

Rural Launceston Heritage Study

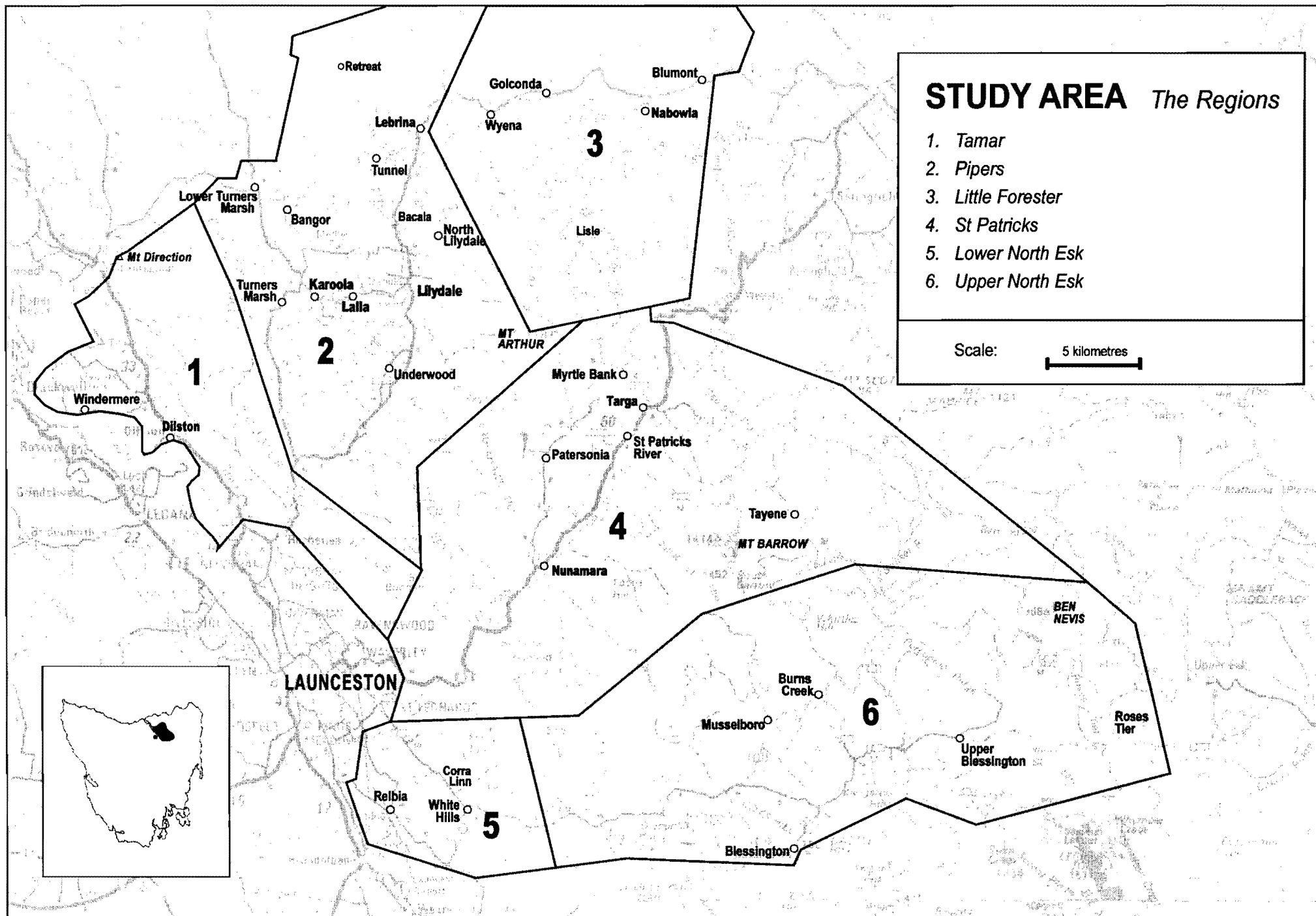
Margaret Tassell

Report of the Queen Victoria Museum and Art Gallery, Launceston

May 2000

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Cover photo

Post-and-rail fence above a freestone wall on the Watery Plains property, 1991.

(M. Tassell photo, QVMAG)

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Part 1

THE PROJECT

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INTRODUCTION

Project context

At the time that this project commenced (1991) the Launceston City Council had no systematic historical study to use as a framework in which to assess the cultural heritage resources of the rural areas that had been acquired by the City of Launceston in 1985 through the amalgamation of the adjoining former municipalities of Lilydale and St Leonards. Local government is now generally recognised as the appropriate level for cultural heritage management as reflected in the Register of the National Estate, which lists sites by local government area. (It should be noted that the boundaries of the Study Area as defined in this project in 1991 in fact differ somewhat from the current (2000) boundaries of the City, as explained in the Technical Notes).

Prior to this Study only limited relevant historical information was readily available; the small number of published local and family histories were of variable reliability and were concerned largely with people and events. Unpublished theses considered various aspects of Lilydale's history (largely social), including Bardenhagen's (1986) thesis on the German settlers of Lilydale. Kelp's (1971) historical geography thesis on the evolution of land settlement patterns in Lilydale and surrounding districts, although not a field study, provided a perspective that was relevant to some of the objectives of the present Study.

By contrast Gaughwin's (1991) Historic Sites Inventory Project for North-East Tasmania was a heavily field-oriented archaeological site-driven study that included the forested parts of the Study Area. In this report the researcher noted the lack of suitable regional and thematic historical studies to provide a context for her field findings. Morris-Nunn & C.B. Tassell's industrial heritage studies of Launceston and the Tamar Valley (1982, 1984) were useful in that, although not field studies, historic details were collated concerning sites, some of which were in or relevant to the Study Area.

The 'English' character of some of Tasmania's rural cultural landscapes and the elements contributing to that character had been considered in general terms in C.B. Tassell's 1988 study; parts of the Study Area offered scope for analysis along these lines.

Since the current Study was started, many papers and reports concerning cultural heritage have been published, but only a small number relate specifically to Tasmania and none combine all aspects of objectives and methodology of this project (as outlined in the following sections) in another local government area in the State.

Several studies of specific rural industries have been completed that encompass the Study Area: the Lisle-Denison Goldfields (Coroneos, 1993), dairying (Cassidy, 1995), the apple industry (McConnell & Servant, 1999) and flourmilling (Cassidy, 2000). Becker (1994) considered rural cultural landscapes of a Tasmanian district (Kimberley), but as a case study with the objective of establishing the value of such landscapes in providing historical information about the past, rather than the reverse as in the present study. Lester (1994) and Terry (1996) have produced thematic historical studies of rural municipalities (Spring Bay and Sorell respectively). Terry's study provides an historical overview as the first stage of a comprehensive heritage study.

Project objectives

This Study was initially funded by the National Estate Grants Program under the heading Rural Launceston Conservation Study. When the brief for the project was issued in February 1991, both its title and contents made it clear that the emphasis was to provide a detailed documentation and analysis of the history of land settlement and usage in the rural parts of the City of Launceston, and the emergence of the present rural landscapes. This study, with its perspective firmly based in historical geography, would provide a rigorous framework in which the priorities for future conservation and management of cultural heritage sites and landscapes could be confidently determined.

The *project brief* was entitled *Rural Industrial Heritage & Cultural Landscape Project* and listed as its objectives:

The documentation of the history of the rural settlements, both past and present, eg Lilydale, Roses Tier,

Nunamara. Particular attention is to be given to the locational factors that influenced the establishment and evolution of these settlements.

The detailed documentation of the industrial history of the rural areas of the City of Launceston. In particular, the study will focus on

- the varying agricultural practices throughout the study area, eg. orcharding, pastoral, cropping, viticulture
- the forestry practices, including changes in technology
- the service industries of the rural settlements
- other industries as determined by the project supervisor

The documentation of the impact of these industrial and settlement land use activities upon the rural landscapes of the study area. In particular, the study will identify the fundamental features and characteristics of the varying cultural landscapes found in the study area

The preparation of a final report that

- establishes an historical assessment framework for the study area
- identifies and documents heritage components of the study area
- establishes priorities for conservation and management.

Project methodology

Soon after the commencement of this project it became apparent that, because of the lack of previous studies or readily available source material for the Study Area, only a very superficial study could be made in the time (6 -7 months) to be funded by the National Estate Grant. The obvious conceptual complexity of this particular Study's objectives further compounded the problem. Because of the inherent value of the Study for cultural heritage management based on comprehensive research and analysis, the decision was made to continue the project without calling upon additional salary funding from the National Estate Grant Program, but with substantial additional support from the Queen Victoria Museum and Art Gallery.

The first phase of research soon revealed that the history of land settlement and usage varies across the Study Area, and that this variation in human history relates to geographical differences. For this reason, the Study Area was divided into six regions based approximately on the water catchments (or parts of them) that have shaped the patterns of human activities – Tamar, Pipers, Little Forester, St Patricks, North Esk (Upper and Lower).

At the same time the project was also divided conceptually into the broad themes into which landscapes and sites could be grouped and analysed, both in terms of the history of the Study Area and in the broader State context. These themes are: settlement and services, rural industries, extractive industries, timber industry, and transport; all of these were further subdivided. An additional theme emerged, superimposed on the others - that of the changing perceptions of the rural landscapes of the Study Area from the time of exploration to the present, and the related history of tourism and its associated sites and structures.

Research, both regional and thematic, was carried out on three fronts simultaneously – this is a field, community and research archive based study.

A comprehensive field survey provided information on the present-day landscapes of the Study Area : this included details such as the distribution of settlements and cleared/ uncleared areas; the patterns of road and rail networks; field size and fencing types; exotic plantings; the age and construction style of buildings of all types; signs of former dwellings, mills and mines. In many cases residents (past and present) of local communities as well as professionals (for example, foresters) were principal sources of field information.

Local informants also provided information from their own knowledge of past events and made available their own photographs, documents (primary and secondary) and family papers. This privately-held information supplemented extensive (although not exhaustive) research into public collections of written sources, both primary and secondary, and a wide range of archival maps and photographs. (A perusal of Part 5: Sources will reveal the extent of this research.)

Project outcomes

The Report

As required by the National Estate Grant Program, this report has been produced. The reference notes often direct the reader to additional sources of information on specific points. For further details of climate, topography and soils across the Study Area, the reader should refer to *Land Systems of Tasmania: Region 4* (Pinkard, 1980).

As could be foreseen from the above discussion of the project's multi-faceted objectives and methodology, the report is necessarily long and complex in structure. The regional and the thematic strands have been both teased apart and interlinked, with some unavoidable repetition and cross-referencing..

However, even with the substantial additional commitment of research time it has not been possible to include discussion of all of the themes and regions from each perspective. Rather, samples have been selected for the report.

In Part 2 the complete region-by-region analysis of Settlement (with all themes covered during the discussion) has been included for four of the six regions (Pipers, St Patricks, Little Forester and Lower North Esk), but the Services Overview provides a complete meta-analysis, including discussion of relevant aspects of the Tamar and Upper North Esk regions as well the four mentioned.

Part 3: Rural Industries covers all aspects (thematic and regional) in the Extractive Industries section, while the Living on the Land section selects only three themes (hunting and gathering, fencing and dairying) but considers all regions within these themes. The timber industry and transport have not been included within this Rural Industries thematic discussion, but those topics were considered within the Part 2 regional discussions.

Part 4 offers a complete region-by-region discussion and overview of tourism and perceptions of rural heritage; this over-arching topic was not included in the original brief but is seen as significant for its implications in any discussion of the social values associated with cultural heritage.

Throughout the report, discussion within each context leads up to a consideration of the remaining physical features of specific sites and landscapes and often a comment on their cultural heritage significance. While no set of guidelines for conservation and management priorities has been drawn up, this report could readily be used for that purpose, ideally under the supervision of archaeologists, by the Launceston City Council and other organisations involved with cultural heritage management in the Study Area.

Collections and data bases

With the financial, administrative and technical support of the Queen Victoria Museum, several documented collections and databases have been established at that institution. These complement the National Estate-funded report.

About 1000 privately-owned photographs have been borrowed from members of the community, copied and documented. From the field work, a reference collection of approximately 1500 fully-documented colour transparencies of cultural landscapes and specific sites in the 1990's has been formed; these photographs will form an invaluable archive in their own right for future researchers and cultural heritage managers. Both photograph collections can be accessed via a multi-fielded computer data base.

A data base (to be computerised) of about 100 sites related to saw-milling has been established, comprising details and their sources (field, oral, maps, photographs, written records and accounts) that have been amassed for each.

A collection of files related to the Study will be lodged at the Museum, including interview notes and copies of documents obtained during this project and not otherwise readily available. Specific files are cited in the Reference Notes of the report.

Other studies

Both because of the decision to extend the research on this project and unavoidable delays due to health problems, this report has been produced considerably later than expected. However, during the long course of the Study the research and analysis has already been drawn upon for numerous cultural heritage-related purposes by request

from various researchers and organisations (including the Launceston City Council, the University of Tasmania, Forestry Tasmania, the National Trust of Australia (Tasmania) and the Queen Victoria Museum), as well as for answering numerous local history questions from community members who have known of this Study .

Other research projects that have benefited from the Study include:

- *Proposed Subdivision – Glenwood Road* (Tassell, 1991; research on historical significance; copy held QVM)
- *A poor mans diggings: an Archaeological Survey of the Lisle-Denison Goldfields* (Coroneos, 1993)
- *Report on the cultural significance of the nine pre-Alpine Village ski-huts on Ben Lomond* (Tassell, 1994)
- *The Dairy Heritage of Northern Tasmania* (Cassidy, 1995)
- *Placing the Cultural Heritage in Context Project: Historical Context of George Town Municipality* (Tassell, 1995)
- *Lilydale Falls Reserve Management Plan* (Timothy, 1995)
- *Merthyr Park Bushland Management Plan* (Moore, 1995)
- *Hollybank Forest Reserve: Historical Significance of the Farming Phase* (Tassell, 1996); this report for Forestry Tasmania was used as a Cultural Heritage case study in the 1997 Regional Forest Agreement; refer to Marshall & Pearson (1997, two reports)
- *The History and Heritage of the Tasmanian Apple Industry* (McConnell and Servant, 1999)
- W.A.G. Walker entry (Valentine & Tassell) in *Australian Dictionary of Biography* (in press, 2000)

TECHNICAL NOTES

The Study Area: terminology

The term Study Area refers to the total tract of land considered in this project; its boundaries are shown on the map. The Study Area was determined in 1991 and consisted (in very broad terms) of the non-urban parts of the City of Launceston local government area, which had been enlarged in 1985 through its amalgamation with the adjoining Municipalities of Lilydale and St Leonards. (Launceston City Council, Planning Scheme, 1996)

The Study Area's boundaries as marked on the map differ from those of the present City of Launceston in several aspects. Firstly, the decision was made early in this project to extend the Study Area a little into adjoining local government areas (now George Town, Dorset, Break O'Day and Northern Midlands) where the local geography and human history made this appropriate. Secondly, the 1993 local government restructuring (ibid, 1996) meant changes to the City's boundaries, most notably the loss of much of the Little Forester Region to the Municipality of Dorset; however, this was retained within the Study Area. Thirdly, the Study Area map has been simplified to exclude some small tracts of forested land that lie within the City's far northern and south-eastern boundaries.

The Study Area has been divided into six 'regions' as shown on the map; they are named in terms of the river catchments that form their approximate boundaries.

Each region is further divided into 'districts'; their boundaries are those found to be generally agreed upon by local residents. (In 2000 the Nomenclature Board of Tasmania is in the process of assigning locality names and boundaries for all Local Government Areas, as shown in the Central Plan Register held by the Office of the Surveyor-General). The term 'area' is used to refer informally to a part of a district, such as a small valley or a group of properties.

