams established his foundry on Sandhill in 1833 and in 1843 he sold it to William Peter who had just arrived in the colony. Peter began in a small way, manufacturing iron casting for agricultural machinery, but by 1853 was advertising for an iron moulder who thoroughly understood his business as well as an apprentice. He had already begun to make the stoves he was to become famous for in 1851.

In 1863, calling himself an iron and brass founder he advertised stoves, ovens, pumps, sash weights, air bricks, gratings and castings. In 1874 he made the largest wheel to be cast to date in Launceston for use at the battery at the Leura reefs. It had a circumference of 86ft (26.2m) a diameter of 28ft (8.5m) and was cast in twelve segments. It was joined by Messrs Archibald and Jackson and was fixed in connection with a large waterwheel to drive the stamps at the battery. The shaft to which the wheel was attached was 5in (13cm) diameter and the pinion to fix it to the shaft was 3ft 6in (1.07m) diameter.

Peter tested for quality the first pig iron produced in Tasmania in April 1875 by the British and Tasmanian Charcoal Iron Company. He pronounced it durable and from it manufactured ovens, railings, pulleys and tramway wheels. In spite of the promise shown the iron company had to close down its works in 1877 because it found itself unable to cope with the high chromite content of the iron.

James Peter Senior retired in 1883 in favour of his son who was joined by Charles James Saul, a marine engineer who had trained with the Caledonian Company, Glasgow, and the Eagle Foundry at Greenock. Peter and Saul doubled the number of employees and taking advantage of the mining boom of the 1880s, offered quartz crushing, winding, pumping and brickmaking machinery and rock drills as well as their more domestic verandah brackets and balustrading, and, of course, the ovens. They also produced marine engines and an iron steam dredge used on the River Tamar. The iron work
METAL INDUSTRIES

1. William Peter
2. William Knight
3. Charles Saul, cnr Charles Street and Esplanade
4. Messrs Archibald & Jackson, later James Scott, Cimitiere Street
5. Salisbury's Foundry, Esplanade
6. Bogle & Clark, late Glasgow Engineering, William Street
7. Francis Jackson, locksmith, Paterson Street
8. Francis Jackson, 56 Charles Street
9. Francis Jackson, 101 Charles Street
10. Francis Jackson, 106 Cameron Street
11. John James Dell, machinist, Cameron Street
12. J.W. Ikin (later W. Foster), 134-136 Cimitiere Street
13. William Huttley, Cimitiere Street
14. George McLean, 104 George Street
15. George McLean, 95-97 George Street
16. Mount Bischoff Smelters, cnr William and Tamar Streets
17. Tasmanian Tin Smelting Co., Wharf
for Launceston's Academy of Music, Bank of Australasia and the Custom House was all produced by them. They carried out a number of orders for the Mount Bischoff and other tin mining companies as well as manufacturing stationary engines for steam sawmills.

Saul left the partnership in 1890 and started his own marine engineering business at the corner of Charles Street and Esplanade. Peter continued his newly named Vulcan Foundry with his son. In 1892 they advertised themselves as not only the sole Tasmanian manufacturers of cooking ranges, ovens and grates but also the only bellfounders in the colony. In 1892 they already had a telephone, No. 34, at their foundry at 22 Wellington Road (later the same site was referred to as 160 Wellington Street). In 1902 the business was run by Peter Brothers and by 1925 they were concentrating on the manufacture of ovens. They offered Native long fuel stoves; Star stoves for cottages and bungalows; and special stoves for hotels and restaurants. A vast one was custom-made for the Launceston General Hospital. In 1929 Peter Brothers was taken over by Phoenix Foundry Pty. Ltd. who continued the manufacture of stoves.

In 1854 William Henry Knight, in charge of four other skilled workmen, was brought out from Yorkshire to Launceston by Messrs Grubb and Tyson, to install the machinery for their sawmill at Pipers River. In 1859 he rented premises from William Peter, adjacent to his foundry in Wellington Road where he fabricated mill and agricultural machinery. He shared these premises with E. Hamilton who offered prospective customers thrashing machines, dressing machines, chaffcutters, quartzcrushing mills, amalgamators, retorts, pumps, portable engine boiler tubes, iron, cast steel. He would also do any kind of smith or boilermaker's work and repair all kinds of mill gear and mill saws. Hamilton, because he was in business by himself, requested that all orders should be left with William Peter if he was not at home. Knight on the other hand was able to employ two men.

The construction of the Launceston and Western Railway in the late 1860s and his consequent contract for the manufacture of ironwork for all the bridges and gates along the line and the wagons, boosted Knight's business considerably. He imported the first superior steam hammer to be used in Tasmania to cope with his increased work-load. In 1874 he put out a price
Bill from William Peter for the Launceston waterworks 1862

Peter & Son, Wellington Street
(Local History Collection, Northern Regional Library)
Peter Bros' Stove Display at the
Launceston Exhibition of Australian Manufactures
and Products held at the Albert Hall
(Weekly Courier 8 April 1907)

Peter Bros' Working Exhibit
at the Launceston Exhibition of Australian
Manufactures and Products
(Weekly Courier 30 March 1907)
list of all articles manufactured at the Phoenix Iron Works:

Phoenix 4-wheel double speed reaping and mowing machine £35
2-wheel ditto £35
Impulsoria or double horsehead horseworks with peg drum;
   thrasher and shaker complete with wheels and axles £60
Circular horseworks with motion complete £19 10s.
Chaffcutters £6 10s. - 17
Double furrow wheel ploughs with seat £18
Single iron ploughs £9
Winnowing machine £12
ditto with porcupine £15
Patent mangle and wringing machine £7
Cheese press £6 10s.
Patent sausage filler £4

Knight purchased land to the north of William Peter's foundry and began
to erect a large factory in 1875/76. Orders came from the Tasmania
Gold Mining Company at Beaconsfield and others at the beginning of
Tasmania's mining boom, and he increased his employees to sixteen.

W.H. Knight died in April 1878 leaving his business to his son W.H. Knight.
They branched out into boiler making which added to their other mining
machinery catered for the new mines being sunk almost weekly. In 1882
Knight added an iron and brass foundry in a building measuring 40-70ft
(12-21m). When he received, in 1885 a large government contract for
iron bridges for the new railways, he bought more machinery including
the first complete hydraulic portable riveting plant, successfully
worked in the Australasian colonies. The bridges made included the
Forth Swing Bridge, an 84ft (25.6m) span iron bridge at Fisherman's Dock,
Hobart, an iron structure at Corra Lynn and two bridges on the Derwent
Valley Railway line. In 1886 Knight added further to his already
extensive works when he won a tender to build two hundred coal hoppers for
the Government Railway Department. His factory now covered 2½ acres (1ha)
and he was employing sixty men.

At the Tasmanian Exhibition held at Launceston's Albert Hall in 1891/92
special mention was made of Knight's display of locally made engines and
castings. He was highly commended for a 1 h.p. horseworks of a new
design, won a First Award for a one hand power brick press for moulded and plain bricks, a Special First Award for wrought-iron double riveted high pressure navigation tubes, a First Award for iron furniture and Second Award for iron verandah and baleeny posts, panels, brackets, frieze and ornamental casting. He received a First Award for a 4 h.p. vertical engine and steel boiler, with patent high speed governor and new improved injector; and one for a 4 h.p. horizontal steam engine and steel boiler. A Special First Award was given to him for his 14 h.p. horizontal steam engine 'Phoenix'.

In 1903 Knight produced the City Park gates, and the railings round Princes Square and the hospital. In 1919 Knight and Peter amalgamated and in 1929 Peter was taken over by the Phoenix Foundry. A new foundry was erected on the old Peter Brothers site, equipped with modern machinery including two electric welding machines, one of which was portable. Phoenix took over the Peter stove production, and increased the output to thirty stoves a month. The company had 27 employees by 1933. In 1937 they made the electrically welded framework of the A.N.A.'s hangar at Western Junction. During World War II Phoenix produced components for 45 steam winches for ships and built cranes capable of a three ton lift with a 35ft (10.7m) span for ships. It also built the steering gear, funnels and skylights for the 300 ton cargo ships which were made in Hobart. Seventy-five sets of steam and exhaust pipes for Garratt locomotive engines and a pontoon bridge, were also produced. The output required the sixty-four employees at the foundry to work overtime almost every shift. The Phoenix Foundry closed in December 1978.

In 1846 William Huttley, engineer of the Cornwall Foundry informed the public that he had established a brass and iron foundry at his premises in Bathurst Street where any castings not exceeding 30cwt (1 152kg) could be undertaken. In 1850 he told potential customers he would make and repair all kinds of machines at the shortest notice. As the Engineer to the Cornwall Insurance Company, a fire engine was always ready on his premises in case of fire. Huttley's involvement in the Launceston water scheme is related in Chapter 6.

James Scott, born at Cressy in 1858 was apprenticed to Messrs Archibald and Jackson (joiners of William Peter's large cast iron wheel) who began their engineering business in Cimitiere Street in 1863.
W.H. Knight and two sons with sluice valves manufactured at Phoenix Foundry for Duck Reach power station
(Weekly Courier 16 April 1904)

Automobile contestants outside W.H. Knight's Phoenix Foundry
(Weekly Courier 10 April 1913)
W.H. Knight's Phoenix Foundry, Wellington Street
(Cyclopedia of Tasmania)

W.H. Knight's display at the International Exhibition held at the Albert Hall Launceston 1891-92
From 1881 Scott was employed on the New South Wales Government Railways where his uncle was a locomotive engineer. On his return to Launceston in 1884 he bought Archibald & Jackson's business. He expanded the concern by buying extensive machinery particularly for the manufacture of boilers which he would now make up to a capacity of 50 h.p. His speciality at this time was flour milling machinery although in 1888 he was involved in the installation of extensive irrigation works 'in the interior of the island'.

The same year he went into partnership with Messrs McKenzie and McDonald at the Salisbury Foundry and was largely responsible for the erection of Salisbury's new building in the Esplanade. In early 1892 he formed a partnership with John Clark, foreman at Salisbury Foundry and contracted J. & T. Gunn to make considerable alteration to a galvanised iron flock mill in William Street. They equipped their new Tamar Foundry with modern machinery such as a Newbold radial drilling machine, a steam hammer, a plate bending machine, a double ended punching and shearing machine, a four jaw chuck and a Newbold planing machine.

In 1895 Scott left the partnership to supervise the installation of machinery for the Anchor mine at Lottah and later to manage the Liberator and Cambria mines. During his absence E. Bogle erstwhile Assistant Government Inspector of Machinery stepped into his shoes.

It appears that the Bogle family had been in Tasmania for some time. In April 1842 the following advertisement appeared in the Examiner: 'Notice is hereby given, that the contract of co-partnery of Bogle, Alexander, & Co., Glasgow and Kerr, Alexander & Co., Van Diemen's Land, having expired, Mr James Alexander's interest ceases from this date; and the same business is carried on in Glasgow, under the firm of Bogle, Kerr & Co.; and in Hobart Town and Launceston, under the firm of Kerr, Bogle & Co.'

Bogle & Clark in 1896 received a contract to manufacture the Victoria Bridge and to meet the new demand extended their premises and trebled their workforce. The bridge was officially opened on 10 January 1899 when Alfred Blades 'the well-known diver' performed a somersault from the bridge into the river. Apart from general repair work Bogle and Clark were doing major work for The Tasmanian Soap and Candle Factory,
J. Affleck and Sons, Johnstone Bros Laundry, Invermay, and Leonard Bender during this period. In 1900 they were building three mining dredges.

Two years later they were advertising from their premises at 60 William Street, Telephone 14, that they were engineers, brass founders, boilermakers and electrical engineers, builders of iron bridges and suction and ladder dredges for mining, and manufacturers of all classes of mining, marine and agricultural machinery. By 1904 Bogle & Clark’s Tamar Foundry had become the Glasgow Engineering Co. and in 1907 James Scott took over the business again.

In 1933 the Glasgow Engineering Co. boasted a staff of engineers, smiths, boilermakers, electric and oxyacetylene welders, and specialised in woodworking and printing machinery. Four years later they undertook to manufacture boilers and engines, crushing batteries, ripples, tables, jigs etc., hydraulic elevators, giant nozzles, gravel pumps, mining trucks, sawmill plants, log haulers, crab winches, log shoes, electric and hydraulic lifts. During World War II the company built cargo winches for ships including winches for a 10 000 ton ship built on the mainland, a panel bridge and a lot of structural steel work. Glasgow Engineering are still (1982) in operation.

Ishmael Ernest Eldon Salisbury came to Launceston from Castlemaine in 1876 bringing a high reputation as a manufacturer of mining machinery. He established his foundry and engineering works at Esplanade and William Street next to Monds and Afflecks. In 1879 he was advertising 'Tasmanian Foundry, Queen’s Wharf, Launceston. Salisbury, Armstrong and Co. (late of Victoria), Engineers, Millwrights, Iron and Brass Founders, Blacksmiths &c. Manufacturers of steam engines, mining machinery of every description including single and double winding drums, with friction or spur gearing (complete), plunger and draw lift workings and connections, pump pipes, quartz crushing batteries, Holley’s patent percussion tables for pyrites &c.; flour and sawmill machinery, agricultural machinery of every description. General repairs to any kind of machinery effected with despatch. N.B. - Plans and specifications of any description of machinery made and prepared, and estimates given for the same'. He exhibited a garden roller in the Melbourne International Exhibition of 1880. In 1882 he won a contract for an extensive pumping plant for the Drainage Union Company of Beaconsfield; the pumps lifted the water in a
New boiler for the Steamer 'Alice' made by Bogle and Clark 8 December 1900

Boiler awaiting transportation outside Tamar Foundry before the new facade was built
Vertical drill at the Tamar Foundry

Boiler made by Bogle & Clark
Boiler for S.S. Agnew manufactured by Messrs Bogle & Clark
(Weekly Courier 2 July 1904)

Machinery for S.S. Agnew manufactured by Messrs Bogle & Clark
(Weekly Courier 2 July 1904)
Steamer *Togo* designed by Mr Bogle and constructed at the Glasgow Engineering Co.

(*Weekly Courier* 25 November 1905)

Engine for Steamer *Togo*

(*Weekly Courier* 25 November 1905)
20in (50cm) pipe from a depth of 420ft (128m) designed by Peter Barrett. Salisbury died in February 1883 at the age of 47 and the contract was completed by Messrs M'Donald and M'Kenzie.

The Salisbury Foundry was the sole fabricator of the patent tin dressing machinery designed by H.W. Kayser of the Mount Bischoff Company. In 1900 the *Cyclopedia of Tasmania* eulogised 'Today every mining centre in the colony bears evidence of the energy, activity and enterprise of the Salisbury works in the form of stamper batteries, ore dressing, pumping and winding, and other machinery procured from its works'. At this time they had completed a battery of forty head of stampers for the Golden Gate mine; batteries and winding plant for the British, Zeehan and Montana mines; pumping and winding plant for the Oceana mine; pumping plant for the Western Silver mine; a quantity of iron work for the aerial tramway of the Tharsis mine; air compressing plants for Mount Black Pty. Co., Crown Lyell Copper Co. and Briseis Tin Mines Ltd.; haulage plants for Mount Nicholson and Cornwall Coal Companies. In hand were other contracts including a concentrating plant for Mount Black Company; a twenty head battery for Mount Rex; a ten head battery for the Salmon Gold syndicate; winding and pumping plant for Moonlight-cum-Wonder; a steel bridge for the Emu Bay Railway Co. Boilers were being produced for the New Golden Gate, Arba and Moolight companies and for the *S.S. Moonah*. Others had been made for the Union S.S. Co., the Tasmanian G.M. Co. and the *S.S. Dorset*.

The Salisbury Foundry was at this time a large concern exporting to Queensland, Victoria and New Zealand with nearly a hundred employees, and yards and workshops covering 1½ acres (0.6ha). These had been moved to their present site in 1888. The main structure 260ft x 40ft (80m x 12m) was 20ft (10m) high, allowing sufficient head room for the travelling cranes. The offices and stores were described as substantial brick buildings in Charles Street and an extensive machinery store fronted onto William Street.

The ground floor of the main building was divided into a machine shop, smithy, and foundry. The first floor was used by the patternmakers and the third to store the extensive stock of patterns. Adjoining this building was the boiler shop and yard.
The machines were powered by a multitubular steel boiler. The boiler department was furnished with a complete hydraulic riveting plant, punching and shearing machines, plate rollers, edge planers, rivet furnaces and a special plate furnace. The machine and fitting department was equipped with lathes, planing and screwing machines, radial drills and key-slotters.

At the International Exhibition, Launceston in 1891, Salisbury, Scott and Co. received a Special First Award for their compound marine engine in motion.

In 1903 they received a contract to construct the new section of the King's Bridge and in 1930 they advertised to carry out structural steel work for bridges and factories; to manufacture mining plants, boiler and engines; and at a more domestic level, they offered their Gas King automatic water heater, their Salisbury fuel water heater; Quickspray dishwasher and their Safety-way direction indicator for motor cars.