Many place names have changed over time. In general the modern name is used for the purpose of discussion; for example, 'Tasmania' is used rather than 'Van Diemen's Land'. However, for districts initial reference is made to other names current at the time under discussion, eg. 'Upper Pipers River (Lilydale)'.

Sources

Specific dates given for events such as the opening of a building (for example, 23 April 1907) are often obtained from contemporary newspaper accounts and are generally accurate. However, details such as the span of operation of a school are often obtained from almanacs, parliamentary papers and annual reports; these dates are only approximate as the event may have taken place in the year preceding the publication. Where a field estimate has been made of the approximate date of a particular building or structure, no citation appears in the reference notes. These estimates are generally based on stylistic features; a useful guide is provided by *A Pictorial Guide to Identifying Australian Architecture* (Apperly, Irving & Reynolds, 1994).

A wide range of sources – primary, secondary and anecdotal - has been drawn upon according to the availability of information on the topic; the reference notes will give an indication as to the likely reliability and accuracy of a particular statement. Evidence has also frequently been obtained from archival maps and photographs as cited. In some cases further sources of information are suggested in the reference notes.

Abbreviations

AOT	Archives Office of Tasmania
DPIF	Department of Primary Industry and Fisheries
DPIWE	Department of Primary Industries, Water and Environment
DPWH	Department of Parks, Wildlife and Heritage (later the Parks & Wildlife Service)
Examiner	Refers to both <i>The Launceston Examiner (Commercial and Agricultural Advertiser)</i> (1842-99) and <i>The Examiner</i> (from 1900)
HG	<i>Hobart Gazette</i>
HTG	<i>Hobart Town Gazette</i>

<i>HRA</i>	<i>Historical Records of Australia</i>
LCC	Launceston City Council
LFNC	Launceston Field Naturalists Club
LSD	Lands and Survey Department
LLSL	Launceston Local Studies Library (Launceston Library)
Loc.	location
<i>JHA</i>	<i>Journals of the House of Assembly</i>
<i>JLC</i>	<i>Journals of the Legislative Council</i>
<i>JPPP</i>	<i>Journals, Papers and Proceedings of Parliament</i>
ML	Mitchell Library
NL	National Library
<i>PPRST</i>	<i>Papers and Proceedings of the Royal Society of Tasmania</i>
Prop	Property number, as indicated on the editions of the TASMALP 1:25000 series used in this study
OSG	Office of the Surveyor-General
QVM	Queen Victoria Museum and Art Gallery, Launceston
RLHS	Rural Launceston Heritage Study (referred to as QVM Tassell Files)
RNE	Register of the National Estate
<i>TGG</i>	<i>Tasmanian Government Gazette</i>
THRA PP	Tasmanian Historical Research Association, <i>Papers and Proceedings</i>
TL	Tasmaniana Library & W.L. Crowther Library (State Library of Tasmania)
TMAG	Tasmanian Museum and Art Gallery

Map references

Grid references for sites and property numbers as cited in the Reference Notes relate to map sheets in the TASMALP 1: 25000 Series. The location (loc) or general vicinity (vic) of structures and features are most commonly cited in terms of the map name and universal grid reference, and can be used for any edition of that map; for example, the reference note may read 'loc: Prospect 186052'.

In some contexts (eg. discussion of land alienation) the property or land parcel number (prop) as marked on the map is a more appropriate method of designation; for example, the reference note may read 'loc: Prospect prop. 0026'. However, this number may vary from one map edition to the next. For this reason, a reference collection of the map editions used in this Study is kept at the QVM; refer to the Sources section for a list of these maps and their editions.

Unit conversions

Mass

1 ounce (oz) = 28.3 g

16 ounces = 1 pound (lb) = 450 g

2240 pounds = 1 ton = 1.02 tonnes

Length

1 inch = 25.4 mm

12 inches = 1 foot = 304.8 mm

3 feet = 1 yard = 0.91 m

22 yards = 1 chain = 20.12 m

80 chains = 1 mile = 1.61 km

Area

1 acre = 0.40 ha

Volume

1 pint = 0.57 L

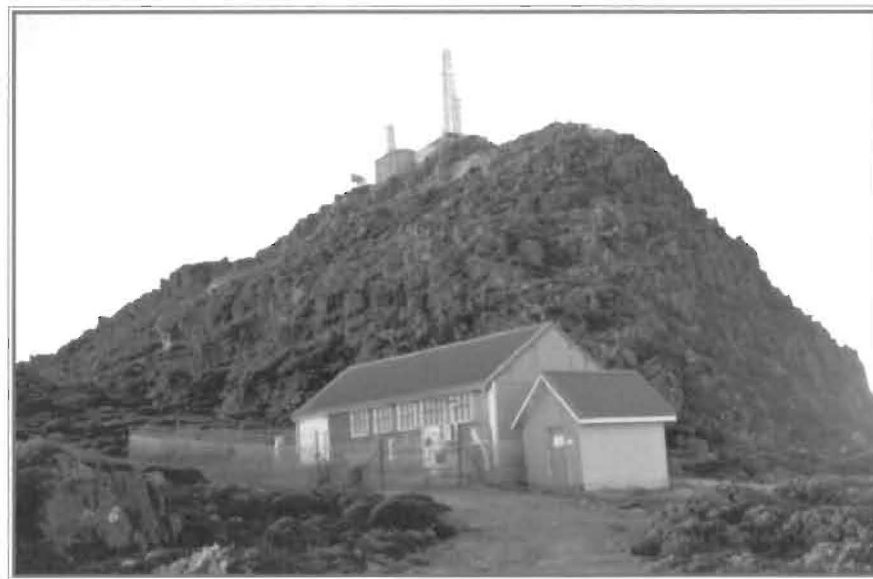
1 gallon = 4.55 L

Part 2

SETTLEMENT AND SERVICES



Lenna (built c1858) at White Hills, early 1930's.
(G. & R. Chugg photo, QVMAG)



Air navigation complex, Mount Barrow, 1996. (M. Tassell photo, QVMAG)



Former school building at Wyena, 1995.
(M. Tassell photo, QVMAG)



Bluestone ranger's cottage (c1904) at the
Launceston water supply intake at Nunamara, 1991.
(M.Tassell photo, QVMAG)



Former post office at River Made, Targa (Myrtle Park), 1992.
(M. Tassell photo, QVMAG)



Two houses on the pioneer farm property Yondover, Tunnel, 1897. (*R.H. Green photo, QVMAG*)



Aerial view of Hollybank, Underwood, showing stone walls and the two farm houses, c1933/4. (*Walker photo, QVMAG*)



Bangor State School, formed from two of the former slate quarry houses, 1893. (*QVMAG*)



Italian Prisoner-of-War hut (built 1944) at the Brooks' farm, Lilydale, 1991. (*M. Tassell photo, QVMAG*)



Egerton, former inn at White Hills, 1991. (*M. Tassell photo, QVMAG*)

SETTLEMENT: THE REGIONS

LOWER NORTH ESK REGION

SETTLEMENT

The physical geography of the Lower North Esk region differs from other parts of the Study Area (with the exception of the Tamar region to an extent) in terms of soils, climate and vegetation that, from the time of the arrival of the first settlers at Port Dalrymple, were to effect the long-term patterns of settlement and landuse. The arable soils, low rainfall and open woodland vegetation of the region had two major implications for European settlement. Firstly, land owners with sufficient acreages and resources were generally able to make the greater part of their living from farming, and secondly, there were no suitable forests to sustain a local timber industry. These factors in turn influenced the settlement landscapes that evolved, including the nature of the dwellings that have been built and those that have survived. ¹

The main phases of settlement of this long-occupied farming region are reflected in the houses now seen in its rural landscapes, with the exception of the earliest humble dwellings to be erected which have disappeared here as elsewhere.

To sum up, the most substantial dwellings in the modern landscape date largely from two disparate periods. Some were built in the half-century from the 1820's on modestly prosperous, moderate-sized mixed crop-growing and stock-raising farms, while many others have been built since the late 1970's by relatively affluent commuter owners. There are other houses that were built throughout the long intervening period, particularly during the post - World War 2 expansion; more of the latter are of brick than in other regions of the Study Area. Post-war houses are especially noticeable in and near the White Hills and Relbia township clusters.

Returning to the origins of this region's cultural landscapes, the key to the siting, sustenance and early prosperity of the Launceston settlement was the readily apparent suitability of the Lower North Esk River valley for both wheat-growing and stock-raising.

Soon after his arrival in Port Dalrymple in 1804, Lieutenant Colonel Paterson and his party explored the open woodland and river meadows of the valley as far upstream as Corra Linn and reported favourably on its potential for farming. He noted that there was "excellent Pasture everywhere" and "Thousands of Acres may be ploughed without falling a tree" (*HRA* III,1, pp616-7), concluding that "the Country in general, in this Quarter, can hardly be equalled either for Agriculture or Pasture Land" (*ibid*, p618). ²

In his account of this journey, Paterson described the location and appearance of his camp site "on rising ground, with a beautiful Plain on our Front between us and the River" (*ibid*, p616) on the southern bank of the river. From a detailed study of this account in conjunction with a chart of 1804/5 and modern maps of the course of the river, Macknight (1998) proposed the likely location of this camp, taking into account Paterson's apparent over-estimation of distances. This site lies on the Leichardt property, within the Lower North Esk region of the Study Area. ³

These apparently 'natural' open woodland and river meadow landscapes of the Lower North Esk region, so admired by Paterson for their potential for European settlement, were in fact cultural landscapes in two main senses. First and foremost, the Aboriginal tribes maintained the observed vegetation patterns by controlled burning; fire management regenerated plant food, increased the abundance of game and kept the terrain clear for ease of movement.

Secondly, there may also have been tangible landscape evidence of Aboriginal occupation in the form of campsites, tracks, middens and stone artefact assemblages. Little is known of any such landscape evidence, whether reported at the time of early settlement or discovered in later years. There is some historical evidence for campsites along the North Esk River, and worked pebbles were found at St Leonards in the 1960's; however, a more recent archaeological field survey by Kee (1990) revealed that subsequent disturbance and development had obscured any evidence at this site. Although Kee's surveys did not include searches for other sites in the Lower North Esk region, her predictive model of site location suggests that some sites could be expected along this river valley by comparison with the South Esk River. ⁴

The first official land grant to be made in the northern settlement was a large one of about 2000 acres on the southern side of the North Esk valley, partly within the present Study Area, incorporating the present Leichardt property and now traversed by Glenwood Road. This land was granted to Elizabeth Paterson in 1808. The name Patterson's [sic] Plains was used for both sides of this section of the North Esk River as far upstream as Corra Linn, including the village later to be known as St Leonards on the eastern side of the river (outside the Study Area). In many ways later residents of the two sides of the valley continued to view themselves as being in the one social community, despite the restricted crossings of the North Esk, because of their shared geography, history and economies.⁵

Government stock are thought to have been run on the north-eastern side of the North Esk valley in the charge of James Hill from around 1805, and from 1811 by Lieutenant David Rose at government stockyards on land that was to become the Corra Linn property. Settlers then occupied the fertile valleys and readily cultivated the soil for wheat. By 1813 much of the land in the North Esk valley (known as Patterson's Plains) and the tributary Rose Rivulet valley (known as Camden Vale) had been allocated; together these valleys and their catchments form the Lower North Esk region of this Study Area.⁶

By 1823 many settlers were established and little land remained unalienated, and most of that remainder was occupied under leasehold for grazing. In the mid 1820's Surveyor Wedge re-surveyed many of the long-occupied holdings; however, these were not the huge pastoral holdings typical of the Midlands. Many of the holdings were small grants of less than 100 acres allocated to former convicts. The larger grants enabled free settlers, including a number of Scots and military officers, to establish successful mixed farms with a proportion under crops. For example, soon after his arrival in 1820 Major MacLeod received his grant of land at the Sugar Loaf, previously used for government stock, and set about establishing a house (no longer standing), outbuildings, horse works and fenced enclosures. In 1822 a flour mill was erected at Corra Linn, and the miller built a bridge to allow wheat to be brought from all parts of the region. Crops and stock flourished, and the district was relatively well served by roads.⁷

Here as in other early-settled open woodlands and river valleys near and between the two main settlements at Hobart and Launceston, this post-1823 landscape of European occupation and settlement presented serious problems for the Aboriginal tribes who had long occupied defined territories and moved seasonally along defined routes and pathways across other tribal territories. Widespread European occupation interfered with free movement by the Aborigines and led to a scarcity of food. The period 1824-31 was characterised by a series of Aboriginal/settler clashes in areas so occupied.⁸

Evidence for the tribal distribution and boundaries of the Aborigines is limited and liable to differing interpretations by researchers. However, it appears that bands from the North Midlands, North East and Ben Lomond tribes may all have occupied or regularly passed through parts of the Lower North Esk region, in particular when moving between Port Dalrymple (East Tamar) and Ben Lomond. The result was that some Aboriginal/settler clashes were reported in this Lower North Esk region; these included incidents at James Hill's Dunedin property and George Hobler's Killafaddy (1827), Donald Stewart's North Esk property (Millwood Plains; January 1831) and R.P. Stewart's North Esk property (February 1831). Umarrah, a key Aboriginal figure in attempts to collect together the survivors of his people, is said to have spent the 1830/1 summer on Ben Lomond tier with a group of Port Dalrymple Aborigines, making occasional forays into the North Esk River valley in search of provisions from farms and shepherds' huts.⁹

While farm dwellings and huts were now widespread in the region, they were generally still rudimentary structures. Although early accounts were full of praise for the beauty of the open wooded valleys and slopes of the region and for the fine crops that could be grown here, the earliest dwellings were not necessarily considered a pleasing addition to the landscape. In 1811 Governor Macquarie wrote of this district's farms: "... soil and grazing of all of them good, with fine promising crops, but the habitations of the settlers are wretchedly mean" (Macquarie, *Journal*, p67).¹⁰

The first dwellings to be erected were necessarily crude and simple: often a wattle and daub thatched hut, followed later by a hut with log uprights, split timber or bark cladding and a shingle roof. In 1829 Widowsen gave details for the construction of such a temporary dwelling which could later be used for convict servants, cautioning that it was more important to devote attention to building yards for stock and cultivate and enclosing land for crops and gardens. He advised that when the settler was ready to consider a permanent home, he should build of stone or brick rather than timber.¹¹

Some free settlers in the important crop-growing district of the Lower North Esk quickly prospered and in some cases acquired more land by grant or purchase. By the 1820's these settlers were able to build houses, often of

brick, with convict assistance. Examples include the early Corra Linn (Relbia) and Dunedin cottages, neither of which remains. At White Hills, Egerton (an inn) was built of brick, possibly in the 1820's, while the existing Tecoma house incorporates a wooden cottage built in the 1820's. Few other dwellings survive as landscape reminders of the emergent prosperity of the 1820's.¹²

One other survivor is the lower floor of a large brick building at Curraghmore at White Hills, thought to be part of Peter Lette's "immense brick house" built in the 1820's (*Journal of the Land Commissioners, 1826-28*, p72); this structure was described by Widowson (1829, p129) as "large enough for a county infirmary". Lette was one of the most successful early settlers in the region. He wrote in 1830 that he had acquired eight thousand acres of land by grant and purchase from the government and private individuals. Lette developed and ran his property with the assistance of 18 male and three female convicts and seven free men. Buildings included the house (56 feet square with two feet thick brick walls); three buildings each about 80 feet long (a combined stables, granary and wet store; a pent house with attic; and a barn), and a well 70 feet deep sunk through rock. He had 90 acres of cleared land, over seven miles of fences, 650 cattle, 4000 sheep and 4 horses.¹³