During World War II employees worked in three shifts, casting fittings for heavy weapons. In 1941 they made the largest single casting ever produced in Tasmania. It consisted of nine semi-steel frames for 100 ton crank drawing presses, of 6 tons each. The foundry also cast manganese bronze A brackets to carry propeller shafts in naval harbour defence launches and ambulance launches; skeg brackets and rudders complete with fittings for shipyards in Launceston, Hobart and South Australia. Eight 1cwt (51kg) propellers were cast for 300 ton motor cargo vessels being constructed at Prince of Wales Bay. Up to 50 000 heavily steel punched shell bases were produced a month, and during the Pacific war they were manufacturing structural steel girders, lattice panels and heavy angle sections for the construction of mobile panel bridge equipment and pontoons.

Francis Jackson after serving his apprenticeship with Benjamin Smith, locksmith of Wolverhampton in 1851 worked at Chubb's. He then established his own business in Wolverhampton before accepting a position from the Japanese Government to teach lockmaking and brass work in Tokyo. He stayed there for three years before emigrating to Tasmania in 1882. He set up a business in Arthur Street, opposite St Georges Square in premises owned by a butcher. A contract for point locks for the Tasmanian
Salisbury, Scott & Co.
(Local History Collection, Northern Regional Library)
Lattice railway bridge for Mt Lyell Mining and Railway Co. constructed at Salisbury's Foundry under the supervision of W.E. Batchelor
(Weekly Courier 9 November 1901)

Section of King's Bridge extension at Salisbury's Foundry
(Weekly Courier 12 December 1903)
Marine boiler manufactured at Salisbury's Foundry for Steamer Koonookarra
(Weekly Courier 30 May 1903)

Salisbury employees embarking on walk
(Weekly Courier 19 September 1903)
Steel girder bridge made at Salisbury's Foundry for the Tasmanian Government Railways for New Town
(Weekly Courier 10 July 1913)

Taking the bridge from Salisbury's Foundry to the Railway Station
(Weekly Courier 4 September 1913)
One hundred ton cartridge case press cast at Salisbury's Foundry
(Tasmania's War Effort)

Fettling a manganese-bronze rudder cast at Salisbury's Foundry
(Tasmania's War Effort)

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Government Railways enabled him in 1887 to move to Paterson Street. In 1891 he won a First Award at the Melbourne Exhibition, and in 1892 Special and First Awards at the Launceston International Exhibition for his brass locks.

By 1900 Francis Jackson had moved to 56 Charles Street. Adjacent, at 56a, was his Umbrella Depot. Apart from providing government departments with locks, he supplied them to many banks and fitted up the National Bank in St John Street with bells (L.B.S. Heritage Branch). In 1924 he moved to 101 Charles Street next to the National Theatre, and in 1926 to his present premises built of concrete at 106 Cameron Street. Apart from locks, Jackson made bronze and brass castings, hose fittings, brass name plates, and after moving to Cameron Street, motor springs, spring cultivator tyres and general blacksmithing. By 1928 thirty men worked there earning a total of between £5 000-£6 000. In 1930 they patented the A.B.C. Case Printer, a vast improvement, it was said, on stencilling. Keeping abreast with the times Jacksons also produced a lockable petrol tank cap. By 1964 fifty people were employed by Jacksons and most major Australian gaols as well as all government mental institutions were supplied with Jacksons locks.

John James Dell had in 1886 a factory in Cameron Street opposite Peter Mills', where he specialised in surgical appliances, but was also prepared to receive orders for bell-hanging, pneumatic bells, electric bells, burglar alarms, window and doormat alarms, fitting and repairing locks and sewing machines.

W. Foster, brass founder and finisher established his foundry in 1893 on premises at 134-136 Cimitiere Street previously owned by Mr Ikin with whom Foster had been partnered. He erected a new building and installed additional machinery including a 3½ h.p. Otto gas engine. Six hands were employed. His clients included the Government, Launceston Gas Company, Launceston Corporation and the Electric Light Company. He was still at these premises in 1904 but by 1912 they had been taken over by C.T. Stephenson and Co.

George McLean of 104 George Street, previously of Haslam and McLean, plumbers specialised in the manufacture of hospital equipment and surgical appliances as well as the heating and ventilation of buildings.
A contract for equipping the operating theatre at Launceston General Hospital led to others including Hobart, Devon, Scottsdale, Speneer (Wynyard), Campbell Town, St Mary's, St Margaret's (Launceston), Stowell (Hobart), and military hospitals. At most of these hospitals he also installed heating and ventilation as he did at the Marine Board offices, the Technical School, the Examiner Office and many others. He patented several inventions including water valves and sterilizers. In the 1930s he moved to 95-97 George Street where his factory remained until 1981.

6.2 Tin Smelting

In December 1871 James 'Philosopher' Smith discovered tin at Mount Bischoff. Little interest was aroused. Too many schemes had come to nothing and besides, people were more interested in gold. To add to the problems the site was almost inaccessible. Mr William Ritchie, a Launceston solicitor eventually floated the Mount Bischoff Tin Mining Company in 1873. Operations began in September of that year. In September 1874 the company announced their intention to erect a tin smelting furnace at the corner of William and Tamar Streets which had previously been occupied by Messrs Overend and Robb during the construction of the railway. Fireclay bricks and other materials were bought in Melbourne. An extra wharf frontage was bought from Alderman Hart. Mr Jenkins, an experienced tin smelter from Sydney, was engaged and arrived in Launceston in October 1874. Many shareholders were angry at not being consulted about the erection of smelters. They felt it was absurd to smelt at Launceston rather than on site. It was argued that coal was preferable to wood as a fuel and that getting coal to Mount Bischoff would be far more expensive than bringing tin to Launceston. By December 1874 the Cornwall Chronicle was able to report: 'One furnace is now complete and the other is considerably advanced. The furnace stack has to be carried about six foot [1.8m] higher than its present elevation and will then be finished and a fire lighted to dry the first furnace. The large amount of shed room possessed by the company in the iron store
F. Jackson, locksmith and machinist, probably in Paterson Street
(Local History Collection, Northern Regional Library)

F. Jackson's display at the Launceston Exhibition of Australian Manufactures and Products
(Weekly Courier 6 April 1907)
Foster's Brass Foundry
*(Cyclopedia of Tasmania)*

C.T. Stephenson's display at the Second Exhibition of the Tasmanian Native's Association, Albert Hall
*(Weekly Courier 28 March 1908)*
and the furnace shed, ... will afford great convenience. There are about 20 tons of coal stacked in the yard and a cargo of about 400 tons more is shortly expected by the *Agnes Edgell*.

The works comprised two reverberatory furnaces and one stack producing enough heat and draught to work both connected to them by a flue and culvert. The furnaces included a grate 17ft 3ins (5.26m) long and 9ft 4ins (2.84m) wide and capable of smelting 25 to 30cwt (1270-1524kg) of tin ore in each charge. The completed stack was 65ft (19.8m) high. Attached to each furnace were two refining pots which also served as receivers when tapping the charge of metallic tin. Under each pot was fitted a small grate on which a small fire was kept maintaining the pots at a temperature sufficient to prevent them cracking when the molten metal was tapped into them. The furnaces were covered in by a main shed 50ft x 30ft (15.24m x 9.14m) with a verandah extending 12ft (3.7m) on one side and at each end of the building, and a galvanised iron roof. The outbuildings consisted of a galvanised iron store, a laboratory and a blacksmiths shop. Mr Jenkins described the process.

Initially, the percentage of iron, oxygen and silica present needed to be ascertained as this dictated the treatment. A charge of ore was prepared with carbon (either anthracite or bituminous coal) to liberate the tin from associated oxygen, and with other fluxes to combine with the iron and silica, varying according to the constituents in the gangue associated with the tin ore. The aim was to obtain the highest percentage of metal to the lowest percentage of slag. It took from 9-10½ hours to reduce a charge and it was expected that between 15 and 17 tons of ore would be smelted each week. The tin at this stage was still not pure, and the excess iron was removed by liqation, *i.e.* after it was ladled into ingots it was again returned to the furnace which was kept at quite a low temperature - just sufficient to melt the tin. The tap hole was kept open allowing the tin to drip into the receivers in a purified state, while the iron remained on the sole of the furnace as a peroxide.

To obtain a very high grade tin it was 'poled'; a billet of green wood was put into the molten tin in the refining pot for several hours. The sap decomposed forming oxygen and hydrogen gases, keeping the metal in a state of violent ebullition. The iron then rose to the top and the scum removed.
On the 4th of January 1875 at 7.30 a.m. the first smelting took place. The Mount Bischoff ore was said to be very pure and easily smelted. With the one furnace it was possible to smelt 3 tons 13cwt (3 709kg) daily consuming about 4 tons (4 064kg) of fuel. At the *Cornwall Chronicle* office an ingot of tin was proudly displayed. The smelters were visited by numbers of curious people during the first week, but some freely helped themselves to specimens and visitors had to be banned except by appointment with the manager. On January 25th 1875 the second smelter was started and by the 28th 430 ingots had been shipped to London.

Two more furnaces were planned and an additional chimney for the existing furnaces was in the course of erection by April. In July when the wet weather prevented the transport of tin from Mount Bischoff, another furnace was completed. In January 1876 the fourth one was about half finished, but even with three in working order 60 tons of ore could be smelted weekly. Two more furnaces were erected during W.L. Jenkins' management so that ore from other companies could be smelted.

In 1887 Jenkins resigned and his position was taken by G.J. Latta, late manager of the Tasmanian Tin Smelting Company's works which had been erected on the Esplanade next to the Customs House in 1878. These smelters were forced to close down in 1887.

Under Latta's management the Mount Bischoff smelters were rebuilt. The furnaces had an increase in capacity from 30cwt (1 524kg) to a 50cwt (2 540kg) ore charge.

In 1903 Latta died and for the next twenty years F.B. Jackson managed the works. R.A. Jenkin succeeded him in 1923 and remained until their closure in October 1929. It was estimated that 200 000 tons of concentrate had been treated at the works, and the value of the smelted material £20 000 000. The smelters were dismantled in July 1930.

During the peak of the tin mining boom, between 1879 and 1890 Robert Gardiner and Richard McKenzie ran the Tasmanian Tin Smelters on the Esplanade.
New operating theatre at the Launceston
General Hospital fitted by George McLean
(Weekly Courier 10 October 1907)

Launceston from Invermay Road showing
Mount Bischoff Tin Smelters with three chimneys
Interior of the Mount Bischoff Tin Smelters in the 1920s

Interior of the Mount Bischoff Tin Smelters in the 1920s
Interior of the Mount Bischoff Tin Smelters

Interior of the Mount Bischoff Tin Smelters
Mount Bischoff Tin Smelters in 1930
(Local History Collection,
Northern Regional Library)

Demolition of the big chimney at the
Mount Bischoff Tin Smelters
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LAUNCESTON'S
INDUSTRIAL HERITAGE:
a survey

PART TWO

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INTRODUCTION

This volume forms the second part of the publication *Launceston's Industrial Heritage: a survey*. As noted in the first volume the survey has been presented in two parts. The first involved the establishment of an historical perspective or framework in which the existing buildings and sites could be viewed. The second has involved the preparation of an inventory of existing industrial buildings and sites within Launceston.

The second part of the survey has been subdivided into two sections. Section A includes buildings of architectural, environmental or historical importance. Excellent examples of such buildings include Thyne Brothers Knitting Mill, the Duck Reach Power Station, Tasmanian Tyre Service, Waverley Woollen Mills, Crown Mill, Patons and Baldwins Spinning Mill, the Gas Works, Telegraph Printery and the tram terminus at the corner of Wellington and Howick Streets.

Some of these buildings continue in their original function, such as the Tasmanian Tyre Service, Waverley Woollen Mills, or near original function such as the tram terminus now being used as the bus depot. A few have been successfully recycled for completely different functions such as the Crown Mill, Thyne Brothers Knitting Mill and the Telegraph Printery, while others remain unused and derelict such as the Duck Reach Power Station.

Section B contains those buildings which while generally having some historical significance have less architectural merit. Their inclusion provides a more complete record of Launceston's industrial history.

Each building is entered by street name and then by street number. Wherever possible details of date of construction, or alteration, architect, builders and early use are given. Where appropriate page references to the historical context given in part one of the study are indicated as well as the location of architectural drawings. Previous evaluations of the buildings such as entry in the Register of the National Estate, National Trust classifications or the Launceston National Estate Conservation Study are also given.
The following abbreviations have been used:

L.C.C.  Launceston City Council
L.N.E.C.S.  Launceston National Estate Conservation Study
N.T.C.  National Trust - Classified
N.T.R.  National Trust - Recorded
Q.V.M.  Queen Victoria Museum
R.N.E.  Register of the National Estate
SECTION A
146 ABBOTT STREET
Name: Alexander Racket Co.
Date: 1934
Style: Vernacular Art Deco and Sawtooth
Material: brick
Architect: Frank Heyward
Builder: Refs:
Use: racket factory Drawings: L.C.C.
Condition: good Other listings: no listing

33 BATHURST STREET
Name: J.W. Boatwright
Date: 1905, addition 1922
Style: Vernacular
Material: brick
Architect:
Builder: C. Adams 1905 Arthur B. Taylor 1922 Refs:
Use: additional floor - clothing factory Drawings: L.C.C.
Condition: fair Other listings: no listing

166 BATHURST STREET
Name: Russens 1887, 1902, 1912 , Harper Bros 1933 , A.T. Atkins 1948
Date: c1897, alterations 1936
Style: Federation
Material: brick and stucco
Architect:
Builder: J.T. Farmilo 1897 E. Suter 1936 Refs: p.35
Use: biscuit manufactory Drawings: L.C.C.
Condition: neglected - due for demolition Other listings: no listing
BENDERS LANE (98 ELIZABETH STREET)

Name: Benders
Date: c1889, 1918
Style: Vernacular 1889, Neoclassical 1918
Material: brick (sawdust insulation)
Architect: Harold Masters 1918
Builder: Refs: p.40
Use: cool store Drawings: L.C.C.
Condition: fair-poor Other listings: no listing

BOURKE STREET (CORNER OF CANNING STREET)

Name: Distributing Station
Date: 1894
Style: Federation
Material: brick on concrete foundations - slate roof
Architect: C. St John David
Use: electricity distribution station Drawings: L.C.C.
Condition: good - original tower has been removed Other listings: no listing

50 BRISBANE STREET

Name: J. & T. Gunn
Date: 1890s originally - gutted by fire and rebuilt in 1931
Style: Neoclassical
Material: brick and stucco
Architect:
Use: business premises Drawings: L.C.C.
Condition: good - unsympathetic awning Other listings: no listing
62-66 BRISBANE STREET (CORNER OF GEORGE STREET)

Name: Joseph's Corner
Date: c1880
Style: Victorian
Material: brick and stucco
Architect: Peter Mills

Builder: 
Use: drapers
Condition: good

Refs: p.202
Drawings: L.C.C.
Other listings: L.N.E.C.S., R.N.E., N.T.C.

63 BRISBANE STREET

Name: T. Sim King
Date: 1920
Style: 
Material: brick
Architect:

Builder: Hinman, Wright & Manser 1920  
J. & T. Gunn 1921
Use: bike shop, motor garage
Condition: fair - facade covered, ground floor altered

Refs: pp.260, 267, 268
Drawings: L.C.C.
Other listings: no listing

82 BRISBANE STREET

Name: Thos Bourke (pre 1887), George Hills (1887-1912)
Date: c1880
Style: Simple Victorian
Material: brick and stucco
Architect:

Builder: 
Use: furniture manuaftery, tailor, mercer, hatter
Condition: fair - ground floor completely altered

Refs:
Drawings: L.C.C.
Other listings: no listing

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<table>
<thead>
<tr>
<th>Address</th>
<th>Name</th>
<th>Date</th>
<th>Style</th>
<th>Material</th>
<th>Architect</th>
<th>Builder</th>
<th>Use</th>
<th>Condition</th>
<th>Other listings</th>
</tr>
</thead>
<tbody>
<tr>
<td>92 BRISBANE STREET</td>
<td>Perrins</td>
<td>1898</td>
<td>Victorian (drawings show extra storey)</td>
<td>brick and stucco</td>
<td></td>
<td>J. &amp; T. Gunn</td>
<td>outfitters</td>
<td>good - ground floor facade altered</td>
<td>no listing</td>
</tr>
<tr>
<td>135 BRISBANE STREET 'THE BLOCK'</td>
<td>W. Gardiner &amp; Co.</td>
<td>1898</td>
<td>Neoclassical</td>
<td>brick</td>
<td></td>
<td></td>
<td>manufacturing jewellers</td>
<td>good</td>
<td>no listing</td>
</tr>
<tr>
<td>149-157 BRISBANE STREET (CORNER OF KINGSWAY)</td>
<td>John King</td>
<td>1920</td>
<td>Neoclassical</td>
<td>brick and stucco</td>
<td>North, Ricards &amp; Heyward</td>
<td>Hinman, Wright &amp; Manser</td>
<td>bicycle and motor cycle factory</td>
<td>good - unsympathetic hoarding hiding original facade</td>
<td>no listing</td>
</tr>
</tbody>
</table>
165-171 BRISBANE STREET
Name: Motors Pty. Ltd.
Date: c1926
Style: Art Deco
Material: brick and stucco
Architect: 
Builder: 
Use: motor garage
Condition: good
Other listings: no listing
Refs: p.268
Drawings: L.C.C.