In the 1820's Smith's property Marchington was a well-established farm, but a modern house has replaced the earlier one. Likewise on many of the other properties that prospered in the 1820's, initially from wheat and then from mixed farming, the first relatively permanent dwelling has gone. For example, first free settler James Hill's original brick and shingle cottage on Dunedin (situated on top of the hill near a spring) was destroyed by fire in 1864. However, well-built cottages or substantial houses built between the 1840's and the turn of the century are a feature of the rural landscapes of this region. These dwellings and associated landscapes warrant detailed research beyond the scope of this Study. Examples include cottages that are now uninhabited on Corra Linn, Bridge Farm, Glenbank and Jordans Corner properties and houses still in use on Everton, Everton Springs, Barbrook (c1860), Dunedin (c1864), Northcote, Old Illaroo (c1840's), Mt Oriel, Leichardt (c1840), Stornoway, Lenna (c1858) and Curraghmore (c1890's). On some of these properties not only the main dwelling but also the outbuildings such as barns and stables reflect the prosperity of farmers in this period.¹⁴

Two of these houses and two outbuildings have been recognised for their heritage values; these are clustered on three properties within two kilometres of each other to the south of the historic village of St Leonards on the eastern side of the North Esk valley. On the Register of the National Estate are the Old Illaroo house, an elegant Georgian-style brick house built in the 1840's and the associated brick stables, together with the mastercraftsman-built gothic revival style brick barn at Dunedin. The Northcote house (1856), a brick house (bluestone foundations) with a church-like arched window and a shingle roof (under iron), built by Canon Brownrigg, is on the Register of the National Trust. The latter house, incorporates a store house and granary built by James Hill (c1824) with bricks made nearby (the hollow in the paddock is still visible). Rooms were added in 1826 to form a cottage, possibly for convict workers; the store house part of this structure was used as a dairy in later times and is still readily visible.¹⁵

On the Corra Linn (Relbia) property, an unlisted two-storeyed Georgian brick building forms a significant surviving element of this very early farm. The building may have been used to house convicts, situated as it was on the government farm on the earlier main road. The windows (fitted with steel bars) on the northern side are shaped to be wide on the outside and narrow on the inside, possibly to aid gun defence of the building. The Lenna farm cluster at White Hills retains both the 1858 house and large stables, both built of bricks made on the property.¹⁶

As substantial homes and outbuildings were erected, so too were gardens planted, both for fruit and vegetables and for ornamental purposes; the orchard at Curraghmore consisted of eight acres "planted with fruit trees of every description" (Lette, 1830; quoted by Von Stieglitz, *History of Evandale*, p84). Gardens were often considered worthy of marking on early survey maps. Smith of Marchington and King of Dunedin both exhibited at the first show held by the Launceston Horticultural Society in 1838. The gardens, orchards and vineyards of Marchington were established as part of the 'scientific' phase of horticulture as early as 1828, when a professional gardener arrived from England and planted his stock there. Any surviving gardens from this period at Marchington have not been investigated in this Study. On many other properties, gardens remained in the farm or cottage garden phase of horticulture, although on some farms semi-commercial orchards were supplying a flourishing export market centred on Launceston in the 1850's and 60's. Everton and Illaroo both boasted considerable orchards at this time.¹⁷

No large formal mature gardens are known in the region, but exotic plantings and gardens on the older properties listed above are distinctive cultural landscape elements and warrant further research. For example, at Corra Linn (Relbia) a row of early-planted mimosas along the edge of the steep valley line the original entrance to the former cottage, while nearby is a Slippery Elm (*Ulmus fulva*) that may be the only specimen in Tasmania; it has been

suggested that this tree should be added to heritage listings. At Northcote a few fruit trees around the perimeter of paddocks are thought to be remnants of the early orchard.¹⁸

The most distinctive and commonly used form of exotic planting in the region is the hawthorn hedge, well established here as a form of fencing by the mid nineteenth century. Combined with the small scale of both the topographical relief and the field size, the winding lanes, and the early houses and outbuildings and their gardens, they produce one of the most distinctively 'English' landscapes in Tasmania, particularly in the Lower White Hills district. Introduced hedging plants such as hawthorns, blackberries, briars and gorse have gone wild in this district, together with sloes and teasels.¹⁹

While some early settlers prospered and were able to build relatively substantial homes as outlined, others could never afford other than a humble dwelling. Many were ex-convicts with only a small land grant and little capital, or tenant farmers renting a small part of one the larger estates. Some ex-convicts were successful, such as Joshua Peck who built a cottage between St Leonards and Corra Linn and whose family acquired considerable land holdings in this district (including Ivory Bight and Glenbank) and in the St Patricks Region.²⁰

However, many convict or tenant farmers struggled to make a livelihood. In 1826-8 the Land Commissioners observed that the "fine flat" at Patterson's Plains [Glenwood Road area] "has been subdivided and let to miserable tenants who have exhausted the soil", while Surveyor Thomas Scott's land at Breadalbane ("the finest land in the colony") was "leased out to a set of villains" (McKay, *Journals of the Land Commissioners 1826-28*, p20). Widowson (1829, p118) also mentioned the neglected appearance of the houses on Patterson's Plains, and the "set of thieves" renting small farms in the Cocked Hat hill district and living in huts on them while engaging in bushranging and sheep stealing. However, some tenant farmers and their families did make good. Thomas Gee, who was one of Scott's tenants at Breadalbane in 1826, went on to acquire his own land in the district as did his brothers who arrived in the colony later.²¹

Valuation rolls show that beyond the middle of the century many of the properties listed as agricultural or agricultural and pastoral were occupied by persons other than the owner. Absentee owners were anxious to leave their property in the hands of trustworthy bona fide farmers. This was especially the case when the main homestead itself was to be let. When the Illaroo house and 224 acres were advertised to be let, the "desirable and most delightfully situated residence" was described as being in a "neighbourhood of the highest respectability" (*Examiner*, 16 June 1860).²²

Parts of some estates were also being sold at this time as small holdings. In 1859 part of the large Talisker estate was advertised for sale as a small farm; earlier the estate had been divided into around 15 tenant farms. This 71.5 acre portion of land was opposite the Anglican church, 65 acres of it under crops of oat and hay with some fencing but no mention of a dwelling. The site is now occupied by a modern house but it is surrounded by an old hawthorn hedge. In 1860 Jocelyn Thomas advertised 146 acres of his Everton property for sale or let, describing it as a dairy and agricultural farm with "every requisite for a yeoman farmer", although there is no mention of a dwelling. (*Examiner*, 12 June 1860)²³

Thus in its early years the region's rural landscapes would have had many small farms with crude huts or simple wooden cottages. These dwellings largely disappeared as tenants were displaced and small holdings bought up to make fewer, larger and more viable farms. The brick house Lenna was built c 1858, the property earlier having been divided into a number of small tenant farms. The sites of some of the huts were still visible in the 1930's. The history of the simple wooden cottage still standing on the roadside between St Leonards and Corra Linn should be investigated.²⁴

Examples of other known early cottages that have disappeared and not been replaced are those previously at Everton Mount (on Everton Lane, along the ridge from Glen Elm), cottages on either side of the Corra Linn gorge to the west of the bridge, and two on the Lower White Hills Road. The exact location of the Cocked Hat Hill farm cottage is unknown, but it was sketched by Mrs Landale in the 1850's. There are no longer any dwellings on the land on the northern side of the North Esk at White Hills (now forming part of the very large Dunedin estate). Previously there were cottages (possibly several) at Ivory Bight and Barrowville, both on the northern bank of the North Esk, on the opposite side of the river from the main White Hills settlement. The latter farmhouse was painted by Mrs Landale in a 1857 sketchbook. Some of the foundations of this structure may remain, while the building may have been incorporated in a house now on the Blessington Road, shifted from Barrowville to its new site in the 1940's. At Barrowville a new house was built but later removed to Launceston.²⁵

The period from the late nineteenth century until World War 2 was one of slow change in terms of dwellings in the Lower North Esk region. Many of the early huts and cottages gradually disappeared from the well-established

mixed farming and dairying district over this period, and some new houses were built. As noted earlier in this discussion, the region differs from most other parts of the Study Area in that soils, climate and vegetation supported farming but not sawmilling.²⁶

After World War 2 improved roads and private transport meant that people chose to live in the pleasant farmscapes of the region and commute to work in nearby Launceston or for retirement. This led to a new form of small holding, rather different from those of the earlier ex-convict small land owner or tenant farmer. This trend towards a rural residential lifestyle appears to have started earlier in this region than in most other parts of the Study Area, where this lifestyle did not emerge to any extent until the 1970's. In many instances, it was members of long-established farming families of the Lower North Esk region who built another house (often of brick, unlike in other regions of the Study Area) on a small parcel of the family's property and worked elsewhere. As discussed in later sections, new houses were also built in the small settlements of White Hills and Relbia.²⁷

In this region the post-1970's trend towards polarisation of the size of holdings is especially marked. On the one hand property owners have aggregated land to form viable farms, and on the other hand people have built their commuter homes on non-viable hobby farm acreages or small rural residential blocks.²⁸

From the 1970's more commuting newcomers have also moved into purpose-built homes on farm blocks; these are often substantial houses in attractive settings with expansive views; for example, on Talisker Hill along the White Hills Road, and along Blessington Road as it traverses this region. From the 1980's, people seeking a rural lifestyle have built houses on small acreages in the Relbia township district along Relbia Road, largely in the area bounded by Relbia Road, the Western Line and Youngtown. Most of these Relbia Road blocks have been subdivided from three former farming land grants of 684, 625 and 536 acres. The former two grants formed part of the 2000 acres (approximately) located to Elizabeth Paterson in 1808; this first land grant in the Port Dalrymple settlement was mentioned earlier in this discussion.²⁹

This original Paterson land grant and adjacent grants were also selected for development under the Launceston City Council's Rural Residential Strategy (1992). The Council found that despite an over-supply of rural residential allotments in the Launceston region as a whole, there was a real demand in the Glenwood Road area – this area and Dilston/Windermere were the only two areas recommended for rural residential development. After a feasibility study in 1988, developers had subdivided and sold land for high prices, and substantial houses were built.³⁰

The 1992 Rural Residential Strategy was designed to be used as a basis for decision making in the following five to ten years in order to provide long-term suitability and stability of landuse. It was concerned solely with providing for this established demand for an urban-based lifestyle with basic services available (roads, water, telephone, power) and a clearly defined allotment size range, namely 0.8 to 4 hectares. The Glenwood Road Area was created in March 1991, and the ultimate maximum yield is 114 to 120 allotments. By April 1992, 32 dwellings had been built and many more have been completed or commenced since then, many of them being substantial structures with prominent entrance gates.³¹

Some of the old farmhouses and cottages on long established farms are also occupied by non-farmers, who either own the house and a modest, non-viable acreage, or rent the dwelling from a farmer who has acquired the property largely for the additional farmland. Examples include Curraghmore, Everton, Everton Springs, Egerton, Barbrook and Glenard in the White Hills and Lower White Hills district. On some of the older properties there can be two or more dwellings built at different periods, for example Leichardt (formerly Rosetta), Lenna, Corra Linn, Bridge Farm, Stornoway and Curraghmore. There are three dwellings on Curraghmore: the lower floor of the original substantial 1820's brick dwelling mentioned above, a second brick house (c 1900) and a modest weatherboard cottage (c1920's). The owner is a farmer who lives on another White Hills property and now holds large areas of cropping and grazing land in the district and beyond in order to sustain a fully viable operation.³²

SERVICES AND AMENITIES

Central place functions within the region have been concentrated in or near the 'townships' of White Hills and Relbia as discussed in the following sections. While these are the only two townships with a history of central place functions situated within the Lower North Esk region, there are several other long-established centres beyond the boundaries defined for this Study that have provided services for its inhabitants. These are St Leonards and Franklin Village (formerly rural villages, more recently outer suburbs of Launceston), Breadalbane and Evandale.

There are some other services and planning measures to mention briefly; these are associated with landscapes within the Lower North Esk region but not specifically in the White Hills or Relbia townships.

Inns were amongst the earliest of services to be provided in this relatively densely settled agricultural area with many labourers and farmers of convict origin. Before the early 1820's, the main route to Hobart passed through the region and so would have brought further trade for any public house. The Opossum Inn was built beside this road. However, in 1820 there were very few licensed premises in Tasmania; there were only two in Launceston and none in the Study Area. Rather than going to a pub, people received their spirits directly as payment for goods and services. The earliest confirmed date for licensed premises in the Lower North Esk region is 1833 for the Opossum Inn, by which time the main road to Hobart had been re-routed.³³

The Opossum Inn stood on a 15 or 16 acre block by the old main road to Hobart on the western side of the Rose Rivulet valley, near that road's junction with a local road crossing Rose Rivulet to give access to the White Hills district. There are no surface remains of the building, but in past years cultivation of the site has revealed brick fragments and bottles. The old road formation still runs south from this, past the Corra Linn (Relbia) homestead site and on towards the modern Lower White Hills Road. Another early inn is said to have stood by the road here on the eastern slopes of the Cocked Hat Hill; this could have been one of several licensed premises known to have opened for periods in the general vicinity of Cocked Hat Hill and Breadalbane. (In addition there were inns in or near the White Hills township, as discussed in that section)³⁴

Animal pounds were another early feature of the landscape after the introduction of a pound law in 1820. In 1875 there were pounds at White Hills, Breadalbane and Jinglers. The poundkeeper, and hence the property on which the pound was located, would have changed over the years. The only known trace is in the name 'Pound Lane' that was still in use as a thoroughfare in the 1930's-40's. It ran from the White Hills Road in the Relbia district up the slopes of Cocked Hat Hill to the Hobart Road, its route marked by hedge remnants.³⁵

The history of basic services such as water supply, power and telephone has not been researched in detail in this Study. However, some interesting points about these services and related conspicuous landscape features in this region can be mentioned.³⁶

Access to water has always been of concern in this hilly region with relatively dry summers. The North Esk River and other major streams have provided permanent water but many farms are situated on the hills above them without permanent streams. For this reason inhabitants of the White Hills district would take stock down to water at the ford on the North Esk; as discussed below, this may have been a locational factor for the township. Water was also carried back to farms in horse-drawn water carts. Corra Linn (Relbia) has water rights on the North Esk on the south-eastern side of Paterson Island. Some dairy farmers practised transhumance because of the dry summers, sending their stock to other properties held in higher rainfall districts, including the Camden Plains (St Patricks region). The Gardiners of Stornoway irrigated their land by pumping water from the North Esk up to a dam and running it down the slopes. The channels are still evident on the hillside.³⁷

By 1914 the St Leonards Council was planning a water scheme which extended to the area near the Relbia railway station. Water for the Relbia district is now carried by conspicuous pipes crossing the North Esk alongside the Corra Linn bridge. This pipe branches off the main line from the North Esk Regional Water Supply, a major scheme serving parts of the Study Area and other municipalities. The intake for this scheme was originally at White Hills, with a brick pump house (still standing) built by the Public Works Department in the early 1950's on the southern side of the North Esk immediately to the west of the ford. The intake was later shifted to Watery Plains in the Upper North Esk, and the treatment plant was constructed at Chimney Saddle by the Rivers and Water Supply Commission in 1974-76. The concrete brick buildings, tanks and large reservoir are prominent in the landscape of open woodland and poorer grazing country to the north-east of the agricultural lands of White Hills.³⁸

The northern edge of the Lower North Esk region is traversed by the Hydro-Electric Commission (now Aurora) 110,000 volt transmission line, running from Traveller's Rest to the west of the Study Area through to the North-East of Tasmania. The pylons and lines cross the pastures of Jinglers Creek valley and Glenwood Road; there is a substation in the valley on Opossum Road. The line continues across the farmland of the North Esk and the outskirts of suburban St Leonards before moving on to the St Patricks region. This replaces the original 88000 volt line along the same route, as shown by a 1949 map of the State's transmission network. This and other lower voltage lines were gradually replaced by 110,000 volt lines. The original line was one of many projects undertaken by the HEC in the 1930's and 40's.³⁹

Although the transmission line can be regarded as a landscape reminder of this important aspect of the State's

economic history, in the Jinglers Creek valley/Glenwood Road area it is more likely to be considered a hindrance to residential subdivision. Of concern to Launceston City Council planners were the HEC requirements for easements and the related issues of compensation, health and safety, maintenance and amenity.⁴⁰

A variety of sporting and recreational activities have been conducted on private properties in the region. In 1932 the Tasmanian Glider Club found the cleared rolling hills of the district to be "splendid country" for gliding, suffering little damage even after skimming hawthorn hedges (*Weekly Courier*, 20 October 1932). Cricket matches were played in a paddock at Lenna at White Hills; in the 1940's a concrete pitch was laid here. In the district including Corra Linn and West Lynn properties, pigeon shooting and hare coursing were popular sports in the 1920's. More recently, a shooting club was based in a prominent hilltop shed at Wanstead on the northern end of Glenwood Road until about 1980. Nearby the jumps from a horse-riding three-day event course can be seen, to the west of Leichardt on the slopes of Jinglers Creek valley. At Lower White Hills horse riding events were held at Gee Park. Horse riding is also popular in the new rural residential subdivision on Glenwood Road, a roadside horse/pedestrian trail was established in 1988.⁴¹

The Corra Linn gorge and vicinity have long been highly regarded recreation areas. As early as 1811 Governor Macquarie praised its beauties, and the gorge itself became a major tourist destination for Northern Tasmania as well as a picnic spot for local farming families. In 1914 a tea-room was open seasonally for visitors. From the 1940's the adjacent Inland Fisheries Commission hatchery's grounds were landscaped, and toilets and picnic facilities provided. The grounds are popular for picnics, swimming and fishing, although a resort development planned in 1945 never eventuated. The gorge itself is used for adventure activities, while Paterson Island (also known as Scout Island), is used by the Scout Association for recreational camps. The island is reached by a footbridge built in 1993. In 1946 the island became a wildlife sanctuary and later a Conservation Area under the Department of Parks, Wildlife and Heritage.⁴²

The Launceston City Council's *Glenwood Road Development Feasibility Study* (1988) recommended that riparian reserves where not already in place should be established along the North Esk and be extended to include cliff tops where dictated by topography. Public access for vehicles and horse riders from Glenwood Road to the North Esk River was recommended in the vicinity of Relbia Farm to enable swimming and picnics. A private picnic area marked by a group of pine trees was used in this area in the past.⁴³

In this same Glenwood Road report it was noted that under the Tamar Regional Master Planning Association's Tamar Region Plan of 1979/8, the flood plains and banks of the North Esk River in this Lower North Esk region of the Study Area were declared an Area of Regional Significance. Land was to be acquired and in the long term a recreational complex was to be developed on the North Esk between Henry Street and the Corra Linn bridge. (This was based on the 1975/76 Clunes Study which documented the scenic and recreational amenity and botanical, zoological and geomorphological interest of this area.) In the shorter term, the road to Corra Linn was to be upgraded as a tourist route, the only one listed for the Lower North Esk region.⁴⁴

The TRMPA was subsequently disbanded, but the Launceston City Council used the information compiled by that authority in its own planning schemes. Using this information as a starting point, in 1992 the City sought expert assistance in reviewing, confirming or revising, augmenting, providing supporting documentation and defining boundaries of Areas of Regional Significance. Information obtained during the present Study enabled historic values to be identified.⁴⁵

WHITE HILLS TOWNSHIP

Although there are now few services available at White Hills, the present settlement remains centred on a small cluster of buildings in the triangle formed by Blessington Road, White Hills Road and Cowley Road. The only public building still in use within this township triangle is the Memorial Hall. The two long-established churches are situated outside this centre, one to the east and the other to the south as discussed below. The mostly recently established central place function is the fire station, built in 1988; this building is also located outside the main centre, about one kilometre to the north-west on the main Blessington Road from Launceston.⁴⁶

The present small township cluster may not have emerged until the 1860's. By this time the wooden bridge over the North Esk River at Corra Linn provided all-weather access to this part of the White Hills district, as well as to the upper reaches of the North Esk beyond it. The settlement grew up at the junction of the roads leading through the fairly densely settled agricultural district of White Hills to Lower White Hills and to Blessington.⁴⁷

In earlier years, the main access to Lower White Hills, White Hills and upper North Esk valley had probably been along the present Glenwood Road (formerly the main road to Hobart via Evandale) and then across Rose Rivulet to Lower White Hills. Two of the earliest public buildings, namely St Pauls (Church of England, 1842) and Hardman's inn (possibly built c 1820's, definitely licensed from 1859) were erected on Talisker Hill along this main route, now called White Hills Road, between Lower White Hills and the present settlement centre. These buildings would have thus been on a major access road, and were central to the combined White Hills and Lower White Hills districts. According to a local anecdotal source, it was expected at this time that a township would develop here near the church and hotel.⁴⁸

Patterns of movement have changed in other ways, so that some early routes in the vicinity of White Hills township are no longer in use. There were short cuts direct from Rose Rivulet to White Hills along right-of-ways that are known to have been used in the 1920's–40's and may well have been established as much as a century earlier. Details of these, as well other now -disused roads in the township area are discussed in the Transport section.⁴⁹

In addition to the changes in transport routes as outlined, another location factor contributing to the northward shift of the service centre/ township could have been the problem of water supply. Unlike most parts of the Study Area, the White Hills district suffers from regular summer droughts. Should a township have developed on top of Talisker Hill in the vicinity of the St Pauls church and the inn, its inhabitants would necessarily have contended with the problem of carting water up hill around 2 kilometres from the watering spot and ford on the North Esk river, compared with around 0.5 kilometres with the later (present) settlement centre. Even here water cartage was an unwelcome chore; in the 1930's teachers at the White Hills school wrote of the inconvenience of having to carry water from the river. A lane known as the Little River Road still leads to the ford on the North Esk; as well as collecting domestic water here, local inhabitants watered stock and crossed the river to collect firewood and timber.⁵⁰

The earliest known surviving public building in White Hills is Thomas Hardman's inn, known as 'The Farmers' Arms'. This inn, built of rendered brick on Talisker Hill on the White Hills road as discussed above, is used as a private house stands and is known as 'Egerton'. The date at which this establishment commenced business as an inn (licensed or unlicensed) is unclear. It is said locally to date from the 1820's, but the readily available archival records only show Hardman running licensed premises here from 1859. However, in 1857 tenders were called for additions to Hardman's inn, which was also listed in the 1858 valuation roll. A survey diagram of 1867 shows Hardman's inn with a cluster of buildings and yards on both sides of Egerton Road. Records show that the Farmers Arms traded until 1877.⁵¹

A second hotel in the district ran concurrently with the Farmers Arms for at least twenty years. The White Hills Inn (no longer standing) was a timber building located on the Blessington Road in the north-western corner of the township triangle. Its date of opening is not known; like the Farmers Arms, the White Hills Inn first appears in the available archival records in 1859 and continued trading until 1882.⁵²

Local folklore has it that the first owners of this White Hills Inn won a race to obtain the hotel licence, competing with a member of the Peck family who built a two-storey bluestone structure for this purpose to the east on the same side of the settlement triangle. However, this stone building never became a hotel; it was used as a house for a time, and later for a barn. It remains as a conspicuous landmark on the Blessington Road and is classified by the National Trust. This building is particularly striking as it is the only unfaced stone public building (or rather, intended public building) in the Study Area. The stone is thought to have been quarried at Ivory Bight.⁵³

Religious services were amongst the earliest of services to be provided in White Hills, but the original purpose-built Wesleyan (Methodist) and Church of England structures have not survived.

As in other early-settled districts, the Church of England was one of the first to erect a church; services may have been held earlier in private homes. The St Pauls church was situated on Talisker Hill some 1.5 kilometres south of the present township in a commanding position, as noted by Rev. Mereweather in 1850. (The site is now occupied by St Johns church.) The land grant map shows the church to be situated on a small block in the corner of land located to McLeod, part of the large Talisker holding, but by the time of that the church was built this land was no longer occupied by that owner. William Gee purchased Talisker in 1838, and he and his extended family, many of whom lived in the wider district, were prominent petitioners and subscribers for the church building. As was the general case, the exact situation of this church may well have depended on the particular landowner who stepped forward to make a suitable block of land available for the purpose.⁵⁴

St Pauls was built of brick (probably locally made), almost half the cost being covered by a government grant and

the remainder by the local population. It opened in 1842, but no clergyman was appointed until 1850, when Rev. John Mereweather was appointed to conduct services both here and at Paterson's Plains (St Leonards). An unruly congregation of about 45 attended the first service, many of them ex-convicts:

"The church is on the summit of a hill, commanding an extensive and varied view. It looks pretty enough with its lancet window, but it has been cheaply and flimsily constructed. I am the first clergyman appointed to the place. I am told that I shall have some trouble with the people, who are very sore, after building a church, at having to remain so long without a minister"(Von Stieglitz, *History of St Leonards*, p11). ⁵⁵

Mereweather's remarks about the construction of the church were apparently well-founded, for by 1877 it was in a "ruinous condition, and has been abandoned some five or six years"(The *Tasmanian Gazetteer*, 1877, p 223). (However, it is possible that the first church building may not even have lasted this long; a contemporary newspaper account referred to the consecration of St Pauls in 1857, while church records show that the original building had been consecrated in 1844.) When the church was unfit to use and after it had been demolished, services and Sunday School were held in the school. The church was demolished in 1882, but the new St John's church was not built on the site until 1917. The timber was sawn by the Stevensons at their mill on their property Aplico (Upper North Esk); Robert Stevenson also made the metal fence in his Aplico blacksmith's shop. The building was roofed with shingles, and in 1922 it was lined and painted. ⁵⁶

By 1836 the Wesleyan (Methodist) church was active in the White Hills-Breadalban area. In that year the Launceston circuit included services at the Curraghmore property and another location (possibly another private home) identified simply as 'White Hills'. As noted in the previous discussion, part of the early 1820's Curraghmore house survives. Later a small chapel was built on the Lenna estate, probably at a date after about 1858 when the present house was built. It was situated approximately 100m south-west of the house; it was burned down at an unknown time before the 1920's leaving only the foundations. In 1877 Drysdale of Launceston called for tenders for the erection of the Wesleyan church, and the existing Uniting Church was dedicated for worship that same year. ⁵⁷

This structure is the oldest surviving timber church in the Study Area and is a prominent landmark less than half a kilometre east of the White Hills township on the road to Blessington. It stands in isolation on a slope surrounded by cropping and pasture land.

"The land was owned by Mr James Stevenson and was intended to be used for the development of a small township. However, Mr Trethewie, who was opposed to this idea, bought the land from Mr. Stevenson and donated the present block to the Wesleyan Church, incorporating the remainder in his own property"(*Tasmanian Methodism 1820-1975*,p 45).

Thus Wesleyan services were once again being conducted on part of the Curraghmore estate. ⁵⁸

Further research could reveal the extent of the proposed 'small township' site mentioned above, and the relationship of it to the church site and the township which did develop. In a guidebook written before the erection of the Wesleyan church but published in 1877, the year of its opening, the township was described as standing within the triangle of roads as it now does. ⁵⁹

A post office and a public school were both provided at White Hills in the 1860's. The post office was opened in 1861 and may have been run from a private house initially; its location is not known. In 1877 a twice-weekly mail delivery was made from Launceston. By 1910 there was a combined post office and store in the former White Hills Hotel (no longer standing) on the north-western corner of the township triangle as described above. In the 1930's the store offered only a small range of goods, running down still further as transport improved and closing in the 1940's. In 1967 the post office closed. ⁶⁰

The school was established in 1866 under the Board of Education, three years after the pressing need for one was officially noted. A survey in 1883, associated with a proposal to erect new school buildings, revealed that the one-roomed timber school was in fair condition, having been recently repaired, but the separate teacher's residence was in very bad condition. At this time there were 32 pupils enrolled, 27 of them listed as Church of England and five Wesleyan; in 1904 the enrolment was 44. ⁶¹

The White Hills school was closed in 1944 and leased to tenants the following year; with improved roads and motor buses it was not difficult to transport the children of this small district to St Leonards, a distance of only around 8 kilometres. In 1934 the school was described as being of the 'old style', pine lined, with an adjoining four-room teacher's house and surrounded by a post and rail fence. The school building (whether the 1866 original or –more likely –a replacement has not been researched) is within the township triangle and is now brick boarded and used as a house. However, its original purpose is still readily apparent because of the tell-tale windows, roofline and air vents. ⁶²

White Hills lay within the Police District of Launceston, one of nine established in the colony by Governor Arthur in 1828. One of this District's officers in 1831 was Peter Lette of Curraghmore. In 1864 the Police District of Launceston (Selby), consisting of outlying areas beyond Launceston including at first all of the Study Area, was part of the Territorial force and employed 11 constables, including one at White Hills. By 1867 the White Hills outstation was not listed but one of the District's nine outstations (located in station houses all in good repair) was at nearby Breadalbane. The Municipality of Evandale was established in 1865 and soon, if not immediately, included the White Hills district within its boundaries, but no police officer appears to have been stationed here by the municipal council initially. However, by 1880 there was a police constable stationed at White Hills, employed by the Municipality of Evandale. This was the only district in the Study Area to have a Municipal Police constable, one of about 200 such officers in the colony in the late 1880's. A constable was stationed in the township until the early 1930's. The early weatherboard police station/ cottage survives on the north-eastern corner of the township triangle. ⁶³

Also in the township is the Council-owned White Hills Memorial Hall, thought to have been built by a private owner in the 1930's; earlier the school had been used for public functions. In 1960 the Council appointed a committee to manage the hall. This timber hall, situated towards the north-western end of Cowley Road, is the only central place function in the township triangle to remain in use. ⁶⁴

Before the advent of motor vehicles, the mail cart could provide transport to Launceston although many residents of the district travelled there with their own horse and cart. White Hills also served as a stage for transport of mail, goods and passengers between the Upper North Esk region and Launceston. In the 1920's the horse-drawn mail cart travelled on to Musselboro in one day and then on to Burns Creek the following day. Wagons, carting produce to Launceston and supplies on the return to the Upper North Esk, would stop overnight at Tecoma, only half a kilometre east of the township triangle on the Blessington Road. Horses could be shod here. By the 1930's a weekly truck carrier service was operating between Launceston and Evandale via White Hills. ⁶⁵

Increasing ease of access to Launceston since the 1940's has altered the role of the White Hills township. Prior to this it was a small agricultural centre with a range of central place functions. Over various time spans between the 1820's and the 1940's a school, post office, small store, hall, hotel and police station in the township triangle, and two churches, another hotel and blacksmith in the vicinity of it, have all provided services to the farming community as outlined above. These services diminished as private motor transport became commonplace. The only functioning local services are the hall within the township triangle, and the two churches and the 1988 fire station outside it.