177 BRISBANE STREET (CORNER OF WELLINGTON STREET)
Name: R.T. Scarborough
Date: 1928
Style: Art Deco
Material: reinforced concrete
Architect: John McDowell, Anderson & Associates
Engineer: John McDowell
Builder: W.H. Cox
Use: garage
Condition: good
Other listings: no listing
Refs:
Drawings: L.C.C.

182 BRISBANE STREET (CORNER OF WELLINGTON STREET)
Name: Tasmanian Tyre Service
Date: 1929
Style: Art Deco
Material: brick and concrete walls
Architect: C.J. Anderson
Engineer: John McDowell
Builder: W.H. Cox
Use: garage
Condition: excellent
Other listings: no listing
Refs: p.268
Drawings: L.C.C.
BROUGHAM STREET (JUNCTION OF BASIN ROAD)

Name: Pumping House
Date: 1940
Style: Art Deco
Material: brick
Architect: C.L. Clennett
Builder: Refs:
Use: pumping house
Condition: good
Drawings: L.C.C.
Other listings: no listing

22 CAMERON STREET

Name: Crown Mills
Date: 1897
Style: Neoclassical/Victorian Industrial
Material: brick
Architect: Walter Conway
Builder: J. & T. Gunn
Use: flour mills
Condition: good - intact
Drawings: L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.

41 CAMERON STREET (CORNER OF GEORGE STREET)

Name: Mill's Corner
Date: 1880s
Style: Victorian Italianate
Material: brick and stucco
Architect: Peter Mills
Builder: Refs:
Use: furniture factory and shop
Condition: good - first floor and above
Drawings: L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.
53 CAMERON STREET
Name: Genders
Date: c1881
Style: High Victorian
Material: brick and stucco; stone foundations
Architect:
Builder: Refs: pp.162, 167
Use: leather goods manufactory Drawings: L.C.C.
Condition: good - intact Other listings: no listing

108 CAMERON STREET
Name: Jackson's Lockworks
Date: 1927
Style:
Material: concrete, wood and iron
Architect: Eric G. Lowe
Builder: H. Knight Refs: pp.374, 390, 396, 398
Use: factory Drawings: L.C.C.
Condition: good Other listings: no listing

CANAL STREET
Name: Scott & Griffiths' Tamar Brewery
Date: c1857
Style: Late Georgian
Material: brick
Architect:
Builder: Refs: pp.55-56
Use: brewery Drawings:
Condition: fair Other listings: no listing
31 CHARLES STREET
Name: Salisbury Engineering
Date: 1876, 1888, 1896
Style: Victorian Industrial 1888, 1896
Material: corrugated iron, brick
Architect:
Builder: J. & T. Gunn 1896
Use: engineering factory
Condition: derelict (old building)  
good (new building)
Refs: pp.384, 389-391
Drawings: L.C.C.
Other listings: no listing

44 CHARLES STREET
Name: Bennell Bros
Date: 1840s
Style: Neoclassical
Material: brick
Architect: J. Bennell or R. de Little
Builder: J. Bennell
Use: painters and decorators
Condition: fair
Refs: p.129
Drawings: L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.

63 CHARLES STREET
Name: Telegraph Printery
Date: 1831, upper storeys c1880
Style: Victorian 1880
Material: brick
Architect:
Builder:
Use: printery
Condition: excellent
Refs:
Drawings:
Other listings: N.T.R.
72 CHARLES STREET
Name: Frederick Hall pre 1903, Federal Bakery after 1903
Date: 1888
Style: Victorian
Material: brick and stucco
Architect:
Builder: Charles Adams & Sons 1908
Hinman, Wright & Manser 1919
Use: bakery
Drawing: L.C.C.
Condition: excellent - first floor facade
in good condition; central balcony
has been sensitively filled in
Refs: pp.35, 39
Other listings: N.T.C.

100 CHARLES STREET
Name: F. & W. Stewart
Date: 1870s
Style: Simple Victorian
Material: brick and stucco
Architect:
Builder:
Use: manufacturing jeweller
Drawing: L.C.C.
Condition: excellent
Other listings: R.N.E., N.T.C.,
L.N.E.C.S.
Refs: pp.211, 214

118 CHARLES STREET
Name: Fotheringhams (owner F.J. Gunn)
Date: 1911
Style: Neoclassical/Federation
Material: brick (tiled facade) and stucco
Architect:
Builder: J. & T. Gunn
Use: saddlery
Condition: good - first floor facade
Other listings: no listing
Refs: p.254
Drawing: L.C.C.
123-125 CHARLES STREET
Name: King's Chambers
Date: large scale alterations c1912
Style: Neoclassical
Material: brick and stucco
Architect: T. Tandy 1912
Builder: Refs: p.262
Use: bicycle factory Drawings: L.C.C.
Condition: good - top facade Other listings: no listing

136 CHARLES STREET
Name: Beaumonts 1887-1902, Copes' Paris Cafe 1912, 1924, Fletchers 1933
Date: c1860
Style: Simple Victorian
Material: brick and stucco
Architect:
Builder: Refs: pp.37, 43
Use: bakery Drawings: L.C.C.
Condition: good - particularly rear Other listings: no listing

145 CHARLES STREET
Name: T.S. Sharman c1890, Geo. Whitfeld 1904
Date: c1890
Style: Victorian Italianate
Material: brick and stucco
Architect:
Builder: Refs: pp.212, 214
Use: watchmakers and jewellers Drawings: L.C.C.
Condition: good - first floor facade excellent Other listings: no listing
<table>
<thead>
<tr>
<th>Address</th>
<th>Name</th>
<th>Date</th>
<th>Style</th>
<th>Material</th>
<th>Architect</th>
<th>Builder</th>
<th>Refs</th>
<th>Use</th>
<th>Condition</th>
<th>Other listings</th>
</tr>
</thead>
<tbody>
<tr>
<td>147a CHALRES STREET</td>
<td>Samuel Twiss 1902-1924</td>
<td>1890s</td>
<td>Victorian</td>
<td>brick and stucco</td>
<td></td>
<td></td>
<td></td>
<td>confectioners</td>
<td>fair - first floor facade preserved</td>
<td>no listing</td>
</tr>
<tr>
<td>191 CHARLES STREET (ENTRANCE OFF ST JOHN AND ELIZABETH STREETS)</td>
<td>Tattersall's Livery Stables</td>
<td>1896</td>
<td>Vernacular</td>
<td>brick and corrugated iron</td>
<td></td>
<td></td>
<td></td>
<td>livery stable</td>
<td>fair</td>
<td>no listing</td>
</tr>
<tr>
<td>197 CHARLES STREET</td>
<td>King's</td>
<td>c1860</td>
<td>Georgian Victorian Transitional</td>
<td>brick and stucco</td>
<td></td>
<td></td>
<td></td>
<td>bicycle factory</td>
<td>good - first and second floor facade good</td>
<td>R.N.E., N.T.C., L.N.E.C.S</td>
</tr>
</tbody>
</table>
199 CHARLES STREET
Name: Earley's 1902-1924, H.J. Fulton 1933
Date: 
Style: Simple Victorian
Material: brick and stucco
Architect:
Builder: Refs:
Use: joinery and cabinet factory Drawings: L.C.C.
Condition: fair - first floor facade good Other listings: no listing

242 CHARLES STREET
Name: F. Crosby 1902-1924, Mrs H. Crosby 1912, J.T. Harper 1924 and 1933
Date: 1890s
Style: Italianate
Material: brick and stucco, bluestone foundations
Architect:
Builder: Refs:
Use: bakery Drawings: L.C.C.
Condition: neglected - in urgent need of restoration Other listings: no listing

126-128 CIMITIERE STREET (CORNER OF TAMAR STREET)
Name: A. Harrap & Sons
Date: 1931
Style: Neoclassical
Material: brick
Architect: Colin E. Philp
Builder: Refs:
Use: woolstore Drawings: L.C.C.
Condition: excellent Other listings: no listing
130 CIMITIERE STREET

Name: Wilson Bros 1908, Rosevear & Burn 1946
Date: 1908
Style: Victorian Classical
Material: brick
Architect:
Builder: Hinman & Wright
Use: plumbing factory
Condition: fair
Refs:
Drawings: L.C.C.
Other listings: no listing

136 CIMITIERE STREET

Name: John Ikin 1887, Foster 1902, C.T. Stephenson 1912, Rankin & Bond 1924+
Date: 1899
Style: Victorian Italianate, Sawtooth addition 1923
Material: brick and stucco
Architect: L.W. ?
Builder: J. & T. Gunn 1899
Hinman, Wright & Manser 1923
Use: brass foundry
Condition: good
Refs: pp.396, 399
Drawings: L.C.C.
Other listings: no listing

CIMITIERE STREET

Name: Meter House
Date:
Style: Victorian Vernacular
Material: corrugated iron
Architect:
Builder:
Use: Launceston Gas Company
Condition: good
Refs:
Drawings:
Other listings: L.N.E.C.S.
CIMITIERE STREET
Name: Gasometers (3)
Date: c1900 (2), c1940 (1)
Style: Industrial
Material: steel
Architect:
Builder: Reofs:
Use: Launceston Gas Company Drawings:
Condition: good Other listings: L.N.E.C.S.