While services in and near the township have declined since the 1940's, the number of private dwellings on town blocks has increased. This trend is also related to the ease of travel, both to and from Launceston and more locally. All but two of the dozen or so dwellings in use were built since 1940; these two are the former police station and schoolhouse. Some earlier dwellings have disappeared, but an older resident confirmed that there are more houses within the township triangle now than in the 1920's and 30's. Houses in the attractive rural township have been occupied by logging and farming contractors working in the larger district, and more recently especially by commuters. However, the Launceston City Council recommended in 1996 (when there were 13 houses and 3 vacant lots here) that the 'village'/ triangle should be classified as a rural settlement rather than a rural village, and any further development should be discouraged because of the lack of any reticulated sewerage, water or stormwater. ⁶⁶

It is possible that there are at least as many houses within the township triangle now as at any time in its history, although this has not been researched. In 1877, when a much wider range of services was available here for the farming district, the township population was estimated at fifty. At the time of World War 1 the estimate was 135, but this was for the district. In 1948 the population was simply described as 'small'. ⁶⁷

RELBIA TOWNSHIP

The first nuclear settlement in the vicinity of Relbia was a large but transient one. In 1868 the busy railway workers' encampment at Jinglers Valley was sketched by Louis Wood. At this time the settlement for labourers constructing a difficult section of the Launceston and Western Railway included a boarding house for about 100 men as well as many huts, tents and three general stores. In 1869 the Territorial Police of Launceston (Selby) temporarily appointed two special constables to supervise railway works, so it is likely that there was a police presence at the Jinglers Valley camp. The camp's exact site is uncertain, but is likely to have been Jinglers Bush near the power substation; there may even have been another smaller camp at the other end of Jinglers Valley near the Relbia station site. ⁶⁸

The more permanent settlement has only been known by its present name since 1913, when Breadalbane railway station was re-named Relbia. When the Western Line railway opened in 1871, the Breadalbane station was the only central place service in the immediate vicinity. In 1877 three trains per day stopped here, but the nearest established service centres in this old agricultural district were at Franklin Village (about 3 kilometres) and Breadalbane proper (about 3.5 kilometres); both of these centres are outside the Study Area. ⁶⁹

Both of these townships had grown up from the early 1820's on the main Launceston-Hobart road, to the north-west and south-west respectively of the Cocked Hat Hill. Geography dictated that the railway pass to the east of the hill in the Jinglers Valley, and the station site was probably chosen for its central location in the district at the junction of the roads now known as Relbia, Glenwood and Lower White Hills Roads. The Relbia Road connected the station site with the main road at Franklin Village, while at the time there was at least one road to the Breadalbane village. Known as Pound Lane, it was still in use in the 1940's. ⁷⁰

Thus Relbia initially consisted of only the Breadalbane railway station in a district of scattered farms. In 1887 the Breadalbane Railway Station Post Office was opened, not to be confused with the Breadalbane Post Office which had opened in the Breadalbane village in 1847. Perhaps the new name of Relbia was introduced in 1913 to avoid just such confusion. The re-naming also gave a separate identity to a district that appeared to be on the threshold of new developments. ⁷¹

As a part of the Tamar Valley orcharding land boom of that time, the Esk Valley Estate orchard and residential subdivision was under way to the north of Relbia station. Orchards had already been established nearby on the urban fringe at Glenara between Franklin Village and Youngtown as well as at Kings Meadows and St Leonards. The first stage consisted of blocks of unspecified number and acreage, running between Relbia Road and the railway line in the Jinglers Creek valley. ⁷²

This estate was promoted for its lifestyle values, with attractions akin to those of the modern hobby farm, rural retreat or commuter property to be found in the same district :

“Esk Valley is both an orchard and residential subdivision, and its nearness to town allows the purchaser to follow his business, sports, or hobbies, and at the same time to have his home in the country under ideal conditions”(The Fruit World of Australasia, 30 June 1914, p 58).

Specific attractions were the golf course at Kings Meadows, trout fishing on the North Esk and the beautiful setting :

“The views from all parts are exceedingly pretty - in one direction beautiful park-like scenery, with splendid specimens of native tree; in another, undulating and typical agricultural country stretches away to thick bush and distant mountains”(ibid).

This description of the countryside at Relbia and the vision of an arcadian lifestyle accord well with a view expressed much earlier. In 1869 a traveller on the incomplete railway line envisaged this beautiful landscape dotted with “many a noble mansion or pleasant villa “ (Overend and Robb, 1869,p22). ⁷³

The Relbia station and telephone were listed as local services for the Esk Valley estate development, but so too were the school, church and post office at Franklin Village, described as “a short walk away” (Fruit World, op.cit, p58). The St Leonards Council was commencing an electric light and water scheme on the estate. Apparently the new settlement at Relbia was envisaged as a semi-rural outlier with urban utilities laid on but largely making use of established central place services at Franklin Village as well as the railway station to the south. ⁷⁴

There is little evidence of any immediate rush by prospective buyers to seek out this lifestyle, although World War 1 may have been a factor in the short term. The outcome of the proposed subdivision has not been researched. A number of houses on smaller blocks in the area appear to date from the 1930's-50's, as discussed below.

The real flowering of Relbia as a rural retreat, as envisaged in detail in 1914 and even as early as 1869 in general terms as noted above, did not take place until the present phase of post-1970's expansion of rural residential building. Over half of the houses on the smaller (suburban sized) blocks north of the Jinglers Creek bridge were built in this era. To the south of the bridge, houses have been built in this era on at least half a dozen larger blocks which stretch between Relbia Road and the railway line across a branch of Jinglers Creek. This land is stony and appears unlikely to have been ideal for orcharding. Further south again, a number of dams have been made along the branch of Jinglers Creek as proposed in the 1914 estate report, adding to the park-like aspect of the landscape. ⁷⁵

The success or otherwise of the orcharding aspect of this Relbia property development is uncertain. An

orcharding promotional calendar for 1917 recorded a substantial 150 acres of orchards at Esk Valley and Relbia, comparing quite favourably with better known orcharding districts such as Newnham (160 acres), Lalla (70 acres), Los Angelos (160 acres) and Lilydale (300 acres). Possibly the tally covered a wider area, including Genders' large orchard at Glenara, which in 1914 was reported to be 60 acres in area. ⁷⁶

The Relbia settlement, extending along Relbia Road between the railway station and the main road at Franklin Village, did develop with a mix of residential and intensive farming properties as envisaged in 1914. However, by the 1930's and 40's orcharding was not a conspicuous element of the intensive farming landscape, if indeed it ever had been. There were two orchardists listed for Relbia in the *Post Office Directory* for 1930. According to local sources, by the 1940's poultry-farming, a large piggery, and market gardening were all carried out here, but no commercial orcharding. The agricultural ventures were well located close to the Launceston market, the main line railway and the main Launceston-Hobart road. James Chung Gon established a large market garden here, probably before 1920, that was still in production in the 1990's although probably smaller than in earlier periods. Some sheds remain from the family's piggery, but there are no obvious signs of the poultry farm (opposite the pottery) to the south. More recently there was a horse riding school within the Relbia settlement. ⁷⁷

James Chung Gon built a hall near the railway station for the Relbia community. It was used for Sunday school and social functions, and was later converted or replaced to become the Relbia school (c1926-54). These were peak years for Relbia as a service centre, with both the school and the railway station open; a post office was located at the latter. Many of the houses date from this period. In 1948 the population of Relbia was listed as 115, although this probably included the dairying and agricultural properties in the wider Relbia district. ⁷⁸

People living on these farms sent their children to the Relbia school, some even coming to it by train from Western Junction. Before the school was opened, many children 'commuted' daily by train to schools in central Launceston. Farmers sent dairy and other farm produce to town by train. The school building and the station-master's cottage remain as landscape reminders of the tiny service centre but the railway platform has gone. The most recent service in the settlement area is the typical metal-clad rural fire station, located about half a kilometre south-east of the railway station on the Lower White Hills Road. ⁷⁹

In the post World War 2 years, industry was added to the mix of intensive farming and residential properties in the Relbia settlement. Joe Chung Gon set up a pottery in the 1948 and it was still in production in the 1990's (under different ownership). The industrial element continued to contribute to the mixed landscapes of the Relbia settlement. A sawmill no longer functions following damage by fire, but the remains were distinctive in the 1990's. Other industrial enterprises of this period include a joinery workshop, a soil supply and cartage business, and a gravel supply and fibreglass workshop. ⁸⁰

Although Relbia has lost its central place functions (apart from the fire station) with changing transport patterns, the former school building and the station master's cottage remain, and the settlement has retained its mix of residences, intensive agriculture and small industry in the rural setting of Jingers Valley, with views of the old agricultural lands of Cocked Hat Hill to the south and bushland to the east.

ST PATRICKS REGION

SETTLEMENT

From first settlement until the 1850's

By 1813 much of the relatively open woodland on the eastern side of the North Esk River on the outskirts of Launceston, in the present Waverley /Distillery Creek /Abels Hill area, had been taken up by settlers. Some of the land was suitable for cultivation, and being so close to the main settlement small acreages of wheat and other crops were probably planted from the earliest years. ¹

The part of this area that lies beyond the Waverley suburban limits falls within the present Study Area, within the North Esk rather than the St Patricks River catchment. However, the long standing road route in this vicinity (now the Tasman Highway) gives the area a functional unity and visual continuity with the St Patricks region. The Launceston water scheme, dating from 1857, also physically links the two catchment systems in this vicinity. Water from the St Patricks River is diverted via a tunnel under the watershed into Distillery Creek and thence on to the North Esk River. ²

By 1823 further land had been alienated in this district, possibly as far east as Bullocks Hunting Ground on the western side of the lower St Patricks River, apart from very poor, rocky tracts in the southern Boomer and Tressick Hills which may have been used officially or unofficially as bush runs. Frame Farm may have taken up as a location order by James Hill by this time, while further to the east the river flats could have been leased or used unofficially for grazing.³

However, in the 1820's the more remote and rugged parts of the St Patricks region were still largely unknown. Surveyor John Helder Wedge probably passed through some of the more mountainous parts of the region on his 1825 journey to the rugged country north of Ben Lomond and back across terrain of "the very worst character" (*Diary*, p23) ending up at Miller's hut (location unknown; the only habitation Wedge mentioned) and finally Pattersons Plains on the North Esk (now the St Leonards district). He noted only about 500 acres suitable for sheep pasture on his expedition.⁴

In 1829-30 surveyor Thomas Lewis made an expedition from Corra Linn through the region to the north coast. According to his notes Lewis travelled up the St Patricks River to the junction of its western and eastern branches, the "western branch" probably being the Patersonia Rivulet. Continuing up the "eastern branch", probably the upper St Patricks River, he saw many cattle, indicating the early usage of the river valley for grazing. Immediately upstream of the Patersonia Rivulet junction, notes on his map indicate "good marsh land" and "good land", with "land open, soil poor" and "grassy hills" further up river. Lewis then headed north along the "Porcupine Tier"; this was probably the Sideling Range. (OSG: plan Dorset 1, T. Lewis, n.d)⁵

It was the continuing search for stock routes and more pasture that led to further exploration and occupation of the land. By the time that the early land grant system came to an end in 1831, several tracts of relatively good land had been taken up in the St Patricks catchment. For example, 500 acres and 60 acres at Bullocks Hunting Ground were located to Gee and Hodgetts respectively, while Burbridge received a location of about 250 acres of river flats on the western side of Patersonia Rivulet, later granted to Hughes and Edgell and still later known as Gee's Flats.⁶

One of the larger (and possibly one of the earliest) grants was 1000 acres of river flats on the eastern side of the St Patricks River beyond the Nunamara ford, received by Alexander Paterson before 1834 and later granted to Ronald Gunn. One of two huts marked on this holding on a map drawn as early as 1834 was already described as 'old'. Soon after his arrival in the colony in 1831, John Adams took up 665 acres at Mount Edgecombe (or Edgcumbe) to the west of Bullocks Hunting Ground, although the grant papers were not received until 1844.⁷

Not all early land occupation was in the districts closest to Launceston. In addition to any early pastoral leases or unofficial grazing that may have taken place in the St Patricks River and Patersonia Rivulet valleys, James Anderson took up a location order of 800 acres of river flat grasslands and myrtle stands at Diddleum Plains on the upper reaches of the St Patricks River, very remote indeed from any permanent settlement.⁸

Thus during the 1820's and early 1830's, the St Patricks and Patersonia valleys were gradually occupied for stock grazing by a small number of people, formally or otherwise. This spread of settlement was typical of this period in the colony, leading to increased pressure on the remaining tribal Aboriginal groups and so to Aboriginal / settler clashes.⁹

Very little is known about Aboriginal occupation of the greater part of the St Patricks region before or at the time of early European settlement. Settlers in the part of the region on the eastern outskirts of Launceston, in the vicinity of modern Waverley, Distillery Creek and Abels Hill, probably had some altercations with Aborigines in the 1824-31 period. A little closer to town, George Hobler's household at Killafaddy on the eastern side of the North Esk River was involved in clashes in 1827-28. By this time the Aborigines were under considerable pressure because of the spread of European settlement across their lands and pathways. Hobler observed that at particular times of the year the Aborigines moved along his side of the valley; these were possibly members of the LE.TER.RE.MAIR. RE.NER (Port Dalrymple) tribe who lived on the eastern side of the Tamar.¹⁰

Nothing is known of any Aboriginal occupation or clashes a little further east towards the St Patricks River valley, in the vicinity of Frame Farm and Bullocks Hunting Ground. According to folklore, hunting parties were sent to the latter district which abounded with game, possibly as early as 1807 when Paterson's settlement at Port Dalrymple was suffering from food shortages. It would seem likely that such a good source of food would have been habitually exploited by Aborigines.¹¹

However, information about inland tribes and their movements is even more scanty than that concerning coastal occupation. It is known that both inland and coastal tribes were closely associated with a river system, and that

defined pathways were used periodically by inland tribes to reach the coast. According to Ryan, the North East tribal group used a well marked path consisting of tracks and chains of small plains that ran east from the Tamar and then northwards to Mount Barrow, before continuing on to the upper reaches of the Ringarooma River and the east coast. This path would have traversed the St Patricks catchment. No surveys were undertaken here in Kee's 1991 study of archaeological sites in north-eastern Tasmania. Whatever the case, by the time of conciliator George Augustus Robinson's 1831 journey there were few tribal Aborigines remaining in their territories in north-eastern Tasmania ¹²

Although European occupation of the river valleys of the St Patricks region was quite widespread by the early 1830's, in many instances the occupation at this time and into the 1850's may have consisted of nothing more than a shepherd's hut and perhaps a stockyard that have long since disappeared.

Details relating to individual settlers could not be researched in detail here, but it appears that much of the occupied land was under the ownership or control of quite prosperous settlers who owned other property and lived elsewhere in the more established parts of the Launceston district. Their land in the St Patricks region of the Study Area was often simply additional stock run country, tended by a shepherd, as revealed by an 1834 description of properties and tracks in the area. Captain George King had his orchard and probably his farmstead near the river in present-day suburban St Leonards, but his grant of the maximum allowable 2560 acres extended over Abels Hill as far east as Frame Farm, and he also leased Crown land beyond Gee's land at Bullocks Hunting Ground. Frame Farm, consisting of 95 acres of good land that may have been cultivated at this time, was owned but maybe not occupied by James Hill, who had been one of the earliest free settlers at Port Dalrymple and had received grants in Launceston and at Dunedin (Lower North Esk). ¹³

There was a hut and fenced paddock on Thomas Gee's land at Bullocks Hunting Ground, but it is likely that his own home was at White Hills. Gee also owned grazing land at the mouth of the Pipers River on the north coast, tended by shepherds living in a hut. John Adams did not live on his grant near Bullocks Hunting Ground in 1834, making his home on his farm closer to Launceston at Queechy, Patersons Plains (now Norwood). The date at which he moved to his 665 acre grant (which was formally issued in 1844) is uncertain. ¹⁴

Little is known concerning Alexander Paterson's usage of his river flats on the eastern side of the St Patricks River in 1834. (This property came to be known as Patersonia and retained this name until 1908; this can cause confusion today, as this name is used only for the Patersonia Rivulet valley to the west of the St Patricks River.) By this time there were two huts on his property. An 'old hut' was marked midway up his block, and another at the southern end, to the east of the track. The cattle track, leading from a river ford, continued into Launceston. This stock route from the early locations and grants formed the basis of a permanent road proposed by the government in that year; its route was substantially that followed by the modern Tasman Highway, except at its western end where it led down Abels Hill to a proposed bridge at Clarke's ford (Station Road). ¹⁵

This grant of Paterson's at the Nunamara ford was later transferred into the hands of Ronald Gunn, a prominent botanist and public figure and owner, lessee or manager of large tracts of grazing land as well as valuable property in Launceston. While most other early exploration was in search of grazing lands, Gunn's primary aim in his expeditions into the rugged areas of the St Patricks region and beyond from 1832 was to collect botanical specimens. ¹⁶

From the 1840's Gunn was making the Diddleum Plains property a base for his botanical expeditions as well as occupying it as a summer stock run. This remote property played a key role in the history of the extension of the limits of exploration, overland routes and stock grazing in the North-East of Tasmania. There are no known remains on the property of this early phase of occupation. ¹⁷

This tract of land known as Diddleum on the upper reaches of the St Patricks River was located to James Anderson, as mentioned earlier in this discussion, and later granted to James Reid Scott. Its permanently watered natural grassland is said to have been used unsuccessfully as a cattle run by Bramich in the 1830's; he erected buildings and fences that are long since gone. The track from Patersonia to Diddleum, in use by Gunn by the 1840's and possibly earlier, was also used by surveyor James Scott when engaged by the government in 1852 to find a stock route to Cape Portland and to report on the land in the north-eastern highlands. Scott recommended that this existing track, which had earlier been cut through very dense scrub, should be used as the first section of the new route as it was passable at all times and allowed Diddleum to be reached in one day. Later an adjoining 1000 acres to the west on the northern bank of the river was reserved as a resting place for stock on this route to Ringarooma. ¹⁸

Nearer to Launceston, more permanent settlement was probably established by the 1840's or 50's on the most

suitable land as far east as Bullocks Hunting Ground and possibly in the Prossers Forest district (which has not been investigated to any extent in this Study), but there is little trace of dwellings of this period. There are no known dwellings from this period in the Waverley/ Distillery Creek/ Abels Hill district as defined for the Study Area, but there is a chimney standing near Distillery Creek upstream of the filtration plant. Hawthorn hedges and exotic trees of unknown age are prominent in the landscape. Until the mid 1990's an early split timber dwelling stood on a property just to the north of the defined area, fronting onto the newly opened Faraday Street linking Waverley and Ravenswood. The historic rural landscapes of this early-settled district near the Distillery Creek rural/urban fringe area warrant research and documentation. ¹⁹

When John Adams junior bought Mount Edgecombe from his father in about 1857, the first more permanent dwelling on the property was in use at that time and was situated on a hill on the eastern side of the present highway, which has been re-routed from the 1834 line. (The existing house is on the western side of the present highway). The site of the original dwelling is marked by pine trees. Crops of wheat were grown on the basalt soils of this property. It is likely that permanent farmsteads had also been established on Gee's Bullocks' Hunting Ground and at Frame Farm. In the 1920's an early house still stood on the former property, while the age of the early weatherboard house (since replaced) which remained on the latter property at this time is unknown. ²⁰

From the mid-1850's until 1920

In the better and more accessible districts that were already occupied by the mid 1850's as discussed above, a small amount of cultivation and extensive grazing continued as before. By 1861 J.R. Bateman (sic) was the owner of Frame Farm, but was leasing it to a tenant. In 1858 the farms run by Adams at Mount Edgecombe and Fryett at the Hunting Ground were recorded as being both agricultural and pastoral properties, with Adams also leasing a further 500 acres of Crown bushland. A road survey map of 1865 shows a low lying area of Adams' property as 'cultivated'. ²¹

As mentioned in the previous section the Adams had earlier built a house at Mount Edgecombe, now gone. The existing house and some of the outbuildings were said built by J & T Gunn, Launceston builders at an unknown date. The Gunn brothers started as apprentice builders in the late 1850's but did not form their company until 1875. The timber was obtained and pit-sawn locally, the nails were hand-made and the interior was lined with split palings. The surrounding freestone walls were built by ex-convicts, one of whom was a master stone mason. This complex on one of the oldest farms in the region has significant rural heritage values and forms a striking landscape feature on the basalt outcrop flanking the highway. ²²

Any other small areas near Launceston with relatively open land with suitable soils were taken up by the late 1850's. In the Prossers Forest district five blocks of very good agricultural land of only 20 acres each were being leased separately from the owner (Crossingham) in 1858. James Scott's 1859 survey of Crossingham's 100 acre property shows "level and grassy" land, a pond, a hut with a log fence and a road to Launceston (OSG: plan: Dorset 22). By 1858 Ronald Gunn leased 2200 acres of pastoral land from Lady Jane Franklin in addition to an astounding 17850 acres of stock run from the Crown, making him by far the largest occupier of land in the region. As much of this was bush country it is unlikely that any dwelling on these leases was more than a shepherd's hut. ²³

However, Gunn was soon to change from being a lease holder on this huge scale to being a purchaser of property, on a smaller but still significant scale. In the late 1850's and early 1860's, changes in the nature, distribution and scale of land occupation and usage were under way. Some of these changes related to the government's need to provide access to the North-East of the island, beyond the St Patricks region itself.

As mentioned in the previous section, one track to Ringarooma in the North-East used an existing track as far as the Diddleum Plains. Patches of grassland in the myrtle forests by the St Patricks River on the remote Diddleum Plains were settled for grazing by the 1840's or earlier, and huts were built. By about 1860, more substantial habitations may have been erected; a map of this period shows fenced enclosures with several buildings (now gone) on the properties labelled Diddleum and Glenburn. This map and others also show a branch track from the road from Nunamara to Diddleum (via the eastern side of St Patricks River, the lower section of the present Mount Barrow Road and the western edge of the Camden Plains), leading west to an isolated swampy area labelled Georges Plains. As with the Diddleum Plains, the Georges Plains landscape apparently caught the early attention of surveyors:

"Only a few sturdy trees on Georges Plain, but there is a profusion of trunks of fallen trees, the forest which they once formed having by some means been destroyed. About 90 acres of this lot is of rich chocolate coloured soil, the remaining 10 acres is very poor land. The Plain is very rocky, and covered with coarse

grass". (OSG: survey diagram: Dorset 5/29, J. Hurst, Surveyor, October 1862). Springs were marked on the map, together with the name of the purchaser of the 100 acre lot - J. Hurst himself. However, no permanent farmhouse is known ever to have been built here or on another Georges Plain block of 198 acres a little further to the west, surveyed in 1886 and purchased by Gardner. ²⁴

While these isolated tracts of grassy land had attracted early interest for grazing, the greater part of the Diddleum Plains and the high country of the Camden Plains and the northern slopes of Mount Barrow was marginal for farming and was not surveyed into small holdings until the around the turn of the century as discussed later in this section.

By contrast, soon after the first Waste Lands Act was introduced in 1858, in the areas closer to Launceston and along the roads to the North-East there was a shift away from the granting of large land acreages for absentee owners to the surveying of much smaller blocks for purchase by would-be small farmers. The Diddleum track passed through one such area. ²⁵

Beyond its river crossing at Nunamara (a few hundred metres upstream of the present Nunamara bridge), this track to Diddleum ran along the flats on the eastern side of the St Patricks River through land suitable for farming. The first property it traversed was the sizeable holding (c1000 acres) known as Patersonia and originally located to A. Paterson (as discussed in the previous section); this was later granted to R. Gunn and by 1867 a homestead had been built by the road. By this time, numerous titles had been surveyed and sold in the district, including a series of blocks of about 50 acres each lying to the north of the 1000 acre holding. Each of these blocks had a sizeable area of marshy plains with good soils and open forest and so was considered capable of supporting a small farm. ²⁶

Meanwhile, alternative tracks to the North-East were being made, diverting from the Diddleum track at 'The Forks' (later known as Nunamara) passing to the west of the St Patricks River, and a similar process of surveying of small blocks took place here. By the time of the Victorian goldrush in the 1850's, small parties of timber splitters making their way into the forests of Patersonia and Myrtle Bank had established a track as they moved further afield seeking good stands of timber. When Beale cut a track through these districts to the large expanse of rich but remote farmlands of the North-East around Ringarooma and Scottsdale in the mid 1850's, there was already a piling splitters' track from Nunamara which could be used as far as Myrtle Bank. Whilst the splitters were trail blazers in this way, effectively shaping the transport and therefore the settlement landscape patterns in their wake, their own occupation of the region was transient. Their dwellings were no more than rough camps and have left no trace. ²⁷

Following the splitters came the pioneer settlers, taking up relatively small farm blocks along the track at Nunamara, Patersonia and Myrtle Bank. By 1860, T. Austin had fenced and cultivated a small patch of land next to an "old hut" on his 99 acre block, situated at the fork of the tracks to Ringarooma via Myrtle Bank and to a ford over the St Patricks River; the latter was at the approximate site of the present Nunamara bridge (OSG: survey diagram: Dorset 2A/74). A road survey map of 1865 of a portion of this track to Ringarooma shows that numerous blocks had been purchased on either side of it as it led from this block at Nunamara towards Patersonia. ²⁸

By this time surveyors had already been at work further along the track to Ringarooma. Along the Patersonia Rivulet the land was "marsh" or "open" land (OSG: road plan: Dorset 22); by 1861 bridges and culverts had been built and former Crown land on the hill to the east of the Patersonia Rivulet had been reserved as the Patersonia village with some "very fair allotments"(JHA 1860/8). ²⁹

For about three miles beyond Patersonia the land was described in 1860 by Calder as "coarse, stony and eminently inferior" although possibly goldbearing. However, he found the much hillier, heavily forested Myrtle Bank area to be as different "as day is from night" (JHA 1860/8), in the area of Blackman's location (probably Bulman's, as named later in the same paper); Hogarth had also purchased a lot here in 1859 and others around this time. ³⁰

In 1861 a surveyor's hut was situated here at Myrtle Bank, at the top of a spring-fed creek on the present Florence Skemp Nature Reserve at the junction of four routes. Road survey maps of 1861 suggest that there was difficulty in finding the best route through the hilly terrain of Myrtle Bank as three variations had been in use (Beale's track, Scott and Stronach's track, the 'present track') and a new route was proposed. This latter did in fact become the main road to Ringarooma (now Myrtle Bank Road) so that during the 1860's and 70's pressures continued to keep it passable. However, land had already been surveyed and purchased (by Hogarth, Bulman and Park in 1861) along Scott and Stronach's track and the 'present track'. This influenced the siting of early

dwelling on farms and is reflected in irregular property boundaries to the west of Myrtle Bank Road.³¹

This lengthy period from the late 1850's until about 1920 was characterised by the outward spread of independent pioneer settlers taking up small farms through the forested lands of the region, the developing settlement pattern being interrelated with that of the networks of tracks and roads giving improved access into new districts. This pattern of settlement of new districts becomes apparent in the following sections on the various settlement clusters with associated small service centres.

In brief, the Nunamara district at the track junctions and land not far along those tracks at the St Patricks River and Patersonia districts were the first to be settled for small farms. Myrtle Bank was the first pioneer farming settlement in the heavily forested hillier areas. Land at Targa in the main river valley was surveyed in 1866, but the district was slow to grow until the road up the eastern side of the river was opened up in 1889. Last came the settlement of the foothills of Mount Barrow and the forests of the high country of the Camden and Diddleum Plains; in 1898 a surveyor noted that these were the only remaining areas with land suitable for farming in the region, and required road access.³²

The rate of settlement and the conditions of purchase for settlers varied according to the State's economic and political circumstances and the prevailing government regulations on land settlement. However, the same general processes of establishing a pioneering farm and home in the forests, and even the resulting built structures and plantings, were repeated over and over during this long period with little change. By World War 1, the spread of settlement had reached its long term limits. War record population statistics group this region into three districts: Patersonia, total population 179 (probably including Nunamara); Myrtle Bank, total population 57; St Patricks River (probably including Targa, Mount Barrow, Camden and Diddleum), total population 164.³³

These processes of pioneer farming were recorded for the St Patricks region and Myrtle Bank in particular by an anonymous settler of the 1870's and by J.R. Skemp (1948) from family records, so that more is known about early pioneer farmers and their dwellings here than for many parts of Tasmania. Much of the very well documented former Skemp pioneer farm site Reediford Holm is now included in the Florence Skemp Reserve, owned by the Launceston Field Naturalists Club. The farmstead site forms a significant rural cultural landscape, including house foundations, split timber barn, early roadways, orchard remnants and ornamental plantings. The site is recognised by the Launceston City Council as an Area of Regional Significance.³⁴

By 1861 the main road to the excellent and extensive farmlands of the North-East had been routed via Myrtle Bank rather than via Diddleum. The government surveyor remarked that Ronald Gunn, the lessee of many of the tracts of land in the wider region, was now "more inclined to facilitate than oppose their occupation" by settlers (*JHA* 1860/8, p3) and relinquished some of his leases; it appears that in earlier years he had been against their settlement by others. In 1863 surveyor Calder told Gunn that he could select 320 acres at Patersonia Village.³⁵

At first the forest settlements were slow to develop. By 1870 there were still only three occupied dwellings in the Myrtle Bank area fit to be described by a government official as 'homesteads', although the valuation rolls of the time show that there were also numerous huts on 'land' or 'bushland' at Patersonia and Myrtle Bank.³⁶

In the late 1870's and 1880's many prospectors travelled along the main road, turning off at Myrtle Bank down to the mineral fields at Lisle, or continuing on to other fields in the North-East. For this reason the government expended money on the road in this period, and the small population of pioneer settlers at Nunamara, Patersonia and Myrtle Bank now prospered. An early settler's cottage, known as The Corners and situated at the road junction at Nunamara on the block originally owned by T. Austin discussed earlier, became a licensed hotel from 1881 until 1886. This dwelling/hotel is one of the few buildings in the region to retain its appearance from this significant era, and is a prominent feature of its cultural landscapes.³⁷

When the mining boom was over, many settlers struggled once more, particularly in the quite dense cluster of small, heavily timbered hill farms in the high country of Myrtle Bank. Meanwhile pioneer settlement had spread into even more marginal country for farming. The small hill farms on the western slopes of Mount Barrow suffered from their remoteness, the rocky or steep terrain, and the cold climate resulting in late and short growing seasons. Blocks were not surveyed in this area until around the turn of the century, with some land still available for selection in 1904. Some blocks on the upper parts of what later became the Mount Barrow road may have always functioned mainly as grazing runs or hunting grounds for farmers already based in the St Patricks River valley, and so the only dwelling was a hut. Little may remain of such huts, but the occupation and grazing of the tract of land lying outside the boundary of the Mount Barrow reserve have shaped the landscapes and botanical structure of the area.³⁸

Other properties on the Mount Barrow Road, as well as Bourkes and Nelson Roads on the slopes of Mount Barrow, were taken up as subsistence farms as the roads improved. Farming has long since been abandoned here, leaving no known farmhouses but in places the typical landscape of the deserted farm survives - a clearing with some foundation and chimney stones and bricks, and exotic trees. In an isolated clearing on the slopes of Mount Arthur to the west of Patersonia on Mount Arthur Road, an early farmstead and associated mature exotic trees survive on a Millwood holding on marginal farmland; further research is required into this rare pioneer hill farm landscape.³⁹

Although isolated grassy areas at Diddleum Plains and possibly Georges Plain had long been occupied as discussed earlier, the remainder of the Diddleum and Camden Plains areas were not surveyed for small farms until many decades later. In 1890 the Conservator of Forests noted areas with patches of myrtle and good soils with summer feeding, but the road access needed to be improved. One of the earliest properties was Prior's 48 acre block at the turn-off to Georges Plain, dating from 1893.⁴⁰

Many of the Camden Plains properties were purchased in 1900, including blocks taken up by settlers Jacobson, Prior, Wilkes and Tattersall. In 1909 rural correspondent 'Risdon' admired the efforts of these and other latter-day young pioneers, many of whom were "natives of the Patersonia district" and "proving as strenuous, as gritty, and as determined as the best pioneers of old Tasmanian settlement". On the granite country of the Camden they "have shown their fitness for the role by changing the face of nature within half a dozen years. The scarred trunks of enormous trees, standing and fallen, are everywhere. The scrub has gone, and the cocksfoot [grass] is luxuriant." ('Risdon', *Weekly Courier*, 28 January 1909).⁴¹