2-10 CORIN STREET
Name: Employees cottages
Date: 1896
Style: Victorian
Material: bluestone
Architect: C. St John David
Builder: J.T. Farmilo and Messrs Chaplain & Malcolm Reofs:
Use: power station employees' dwellings Drawings: L.C.C.
Condition: good Other listings: N.T.C., L.N.E.C.S.

DUCK REACH POWER STATION
Name: Power House
Date: 1930
Style: Neoclassical
Material: reinforced concrete
Architect: C.P. Wood (designer)
Use: hydro-electric power station Drawings: L.C.C.
Condition: neglected Other listings: L.N.E.C.S.
DUCK REACH
Name: Suspension Bridge Pylons
Date: 1896 and 1930
Style: Neoclassical
Material: bluestone and reinforced concrete
Architect: C. St John David
Builder: Wm Gurr, J. & T. Gunn
Use: power station
Condition: good
Refs: pp.355-367
Drawings: L.C.C.
Other listings: L.N.E.C.S.

70 ELIZABETH STREET
Date: c1880
Style: Victorian
Material: brick
Architect:
Builder: 
Use: produce store, printery
Condition: good
Refs: 
Drawings: 
Other listings: no listing

104 ELIZABETH STREET
Name: J.F. Deane pre 1902
Date: c1880
Style: Victorian
Material: brick and stucco
Architect:
Builder: 
Use: signwriter, gilder and glass embosser
Condition: good - in a row of eight terraces all with first floor intact
Refs: p.129
Drawings: L.C.C.
Other listings: L.N.E.C.S.
### ELPHIN ROAD

**Name:** Tram Terminus Convenience and Shelter  
**Date:** 1942  
**Style:** Art Deco  
**Material:** brick  
**Architect:** W. Potts  
**Builder:**  
**Use:** shelter  
**Condition:** good  
**Refs:**  
**Drawings:** L.C.C.  
**Other listings:** no listing

### 37 ESPLANADE

**Name:** Launceston Gas Company  
**Date:** 1859  
**Style:** Rustic Italianate  
**Material:** brick and stone  
**Architect:** W.R. Falconer  
**Builder:** Francis & Miller  
**Use:** horizontal retort and purifying house  
**Condition:** fair  
**Refs:** pp.347-349  
**Drawings:** L.C.C.  
**Other listings:** R.N.E., N.T.C., L.N.E.C.S.

### 65-67 ESPLANADE

**Name:** Esk Brewery  
**Date:** 1907  
**Style:** Neoclassical  
**Material:** brick/iron roof  
**Architect:** A.W. Jones  
**Builder:** Hinman & Wright  
**Use:** cellar and store  
**Condition:** good facade  
**Refs:**  
**Drawings:** L.C.C.  
**Other listings:** no listing
77 ESPLANADE

Name: Monds and Affleck
Date: 1850s+
Style: Victorian Georgian Transitional
Material: brick
Architect:
Builder: Refs: p.29
Use: flour mill Drawings: L.C.C.
Condition: good Other listings: no listing

97 ESPLANADE

Name: Holyman & Sons 1924-1933, Fish Canneries of Tasmania Cannery 1948, Hardman's Marine Chandlery 1952
Date: 1912-1924
Style: Neoclassical
Material: brick and concrete
Architect: Harold Masters
Builder: Jones Refs:
Use: cannery Drawings: L.C.C.
Condition: good Other listings: no listing

ESPLANADE

Name: Launceston Gas Company
Date: 1859, new facade c1880
Style: Victorian Vernacular 1859, facade Victorian Neoclassical c1880
Material: brick and stucco
Architect:
Builder: Refs: pp.347, 349, 350
Use: office Drawings:
Condition: good - recently restored Other listings: no listing
ESPLANADE

Name: Launceston Gas Company
Date: c1860
Style: Victorian Italianate
Material: brick
Architect:
Builder: 
Use: cottage 
Condition: good 
Refs: p.347
Drawings:
Other listings: no listing

ESPLANADE

Name: Launceston Gas Company
Date: 1932
Style: Neoclassical
Material: brick and steel
Architect:
Builder: 
Use: vertical retort house 
Condition: good 
Refs: pp.350-354
Drawings:
Other listings: no listing

FORSTER STREET

Name: Pumping Station
Date: 1933/1934
Style: Neoclassical
Material: concrete
Architect: F. Rowland
Builder: 
Use: pumping station 
Condition: good 
Refs: pp.338, 341
Drawings:
Other listings: no listing
35 FREDERICK STREET

Name: Tasmanian Manufacturing and Importing Co., Fysh & Co., Kempo Manufacturing Co. (Sandsoap Manufacturers) 1948
Date: 1899
Style: Neoclassical
Material: brick
Architect: North, Heyward & Richards 1919
Builder: Charles Adams & Sons 1899
Use: boot factory and tannery
Condition: good
Refs: pp.158-159
Drawings: L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.

3 GEORGE STREET

Name: Broomby & Dent, Reliance Worsted Mills
Date: c1900
Style: Neoclassical
Material: brick and stucco
Architect: J. & T. Gunn
Builder: J. & T. Gunn
Use: woollen mill
Condition: good
Refs: pp.192, 195-197
Drawings: L.C.C.
Other listings: no listing

60 GEORGE STREET

Name: R. Shott
Date: 1890, alterations 1921
Style: Victorian
Material: brick
Architect: J. & T. Gunn
Use: umbrella factory
Condition: good - shop interior intact
Refs:
Drawings: L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.
<table>
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<tr>
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<th>Date</th>
<th>Style</th>
<th>Material</th>
<th>Architect</th>
<th>Builder</th>
<th>Use</th>
<th>Condition</th>
<th>Other listings</th>
<th>Refs</th>
<th>Drawings</th>
<th>Other listings: no listing</th>
</tr>
</thead>
<tbody>
<tr>
<td>63-65 GEORGE STREET</td>
<td>Steam Cordial Works/Aerated Water Manufactory</td>
<td></td>
<td>Victorian Italianate</td>
<td>brick</td>
<td></td>
<td></td>
<td>cordial factory</td>
<td>fair - upper facade intact</td>
<td>no listing</td>
<td>pp.58-59</td>
<td>L.C.C.</td>
<td></td>
</tr>
<tr>
<td>88 GEORGE STREET</td>
<td>A.E. Jacques</td>
<td>alterations 1921</td>
<td>Victorian</td>
<td>brick, galvanised iron, wood</td>
<td>E. Stanley Churcher</td>
<td></td>
<td>refreshment room, dance hall, confectionery factory</td>
<td>good</td>
<td>no listing</td>
<td></td>
<td>L.C.C.</td>
<td></td>
</tr>
<tr>
<td>110 GEORGE STREET</td>
<td>Hall and Jackson's Tasmanian Motor Garage</td>
<td>1909</td>
<td>Federation</td>
<td>brick</td>
<td></td>
<td>J. &amp; T. Gunn</td>
<td>motor garage and factory</td>
<td>good - upper facade intact</td>
<td>no listing</td>
<td></td>
<td>L.C.C.</td>
<td></td>
</tr>
</tbody>
</table>
111 GEORGE STREET
Name: Charles Stuart
Date: 1905
Style: Victorian
Material: brick
Architect: Walter Conway
Builder: Humphrey
Use: venetian blind and bedding factory
Condition: fair - facade substantially altered
Refs: pp.115-116
Drawings: L.C.C.
Other listings: no listing

112 GEORGE STREET
Name: G.M. Jackson's Garage
Date: 1911
Style: Neoclassical/Federation
Material: brick
Architect: Harold Masters
Builder: James French
Use: garage
Condition: good
Refs: 
Drawings: L.C.C.
Other listings: no listing

112 GLEADOW STREET
Name: Rapson Rubber Tyre Co., L.W. Smith Co.
Date: 1927
Style: Neoclassical
Material: steel, brick and concrete
Architect: Frank Heyward
Builder: Walter E. Cooper Pty. Ltd.
Use: factory, offices
Condition: fair
Refs: 
Drawings: L.C.C.
Other listings: no listing
20 HERBERT STREET
Name: Johnstone Bros Laundry, Cleanquick Laundry
Date:
Style: Vernacular
Material: brick
Architect:
Builder: Refs: p.180
Use: laundry Drawings: L.C.C.
Condition: good Other listings: no listing