An early split timber farmhouse, replaced by a later dwelling and so no longer occupied, still stands together with exotic trees on the former Tattersall block. Another disused split timber house survives on the Jacobson property. There are foundations remaining of the A. Prior house (Barra View). The Hillsview house belonging to the Furlong family, pioneer settlers on the Camden, was the only dwelling of this period known to be still in use in the early 1990's, when it was destroyed by fire.⁴²

Considering the St Patricks region as a whole over its lengthy period of expansion of settlement, some pioneer settlers succeeded in their farming venture and went on to establish permanent and generally larger farms, buying up adjoining properties. While in the newer districts the latest pioneers were living in crude huts and clearing small patches by ringbarking trees, the properties of some settlers in the oldest districts presented established farmscapes, with a permanent home with a kitchen orchard and garden and expanses of fenced and cleared paddocks.⁴³

One such farm was Skemp's Reediford Holm at Myrtle Bank, at which site the dwelling has gone but other significant features remain as noted above. On other properties some other early dwellings are thought to be incorporated within structures that have been extended and renovated but, unlike River Made, in such a way as to make the original dwelling unrecognisable or invisible from the exterior. For example, at Patersonia the home/hotel of pioneer settler Millwood at Patersonia and possibly the dwelling / police station are thought by local residents to remain in part within the existing modern structures.⁴⁴

Numerous other houses still in use in the St Patricks region date from around the turn of the century and form a conspicuous landscape element in the earlier-settled districts. By this time many of the districts were modestly prosperous and services such as schools were in place. Some of the more successful early settlers had turned their properties into well established farms and were able to build a new permanent weatherboard home, or at least transform the original by significant additions around it as a core. Houses of this period vary from modest simple cottages to moderate-sized houses of Federation styling, all of timber and generally with few decorative features. One exception is a St Patricks River farmhouse in Federation styling with 'keyhole' ornamentation on the verandah.⁴⁵

However, even in the 1900's and 1910's, many of these relatively successful farming families who had taken up their land several decades earlier were still battling to stem the invasion of forest regrowth, bracken and blackberries, and their paddocks were adorned with a few standing ringed trees and many fallen logs. The latter gave shelter to rabbits that were in plague numbers in 1914. An agricultural correspondent remarked in 1909 that the selection in the region had been "regrettably slow", and that "the firestick has not been used with the energy desirable" (Risdon, *Weekly Courier*, 4 February 1909, p4). Even on properties selected nearly half a century earlier, "most of the land...is still a wilderness" (ibid, 28 January 1909).⁴⁶

Many settlers lost their battles with the wilderness, so that some other early farms had already been abandoned early in the twentieth century. The initial blocks were small, mostly from 20 to 100 acres and often too small to

provide a living. Added to this was the problem that many early settlers, including ex-convicts, had no farming experience and little or no capital with which to make the required improvements and payments for their holding. Much of the forested land in this region was marginal for farming because of poor or rocky soils, steep slopes, cold climate and the cost of transport to markets.⁴⁷

As early as the 1920's and 30's, in the St Patricks region and in the Myrtle Bank district in particular there were already landscapes with the unmistakeable mark of the long-since failed pioneer farm: disused roads; a track to tumbledown buildings or possibly only a few chimney bricks remaining of the farmstead; a few exotic trees and bulbs and perhaps some fence posts; and former cleared land overgrown with bracken and blackberries. More early farms may have been abandoned by this time around Myrtle Bank than in other parts of the Study Area because the early promise disappeared. Reports of good patches of basalt soil at Myrtle Bank, relatively good access and the market opportunities to provide travellers passing through with produce and services had made this region particularly attractive to settlers.⁴⁸

It was not only small hill farms that had become run-down and abandoned by early in the century. Ronald Gunn had made considerable improvements on the old Patersonia estate on the eastern river flats at Nunamara/St Patricks River around the middle of the nineteenth century:

“... there remain evidences that a good deal of activity was shown at the inception of settlement. Log and post-and-rail fences were put up at considerable expense; the flats were cleared, ditched, and cultivate; but what should have been by now almost a perfect grazing run was allowed to sink back almost into the condition of a wilderness...The ditches became choked, and there are indications that some of the low-lying land was turning sour.” (‘Risdon’, *Weekly Courier*, 4 February 1909, p4)⁴⁹

‘Risdon’ considered that good pastures which were sustained over the summer months meant that grazing and dairying were “the occupations for which this country is best suited. Why they have not been followed with more eagerness is difficult to understand...the St Patricks River district is almost the pick of the Tasmanian summer country”. He therefore approved of the actions of Launceston men E.A. Weston, veterinary surgeon, and W.D. Weston, member of a legal firm, who purchased the run-down Patersonia estate (by this time totalling 2000 acres) in 1908, renamed it Dairymead, and proceeded with a “vigorous policy of improvement” for the purposes of dairying. At first the estate was used primarily for cattle as well as some sheep grazing, but by early 1909 a herd of about 25 milch cows had already been established and horse breeding was under way. (‘Risdon’, op.cit)⁵⁰

The landscapes of the property swiftly changed: land initially cropped was to be converted to pasture, trees were ringbarked and scrub and rushes burned off. Within months 10 miles of six-wire fence with barbed top had been erected, gates hung, and so far 2 miles of old ditches cleaned out and new ones dug. Old buildings were repaired and new ones erected, including a new homestead, cow and implement shed (with heavy logs sunk in a pit as foundations), a dairy and a men’s hut. The Dairymead homestead is a prominent landscape feature; other possible evidence of this historic farm warrants further investigation.⁵¹

Dairying had become widespread, with at least 25 dairymen in a 10 mile radius milking an average of 15 cows in 1909. However, the cost of cartage by road to the Launceston factories was high. Three butter factories were set up within the next five years, two at Targa and one at Myrtle Bank, but by about 1922 they had all closed. Sheep were run on most farms, but there were always problems with stock wandering as most fences were still of log construction. Herd & Co considered the numbers of stock in the region sufficient to open saleyards centrally in the region in the St Patricks River district in late 1908 or early 1909.⁵²

Root crops including potatoes and turnips were grown; in the higher altitude areas other crops were limited by the short growing season. Orcharding did not develop on a commercial scale, probably because of the lack of railway or water transport, although conditions were suitable for growing a variety of fruit. In about 1904 Mr F. Warren, the local fruit inspector, planted a patch of his St Patricks River farm’s forest with raspberries, resulting in considerable profits and an interesting landscape:

“Tree ferns bound the patch on every side, and in the centre is a hollow tree, used as a storehouse for the fruit. This natural apartment is 12 x 12 feet in size, by about 20 feet high”. (‘Risdon’, *Weekly Courier*, 28 January 1909)⁵³

Most settlers took up land with a view to farming it, and around the turn of the century many still perceived themselves primarily as farmers. Although in 1909 “the local board of agriculture is perhaps the most active, and probably the most intelligent bunch in the northern half of the state” (‘Risdon’, *Weekly Courier*, 28 January 1909), few in the St Patricks region were able to make a living solely from farming. As in other forested areas of the Study Area, road works, hunting and trapping, and especially the timber industry - logging, splitting and (from about 1907) sawmilling were emerging as major sources of income. More than in other regions, stone quarrying

further diversified the economy, as did tourism. ⁵⁴

From the 1890's the St Patricks region was developing a particular reputation for tourism and holidaying in its attractive bushland settings by river and mountain. In this regard the region stands out from others in the Study Area. Paying guests were taken in at Aldridge and Hopevale at St Patricks River and River Made at Targa, all of these riverside farms being especially popular for fishing holidays. People wishing to climb Mount Barrow could arrange accommodation and a guide at Bourke's or Teece's farms in the foothills or Rankin's hut higher up, thus providing some cash for these families living on properties that were marginal for farming. ⁵⁵

In all of these cases, paying holiday guests were housed in the farmstead. The original farmhouses at Aldridge and Hopevale have been replaced, but there are some outbuildings dating from this period at the former and ruins at the latter, and many early exotic plantings at both. At River Made, providing this holiday accommodation formed a significant part of the Prestidges' livelihood. Additional wings of guestrooms were built onto the original homestead, which may date from the late 1880's and is one of the oldest surviving houses in the region. Its earliest features are still recognisable, including the shingle roof that is intact under the modern one. The River Made farm /guest house, together with several early outbuildings, survives as a cohesive and intact rural settlement landscape with additional significance for its role as a staging post for early transport services and as a Targa post office. ⁵⁶

From the 1920's until the 1990's

This extended period has seen major changes in the roles played by farming and the timber industry in the regional economy. These changes are reflected in the landscape mosaic of farms and forests (natural and planted), and the age, distribution, nature and usage, of dwellings to be seen in the St Patricks region.

In the 1920's and 30's there was a shift from a community and a local economy primarily oriented towards farming towards reliance on the locally-based timber industry. This shift was brought about by two major factors.

Firstly, many farms were failing at this time. As had happened in the earlier years of pioneer farming (refer to the previous section), many of the farms taken up in the later phases of land alienation in the early twentieth century had already proved to be economically marginal. Many of these later land selections had even poorer climate, soils, slopes and accessibility than those taken up in earlier decades, and the latecomers' problems were now compounded by rabbit plagues as well as insect pests and weed infestations. Some farmers successfully attempted to improve the viability of their farms by using the latest scientific methods; the Myrtle Bank Agricultural Bureau arranged lectures and field trials by government experts. The cold climate was turned to advantage by some with the production of certified seed crops. ⁵⁷

A new cause of farm failure was the repatriation scheme for soldier settlers, under which farms were bought, divided and leased to returned soldiers. Several soldiers were placed on small farms on the river flats between St Patricks River and Targa. Most of these are thought to have failed, here as elsewhere in Tasmania, because of the soldiers' inexperience, expensive leases and lack of viability of many of the properties, and a run of poor seasons and prices. ⁵⁸

Secondly, the widespread introduction of motor vehicles and the associated improvements to roads meant that sawmilling was able to flourish and extend into previously remote districts as never before. ⁵⁹

These factors together led to a shift away from farming in favour of sawmilling. In some cases, the settlers left their failed bush farms and moved away, adding further to the landscape of abandoned farmsteads as described in the previous section. Others stayed on in their home but changed their activities and hence the appearance of the land itself:

“They still lived at the farm house, their wives and families sometimes milked a few cows, but the farm itself was neglected and steadily became enveloped with forest regrowth” (Skemp, 1952, p221).

Sons who had helped on the farm as youths now found it more profitable to take paid work, often at the local sawmill, rather than taking over the holding or acquiring their own. It became difficult for farmers to obtain casual labourers. ⁶⁰

Skemp (1952, p234-5) viewed the shift from farming to sawmilling as a decline, noting that “the district lost most of its character, ceased to be a community”. In addition to employing locals, the mills attracted newcomers who never joined in the life of the district, often coming from town by car to live in the bush mill camps during the week only, and moving on with the spot mills. Mill work was often seasonal, uncertain and involved moving on,

by contrast with the fixity and permanence of running a farm. This difference is reflected in the types of dwellings associated with sawmills. Skemp viewed sawmillers as “a restless race”, their dwellings readily distinguished as obviously temporary, with their undressed and unpainted timber cladding.⁶¹

These sawmillers’ dwellings were indeed a distinctive feature of the settlement landscape for the half-century from the 1920’s. Even some mills in or on the fringes of the established farming districts where many employees would have lived locally, such as Patersonia and Targa, and other mills on or near major roads, had a few single men’s huts, although for many mill sites this information is unknown. Very few dwellings remain intact at mill sites, although some remains are known. By the Tasman Highway at the long-running ‘Struggling Monkey’ mill at St Patricks River, two of the original five larger millworkers’ family cottages are still standing and occupied, forming part of a significant and conspicuous mill settlement landscape.⁶²

As sawmills pushed further into the forests and up into the foothills of Mount Barrow, on site accommodation for mill workers became essential. Most of the mills in the Camden/Diddleum Plains district are known to have had huts. It was here that sizeable, longer-lasting mill settlements were also established at larger company mills, particularly from the boom years of the 1940’s -60’s, with family houses as well as single mens’ huts. Such clusters were built at the Camden mill (where two huts may remain; refer below), Jones /IXL Diddleum Plains mill and Gunns mills. Jones’ mill at Diddleum was large by State standards; the settlement consisted of about 15 houses and 11 huts, one of which remains. This was the largest nuclear settlement in the district.⁶³

Although the distinctive mill dwellings have proven to form a generally transient element of the settlement landscape, a large proportion of the houses now to be seen in the St Patricks region were built directly or indirectly as a result of the rise in sawmilling from the 1920’s. Many of the predominantly timber houses date from the 1920-50 period. In some cases, established settlers who turned fully or partly to working in the timber industry were now able to afford to replace an earlier cottage. In other cases newcomers, attracted by the prospect of paid mill work as well as farming, bought up an inexpensive, undeveloped or derelict small holding and built their own house on it. The effect is particularly evident in the settlement landscapes of the Camden/Diddleum Plains district, where a large proportion of the inhabited dwellings date from the 1930-50 period. The Masons’ house, The Boulders, built at Diddleum Plains in about 1930 and still in use, was unusual in that it was built of locally-milled myrtle.⁶⁴

From the 1970’s the State-wide timber industry was restructured into larger, centralised operations so that while forestry was still the major economic land-use, locally-based commercial sawmilling declined within the region. The bush mill camps or larger settlements were no longer needed, and members of local families living on small holdings found mill work was declining. With improved transport and technology, forestry and cartage operations could readily be carried out by largely town-based workers and contractors.⁶⁵

Moreover, improved transport and increasing demand for timber increasing brought about conspicuous changes in landuse patterns in the regions. Tracts of land were now planted out under tree plantations (largely native hardwood species) for forestry purposes; this trend has increased during the 1990’s, bringing about striking landscape changes throughout the St Patricks region as bushland or farmland is replaced by plantation monocultures. In some cases, forested land has been clearfelled and subsequently re-planted with eucalypts, while in others land which had formerly been cleared or partly cleared for farming has been ploughed and planted for ‘tree farming’, for example on former farms in the high country of the Myrtle Bank and Camden / Diddleum districts. Some of the earliest small farm selections in the region at Myrtle Bank, dating from late 1850’s, were amongst the first to disappear under hardwood plantations.⁶⁶

At the same time there was a polarisation in the size and nature of rural holdings. On the one hand there was the consolidation of farming as a sole livelihood onto a few much larger properties, while on the other hand increasing numbers of people who do not earn any or all of their living locally are living in existing or purpose-built dwellings on smaller holdings.⁶⁷

The trend since the 1970’s towards hobby farmers and rural commuters working in Launceston has meant that most former dwellings of those who made a living in the region have become homes for such people, often with renovations and additions. In some cases the owners are families whose members in earlier years were able to make a livelihood locally, often from a mixture of farming, mill work and contract work, but now either must work at least part-time in Launceston or have retired on the family property.⁶⁸

The demand for rural commuter and retreat properties in this region has not been met by pre-existing houses. Most post-1970’s houses are owned by people who do not earn any or all of their living in the region. Unlike houses of earlier periods, many of these are of brick construction. Some have been built on formerly cleared

farmland, many of them within easy reach of good roads in the main St Patricks River valley and the Patersonia/Myrtle Bank area. Prossers Forest Road, within easy reach of Launceston, almost certainly now has more dwellings than ever before. Others are in bushland that has never been settled permanently before because of its poor, stony soils, such as the strip along the Tasman Highway between Waverley/Abels Hill and Bullocks Hunting Ground. ⁶⁹

Only about half a dozen fully viable farms survive in the entire region, most of them owned by long-established families who have lived on the property for at least two generations and have added to the holding by buying additional land, often abandoned farms, and clearing or reclearing it to make it a commercial proposition for grazing beef cattle or sheep or for dairying. Most farming families live in a long-established house on the property, including the relatively early Mount Edgecombe and Mountain View (c1900). However, in the 1990's much of the Camden/ Diddleum Plains district was in the hands of a relatively new land-holder (1968) based at Rookwood, using the former small holdings and bushland for grazing and, more recently, also for tree farming. Other tracts of grazing land between Waverley/ Abels Hill and Nunamara form part of the extensive Scott estate based at Dunedin in the Lower North Esk region. ⁷⁰