HIGH STREET (NEAR MARY STREET)
Name: Tram Shelter
Date:
Style:
Material: timber
Architect:
Builder: Refs:
Use: bus shelter Drawings: L.C.C.
Condition: good Other listings: no listing

HIGH STREET
Name: Bus Stop 4/Tram Shelter
Date:
Style: Federation/Californian Bungalow
Material: timber
Architect:
Builder: Refs:
Use: bus shelter Drawings:
Condition: good Other listings: no listing

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HOWICK STREET
Name: Electricity Sub-station, M.T.T. Tramwasher
Date: 1938
Style: Art Deco
Material: brick
Architect: W. Potts
Builder: Refs:
Use: washer, sub-station Drawings: L.C.C.
Condition: good Other listings: no listing

298 INVERMAY ROAD
Name: James Nelson
Date: 1949
Style: International
Material: brick walls, concrete foundations, asbestos covered, steel-framed roof
Architect: D. Graeme Lumsden (Melb.)
Builder: H.J. Martin Refs:
Use: textile factory Drawings: L.C.C.
Condition: good Other listings: no listing

316-320 INVERMAY ROAD
Name: Modern Transport and Metal Industries Ltd.
Date: 1948
Style: International
Material: concrete/steel framed
Architect: D. Graeme Lumsden (Melb.)
Builder: E.A. Watt Refs:
Use: factory Drawings: L.C.C.
Condition: good Other listings: no listing
### 318 Invermay Road

**Name:** Replacement Parts (Melb.) Pty. Ltd. (Repco)  
**Date:** 1947  
**Style:** International  
**Material:** brick  
**Architect:** A.W. Purnell & Lumsden (Melb.)  
**Builder:** Hinman, Wright & Manser  
**Use:** factory  
**Condition:** good  
**Refs:**  
**Drawings:** L.C.C.  
**Other listings:** no listing

### Invermay Road

**Name:** Tramsheds - car barn/workshops/painting, erecting, storage. Fitters and machine shop, smiths, carpenters, engine house, boiler house  
**Date:** 1911  
**Style:** Vernacular Federation  
**Material:** timber and corrugated iron and concrete  
**Architect:**  
**Builder:**  
**Use:** tramsheds  
**Condition:** good  
**Refs:** pp.304, 308  
**Drawings:** L.C.C.  
**Other listings:** no listing

### 17-33 Lindsay Street

**Name:** Tasmanian Produce and Coolstorage Co.  
**Date:** 1903  
**Style:** Neoclassical  
**Material:** brick  
**Architect:** Walter Panton  
**Builder:** Charles Adams & Sons  
**Use:** freezing works  
**Condition:** derelict - unstable  
**Refs:** pp.40-41, 44-45  
**Drawings:** L.C.C.  
**Other listings:** no listing
LINDSAY STREET

Name: British Imperial Oil Co.

Date: 1916 and 1927

Style: Neoclassical

Material: concrete and brick

Architect: Walker and Johnston, Hobart

Engineer: A.J. Dean

Builder: Hinman, Wright & Manser

Use: oil store and office, garage

Condition: good

Drawings: L.C.C.

Other listings: no listing

LINDSAY STREET

Name: Vacuum Oil Co. Pty.

Date: 1912 and 1921

Style: Vernacular

Material: concrete, iron roof

Architect: Sydney Smith, Ogg & Serpell (Melb.) 1921

Builder: J. & T. Gunn

Use: store, office and workshop

Condition: good

Drawings: L.C.C.

Other listings: no listing

MAYNE STREET

Name: Kelsall and Kemp

Date: 1921-23

Style: concrete

Material: International

Architect:

Engineer: E.G. Smith - adapted from English plans

Builder:

Use: woollen mills

Condition: neglected

Drawings: L.C.C.

Other listings: no listing
56-58 PATERNSON STREET

Name: Daily Telegraph Printers 1887-1924, Loone's, Annears 1933, 1948
Date: additions 1899
Style:
Material: brick and concrete
Architect: A. & S. Luttrell 1899
T. Tandy
Builder: C. Adams 1899
Refs: p.268
Use: printery, later garage
Drawings: L.C.C.
Condition: good
Other listings: no listing

66 PATERNSON STREET

Name: Frederick Paine
Date: c1900, additions 1902, 1903
Style: Late Victorian, Neoclassical
Material: brick and stucco
Architect:
Builder: George Paton 1902
Russell & Sons 1903
Refs: pp.247, 248
Use: carriage builders
Drawings: L.C.C.
Condition: good - ground floor altered, paintwork unsympathetic
Other listings: no listing

71 PATERNSON STREET

Name: Examiner
Date: 1980
Style: Late Modern
Material: brick
Architect: Alexr. Kostromin
Builder: Hinman, Wright & Manser
Refs:
Use: printers
Drawings:
Condition: excellent
Other listings: no listing
73-75 PATERSON STREET

Name: Examiner

Date: 1911, extension 1924

Style: Federation Blood and Bandage

Material: concrete, exterior brick

Architect: Harold Masters

Builder: J. & T. Gunn 1911

Hinman, Wright & Manser 1924

Use: printing works and offices

Drawings: L.C.C.

Condition: good

Other listings: no listing

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PATERSON STREET/BRIDGE STREET

Name: Cataract Mill

Date: 1834, 1845, 1882, 1910

Style: Georgian, Dutch Farmhouse, Functional Federation

Material: brick, corrugated iron, concrete, weatherboard

Architect: A. North 1910

Builder: Hinman, Wright & Manser 1910

Use: flour mill

Drawings: L.C.C.

Condition: good

Other listings: R.N.E., N.T.C., L.N.E.C.S.

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173 RAVENSWOOD ROAD

Name: Caledonian Distillery

Date: c1824

Style: Georgian Vernacular

Material: brick, stone and timber

Architect:

Builder:

Use: distillery

Drawings:

Condition: fair

Other listings: no listing

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27 ST JOHN STREET
Name: Ritchies Mill
Date: 1870, new facade 1896, 1899
Style: Italianate
Material: brick and stucco

Architect:
Builder: J. & T. Gunn 1896
C. Adams 1899
Use: flour mill
Condition: good
Refs: pp.27, 28
Drawings: L.C.C.
Other listings: no listing

82 ST JOHN STREET
Name: Richards & Sons 1867-1896, H. Pollington 1898-1924
Date: 1860s
Style: Simple Victorian
Material: brick

Architect:
Builder: J. & T. Gunn
Use: cabinet makers, Jubilee Blind Manufactory
Condition: good - first floor facade intact
Refs: p.115
Drawings: L.C.C.
Other listings: no listing

90 ST JOHN STREET
Name: Launceston Gas Co.
Date: 1929
Style: Art Deco
Material: concrete and brick
Architect: East, Roy Smith & Willing
Builder: Hinman, Wright & Manser
Use: Gas Co. offices
Condition: good
Refs: 
Drawings: L.C.C.
Other listings: no listing
93 ST JOHN STREET
Name: City Blind Factory at City Hotel
Date: c1880
Style: Victorian
Material: brick and stucco
Architect:
Builder: Refs: p.115
Use: blind factory
Condition: good
Drawings: L.C.C.
Other listings: R.N.E., N.T.C.

101 ST JOHN STREET (CORNER OF THE QUADRANT MALL)
Name: Shepherds
Date: 1923
Style: Neoclassical
Material: brick and stucco
Architect:
Use: bakery
Condition: excellent
Drawings: L.C.C.
Other listings: N.T.C.

122 ST JOHN STREET
Name: Milsom's Cordial Manufactory 1902, Launceston Aerated Water Co. 1912, Tetlow Cordial Manufactory 1924, Caswell and Whybrow Motorcycle Manufacturers 1948
Date: 1901, addition 1911
Style: Victorian Italianate
Material: brick and stucco
Architect: L.W.
Use: cordial factory
Condition: good
Drawings: L.C.C.
Other listings: no listing
131-133 ST JOHN STREET
Name: Phoenix Bakery, Tasmanian Steam Bakery
Date: 1840
Style: Georgian Victorian Transitional
Material: brick
Architect:
Builder: Refs: pp.32, 36
Use: bakery Drawings:
Condition: good Other listings: no listing

137 ST JOHN STREET
Name: Chinese Tobacco Manufactory
Date: pre 1860, 1920s
Style: Georgian with 1920s shopfront
Material: brick
Architect:
Builder: Refs:
Use: tobacco factory Drawings: L.C.C.
Condition: good Other listings: no listing

SHIELD STREET
Name: Alfred Harrap
Date: pre 1860
Style: Georgian
Material: brick
Architect:
Builder: Refs:
Use: store Drawings:
Condition: fair Other listings: no listing
37 TAMAR STREET
Name: J.R. Waldron
Date: 1907
Style: Vernacular
Material: wood and iron
Architect: Frank Tyson
Builder: Hinman and Wright
Use: office and foundry
Condition: good
Refs: Drawings: L.C.C.
Other listings: no listing

THISTLE STREET
Name: Patons and Baldwins
Date: 1922
Style: Neoclassical
Material: brick
Architect: Frank Heywood
Builder: Hinman, Wright & Manser
J. & T. Gunn - water tower
Use: spinning mills
Condition: good
Refs: pp.190-194
Drawings: L.C.C.
Other listings: no listing

WELLINGTON STREET (CORNER OF HOWICK STREET)
Name: Launceston Municipal Council Tramway Depot
Date: 1930
Style: Art Deco/Neoclassical
Material: brick
Architect: F. Rowland
Builder:
Use: tramway/bus depot and offices
Condition: good
Refs: Drawings: L.C.C.
Other listings: no listing
WEST TAMAR HIGHWAY

Name: Power Station H.E.C.
Date: 1955
Style: International
Material: 
Architect: 
Builder: 
Use: power station
Condition: good
Refs: pp.367, 368
Drawings: L.C.C.
Other listings: no listing

60 WILLIAM STREET

Name: Glasgow Engineering
Date: c1890, addition 1896
Style: Neoclassical
Material: brick
Architect: 
Builder: J. & T. Gunn 1896
Use: foundry
Condition: good
Refs: pp.380, 383-388
Drawings: L.C.C.
Other listings: no listing

WILLIAM STREET

Name: Esk Brewery
Date: 1881, additions 1903
Style: Neoclassical
Material: brick
Architect: 
Builder: J. & T. Gunn 1903
Use: brewery
Condition: good
Refs: p.57
Drawings: L.C.C.
Other listings: no listing
156-184 YORK STREET
Name: Humphreys Ltd. and Websters 1933
Date: 1920s
Style: Neoclassical
Material: brick and stucco
Architect: Frank Heyward
Builder: Hinman, Wright & Manser
Use: store, farm machinery
Condition: good - leadlighting removed from top panels of ground floor windows

188 YORK STREET
Name: Mitchell Motors
Date: 1926
Style: Neoclassical
Material: brick, stucco and pebbledash
Architect: Frank Heyward
Builder:
Use: garage
Condition: good

192 YORK STREET
Name: Southerwoods Livery Stables
Date: 1904
Style: Federation
Material: brick
Architect:
Builder:
Use: stables
Condition: good

Other listings: no listing
Refs: Drawings: L.C.C.
216-218 YORK STREET
Name: Tasmanian Co-operative Brewery, Thyne Bros, Fysh & Co.
Date: 1909
Style: Neoclassical
Material: brick, iron roof
Architect: T. Tandy
Builder: J. & T. Gunn
Use: brewery and woollen mill
Condition: good
Refs: pp.192, 197
Drawings: Q.V.M., L.C.C.
Other listings: R.N.E., N.T.C., L.N.E.C.S.

270 YORK STREET (CORNER OF MARGARET STREET)
Name: Jubilee Bakery
Date: additions and new oven 1909
Style: Georgian Victorian Transitional
Material: brick
Architect:
Builder: J. & T. Gunn 1909
Use: bakery
Condition: good - ground floor altered
Refs: pp.35, 42
Drawings: L.C.C.
Other listings: no listing
SECTION B
125 BRISBANE STREET (REAR OF)
Name: Maples
Date: c1906
Style: Industrial
Material: brick and corrugated iron
Architect:
Builder: 
Ref: 
Use: upholstery factory
Drawings: L.C.C.
Condition: fair
Other listings: no listing

99 CHARLES STREET
Name: Anderson & Lahey, H. Crocker & Son, Foot & Playsted
Date: 1881, alterations 1920s
Style: International 1920
Material: brick
Architect:
Builder: 
Ref: 
Use: coachbuilders, printery
Drawings: L.C.C.
Condition: fair - side wall only extant of original coachbuilding establishment, altered in 1920s by Foot & Playsted
Other listings: no listing

69 CIMITIERE STREET
Name: Hinman and Wright
Date: 1908
Style: Industrial Federation
Material: brick - iron roof
Architect:
Builder: Hinman and Wright
Ref: 
Use: store and sawmill
Drawings: L.C.C.
Condition: good
Other listings: no listing
18 EARL STREET
Name: Hewitt and Inglis
Date: 1929
Style: Moderne
Material: brick and stucco
Architect:
Builder: M'Lean
Use: furniture factory
Condition: good
Refs: p.119
Drawings: L.C.C.
Other listings: no listing

67 ELIZABETH STREET
Name: K. Ritchie 1938, Magnet Bedding Co. 1948
Date: 1938
Style: Dutch Farmhouse
Material: concrete and brick
Architect:
Builder: P. Fuller
Use: workshop
Condition: good
Refs: 
Drawings: L.C.C.
Other listings: no listing

FORSTER STREET
Name: Messrs W. & G. Genders
Date: 1923
Style: Vernacular/California Bungalow
Material: ferro concrete, wood and iron
Architect: A. North, Ricards & Heyward
Builder: W. & G. Genders
Use: oil store
Condition: fair
Refs: 
Drawings: L.C.C.
Other listings: no listing
FORSTER STREET

Date: 1899
Style: Vernacular
Material: corrugated iron
Architect: L.W.
Builder: J. & T. Gunn
Use: soap works/confectionary works
Condition: neglected
Refs: pp.134, 135
Drawings: L.C.C.
Other listings: no listing

GORGE ROAD

Name: Tram Shelter
Date: 1945
Style:
Material: timber
Architect: W. Clennett
Builder:
Use: bus shelter
Condition: fair - roof line has been changed
Refs:
Drawings: L.C.C.
Other listings: no listing

GORGE ROAD

Name: Bus Shelter
Date: 1951
Style:
Material: timber
Architect: W. Clennett
Builder:
Use: bus shelter
Condition: fair - glass missing from sides
Refs:
Drawings: L.C.C.
Other listings: no listing
4 HERBERT STREET
Name: Alexr. Evan Soap Factory, Tasmanian Soap and Candle Works 1902,
Coogans Furniture Factory 1912-1948
Date:
Style: Vernacular
Material: corrugated iron
Architect: T. Tandy
Builder: Refs: pp.118-120, 130, 133-135
Use: soap factory, furniture factory
Condition: derelict
Drawings: L.C.C.
Other listings: no listing

HOBART ROAD
Name: Tram Shelter
Date: 1929
Style: Federation/Californian Bungalow
Material: timber
Architect:
Builder: Refs:
Use: bus shelter
Condition: good
Drawings: L.C.C.
Other listings: no listing

25 HOLBROOK STREET [GUNN STREET] (CORNER OF DRY STREET)
Name: S. Cowap
Date: 1911
Style: Vernacular
Material: wood, iron roof, cement floor
Architect:
Builder: Cowap Refs:
Use: sauce factory
Condition: good
Drawings: L.C.C.
Other listings: no listing
403 INVERMAY ROAD
Name: H. Dean
Date: 1938
Style:
Material: weatherboard
Architect:
Builder: P.J. Dell
Use: bakehouse, shop and house
Condition: good
Drawings: L.C.C.
Refs: Other listings: no listing

KILLAFADDY
Name: Messrs Kitchen & Sons
Date: 1925
Style:
Material: concrete, timber, corrugated iron
Architect: Frank Heyward
Builder: Hinman, Wright & Manser
Use: soap factory
Condition: derelict
Drawings: L.C.C.
Refs: Other listings: no listing

PENQUITE ROAD
Name: Bus Shelter
Date:
Style:
Material: metal sheeting
Architect:
Builder:
Use: bus shelter
Condition: good
Drawings: Other listings: no listing
253 WELLINGTON STREET (CORNER OF HOWICK STREET)

Name: W. Harris
Date: 1921
Style:
Material: brick and weatherboard walls
Architect:
Builder: Featherstone
Use: meat factory
Condition: good
Drawings: L.C.C.
Refs: Other listings: no listing

287 WELLINGTON STREET (CORNER OF GARFIELD STREET)

Name: Wm Geo. Innocent
Date: 1946
Style: Vernacular
Material: brick
Architect: East, Roy Smith & Willing
Builder: H. Martin
Use: shop, dwelling and bakehouse
Condition: good
Drawings: L.C.C.
Refs: Other listings: no listing
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