At least one 1990's farming venture has had its viability threatened by forestry activities on surrounding land. The owners of a organic-certified farm at Diddleum face potential loss of certification if their water supply, piped from a source in the adjoining coupe that is destined to be cut and put under plantation, does not meet the necessary standards. ⁷¹

Recreational accommodation continued to play a small but distinctive role in the St Patricks region during this period. Some dwellings in the region continued to be used for holiday accommodation as in the pre-1920's period, but with the widespread ownership of motor vehicles and the improvement of roads, there was a shift away from the farm guest house to the privately owned holiday cottage. These fishing and bushland retreats were situated on or near the river banks between Pecks Hill Road at St Patricks River and Targa, near the established farm guest houses. Both Aldridge and River Made farms are thought to have continued to take in holiday guests into the period between the wars; the present two-storey timber Aldridge replaced the earlier dwelling around 1952, but the original River Made is still in use as a dwelling, as discussed in the previous section. On the stretch of river near these two farms, a few dwellings were built or found a new use as private holiday cottages for Launceston professional people using private motor cars for transport. This practice was in place by about 1940 at the latest, and was part of a State-wide trend. ⁷²

Some of the earlier retreats include Dr Clemons' family holiday home at St Patricks River, purpose-built in about 1940 across the road from Aldridge on a block subdivided from that property, with river frontage and attractive gardens. Across the river on the western bank is a cottage, thought to be a former farmhouse dating from about 1920, that was taken over by Dr Mears and Miss Hogarth of Launceston around 1940 as a riverbank holiday retreat on a small block with exotic trees in a bushland setting. This has been since been replaced with a modern holiday cottage; nearby are another purpose-built oiled board holiday cottage and a larger modern house that are both nearby. At Targa Dr Hogg's holiday house was built on the small block of land across the river from River Made, between the old and the new river courses. Adjacent to this is Myrtle Park, a complex which is a popular recreational camping site with toilet and barbeque facilities and a shop. ⁷³

A few dwellings on the Camden/Diddleum Plains have also been used as holiday and fishing shacks. Some have disappeared, such as Warren's hut near Camden Park, used by town people for fishing weekends. The mill manager's house at the former Jones company mill at Diddleum has been used in recent times as a holiday retreat. Further research is required to determine whether small cottages near the former Camden mill are former mill workers' huts being used as recreational shacks. Other small cottages have been purpose-built on the Camden/Diddleum as weekenders. ⁷⁴

Since the late 1980's the St Patricks region has had a new addition to its range of recreation-related residential structures. At Myrtle Bank the well-documented former Skemps farm property has been recognised for its botanical, geological and historical values since the property passed to the Launceston Field Naturalists Club after J.R. Skemp's death in 1966. The former pioneer farm cottage with additions was demolished, but the house foundations, outbuildings and plantings remain. Near the old farmstead the Club has built a mud-brick structure as a residential field centre, opened in 1989, for use for scientific and recreational purposes by members and others. ⁷⁵

SERVICES

Regional services and amenities

Most services (schools, post offices and the like) have been associated with particular district centres and are discussed in the following district-by-district sections. However, some general points should first be made concerning the development of services in the St Patricks region, together with a brief consideration of infrastructure provision for the region itself and beyond, and areas reserved under planning measures.

For much of the period of European settlement, parts of this region benefited from lying on routes selected by the government for major through-roads to other regions. From the late 1850's, and particularly from the late 1870's with the discovery of minerals at Lisle (Little Forester region) and in the North-East, Patersonia and Myrtle Bank prospered modestly as settlements with services providing for the needs of the passing traffic.

Many of the benefits of the through traffic passed to the neighbouring Pipers region with the construction and opening of the North-Eastern railway (1889), but the St Patricks region was once again officially selected for the major road to the North-East. After this main road to Scottsdale had been re-routed via St Patricks River and Targa in 1920 (instead of the earlier Patersonia and Myrtle Bank route), more services developed on this eastern side of the main valley. However, recent improvements to the alternative route via Lilydale (Pipers region) now mean that a significant proportion of through traffic travels this latter way to avoid the tortuous Sideling section of the Tasman Highway (beyond the Study Area). Services related to major transport routes are discussed in the Transport section as well as in the following district service centre sections.⁷⁶

Nunamara is zoned as a village, but neither this nor any other district has reticulated water or sewerage. Water shortages have rarely been a problem in this high-rainfall region. The St Patricks River in particular has always been used directly as a source of water for domestic and farm purposes. Early settlers the Adams of Edgecombe used the river as a sheepwash. Before electricity enabled the cheap use of pumps, some residents did their washing in the river in summer to save tank water.⁷⁷

The clean and reliable flow of the St Patricks River was chosen to supply Launceston's municipal water scheme, opened in 1857 and still in use by the City of Launceston today with some modifications. (However, no water from this scheme has been used for local supply in the St Patricks region itself.) The history and built structures of this successful scheme that overcame the long-standing problem of supplying early Launceston with water will only be briefly outlined here, but should be the subject of further research. Elements of this feat of municipal engineering dating from 1857 to the present add significantly to the cultural heritage landscapes of this region; those in the intake area at Nunamara are now noted as having historical significance in the City's 1996 Planning Scheme as discussed below.⁷⁸

Supplying water to the residents of Launceston was a problem from the earliest years of the settlement under Paterson. Numerous solutions were proposed or attempted in the first fifty years, only some of which are mentioned here. One of the early primitive methods was to cart barrels of water from the North Esk near Hoblers Bridge, but this source was muddy and subject to tidal flow. Under Governor Arthur the New River scheme was commenced, the plan being to build a tunnel and fluming to bring water from a dam on the South Esk near Evandale. However, the project was abandoned, largely because of financial problems. An 1842 scheme using a water wheel to power a pump at the First Basin near Launceston was also abandoned. Timber fluming was then built along the southern side of the Gorge to carry water to a large tank in the town.⁷⁹

When municipal government was established in Launceston in 1852, the problem of water supply was its first major undertaking. In 1854 John Lamont is said to have recalled and put forward a much earlier plan of James Towers, who had established a distillery on Distillery Creek in 1822 and had considered improving his own water supply. St Patricks River could be tapped at Nunamara and diverted the short distance into the head of Distillery Creek, this natural watercourse then carrying it to Launceston. The council surveyor reported favourably on this proposal, the Launceston Water Act was passed in 1856 and finance was raised by the council.⁸⁰

A bluestone weir was built on the St Patricks River at Nunamara to the north-east of Launceston. A wooden aqueduct led about 0.8 km to a tunnel and thence on to Distillery Creek. After flowing about 9 km down that stream it was held in a dam downstream of the later filtration plant. From this head it was gravity-fed to the town by pipe.⁸¹

The new water supply was opened at the St Patricks River intake at Nunamara in 1857 with much ceremony. The

entrance to the tunnel and a marker stone are inscribed with the opening date. The successful scheme has continued to serve the city with little fundamental change. The weir at St Patricks River has been rebuilt and the water races replaced. In about 1904 the bluestone ranger's cottage was built near the weir at Nunamara; it is the only stone building in the district, serving as a landscape reminder of the optimism and significance accorded to this successful municipal water scheme.⁸²

For many decades the surrounds of the weir and intake at Nunamara were a much visited and photographed tourist destination, conveniently situated for an excursion from Launceston. This important but generally neglected aspect of the history of the waterworks is discussed in the Tourism section. The man-made and natural elements - the engineering works, the cottage and exotic plantings, the river and bushland - combined to form an attractive landscape. This landscape is unaltered in essence. Mature oaks and other deciduous trees and pines still grow between the cottage and the old race, which is still in place here alongside the new.⁸³

World War 1 delayed planned improvements to the overall scheme, but after the war Patons and Baldwins (later Coats Patons) were prepared to set up their woollen mill in Launceston provided that they were supplied with water suitable for wool dyeing. In 1925 the first stage of the present Filtration Plant at Distillery Creek was opened, treating gravity-fed water delivered by an open race from a small dam. The plant was subsequently extended and improved, the complex including residences forming a cohesive and well-maintained municipal engineering landscape. The open race has been replaced by a pipeline that is a prominent feature on the Tasman Highway. The attractive grounds of the Filtration Plant also became a popular picnic site, but have only occasionally been opened to the public in recent years because of the risk of contamination.⁸⁴

Electricity supply was another service that passed through the St Patricks region initially rather than being provided for local residents. The 88000 volt cross-country transmission line carrying electricity to the North-East was one of numerous power supply projects undertaken in the State during the 1930's and 40's. Clearing the path for the steel transmission towers and the line was expensive and difficult in the more rugged sections of the route, and some experienced local axemen were employed in this work. (In earlier years local contractors had earned cash by carting telegraph poles with horse and wagon.) However, power was not laid on to houses within the region until the 1954-57 period. Some enterprising residents had installed their own water-driven electricity supplies: a water wheel is known to have been used for this purpose at St Patricks River and another at George Furlong's property Hillview at Tayene (Camden).⁸⁵

Mount Barrow has long been the site of structures of significance to the State's surveying and communications networks because of the clear lines of view from the plateau. A rock cairn on the summit is thought to be one of a former grid of such cairns across the island, and could date from the era of Sprent's trigonometric survey which spanned many years, commencing in 1832. Easy access to the plateau area since the Mount Barrow road was opened in 1940 has led to the erection of several prominent transmission towers and other structures important to the State's telecommunications network. These are situated in two clusters about 1.5 kilometres apart, one near the summit cairn and the other at South Mount Barrow.⁸⁶

The Mount Barrow road was one of several tourist access roads to scenic areas constructed throughout the State in the period 1934-39 under the Ogilvie government. The reasons were two-fold: the continuing pressure from tourism and other interest groups for such access roads, and the need to provide work for the unemployed. Local men of the St Patricks region were employed on the construction of the Mount Barrow Road.⁸⁷

Planning measures from the time of the road construction until the present have recognised the natural heritage values of the mountain and surrounds. Mount Barrow was one of three major mountain reserves to be created in Tasmania at the end of this period of road building; the Mount Barrow State Reserve (459 ha) was opened in 1940 upon completion of the road and is now listed on the Register of the National Estate. This State Reserve, together with the adjoining State Forest and Commonwealth property associated with the transmission towers (1700 ha in total), has been listed as one of the City of Launceston's Areas of Regional Significance (RS 21) with geological and botanical values. The Mount Barrow Falls were officially recognised for their scenic value considerably earlier, the 81 ha State Reserve being proclaimed in 1928. Other aspects of responses to the natural landscapes and tourism in the Mount Barrow area are discussed in the Tourism section.⁸⁸

While the natural landscapes of the mountain and surrounds have thus been long recognised officially, the cultural elements of the Mount Barrow landscapes have generally been overlooked. These include the built features associated with the road opening for tourists: the stone chalet at the entrance to the reserve, the commemorative cairn and shelter at the summit car park, and the clusters of telecommunications as noted above.⁸⁹

Even some 'natural' vegetation also has been shaped by past human activity. Davies and Davies (1990) noted in

their study *Plant Communities of Mt Barrow & Mt Barrow Falls* that the small “shrubby granitic grassland” plant community near the public shelter hut at the park entrance is of high conservation value on a State-wide basis, and occurs on land that has been cleared for grazing in the past. They recommended:

“that a study be undertaken to assess the possibility of extending the northern boundary of the Mt Barrow Reserve to include more of this granite country. This would entail looking at the feasibility of acquiring part or all of the private block 0789 or changing the tenure of the State Forest block number 0183 to State Reserve or alternatively making it a Forest Reserve. The combination of spectacular views of Mt Barrow, rainforest to grassland vegetation and picturesque granite creek-lines makes the area a possibility for development as a camping and general interpretation area.” (p23) ⁹⁰

The City of Launceston has proposed other Areas of Regional Significance within the St Patricks region. Distillery Creek (RS 23) consists of private and Crown land along the steep winding gully of Distillery Creek and a tributary gully. This ARS has botanical values (small remnant of native woodland riverine vegetation including an endemic rare in the region, close to the city), and is a wildlife refuge. These values, together with the water quality of the city’s intake, are vulnerable to development in the area. ⁹¹

The Launceston Water Scheme Intake Reserve - Nunamara (RS 25) consists of about 50 ha of Council, State Forest and private land. This ARS was proposed for its botanical values (vestigial wet riverine vegetation with rare species, with an awareness of the need for management in adjacent forestry areas to protect water quality and landscape values.) As a result of the research and findings of the present Study, the additional historical/cultural values of this ARS have now been noted. These are associated with the history, built structures and exotic plantings of the Launceston water scheme as discussed earlier in this section. ⁹²

Another ARS now recognised for its historical /cultural values as well as its natural values is the Launceston Field Naturalists Club’s Florence Skemp Reserve at Myrtle Bank. In addition to its botanical and wildlife values, the reserve includes some of the outcrops of basalt that attracted pioneer settlers to take up the land because of the apparent promise of good soils. The reserve retains significant cultural landscape features of the Skemps’ well-documented pioneer farm. ⁹³

Townships: an overview

The St Patricks region as defined in this Study is indeed a cohesive functional unit in terms of settlement and services. Residents have used their local service centres and others within the region for a range of central place functions, with Launceston being the centre for all higher order functions. There has been no long-term consistent or obvious hierarchical relationship between the several small service centres.

Patersonia was laid out as a township by 1860. While it never expanded away from the line of the main road (now Patersonia Road) into the grid of named streets, Patersonia did emerge as the leading service centre with the greatest number of central place functions from the late 1870’s until about 1890. In recent times, the only settlement in the region to be zoned in the 1996 Planning Scheme as a ‘village’ is Nunamara, at the junction of the main Tasman Highway and Patersonia Road. ⁹⁴

The only official early township site apart from Patersonia was Fraser, a Crown land reserve which never developed as a settlement. This township reserve appeared on Sprent’s 1859 and Walch’s 1868 maps as a block on the southern side of Distillery Creek, about midway between the latter’s junction with the North Esk and the Bullocks Hunting Ground. It was shown as bounded by the road to St Patricks River to the south. However, either these early maps were incorrect or the site was changed; a government report of 1870 lists Fraser as being lot 65 (500 acres), which according to early land grant maps of Dorset was to the north of Distillery Creek. This is confirmed by later land grant maps upon which Fraser is still marked in this northern position. ⁹⁵

Several small service centres developed in the region as discussed separately in the following sections, their relative importance varying over time according to alterations to major road routes and the spread of settlement for farming and later for sawmilling. The dispersal of the population over the region led to the provision of some basic central place functions in these very small but quite closely spaced centres, but the overall low numbers in any one district meant that these services have been shared by nearby districts. For example, as discussed below, some schools have at times shared one teacher who has moved between two or even three schools on a roster, while church ministers have travelled to conduct services at different venues. More recently, volunteer members of the rural fire brigade move out to service the region from the depot at Myrtle Bank on the site of the former local hall. ⁹⁶

The region has also had a history of the residents themselves travelling from their own district to another centre, often by foot in the earlier years, to take advantage of services there. People walked or rode all over the region to attend dances held in the various halls; church services; cricket matches held at Patersonia, Myrtle Park and Tayene; and race and chopping events. When their local school was closed, some children walked or went by bus to another centre; by 1955 they were all travelling to the consolidated school at Myrtle Park.⁹⁷

Patersonia

When Surveyor-General Calder inspected lands and tracks in the region in 1860 and proposed various land sales and road and bridge works, Patersonia had already been surveyed as a village reserve, situated within a tract of land suitable for farm settlement on the route to the North-East. It was laid out on the eastern side of the Patersonia Rivulet valley, largely to the east of the main road (now Patersonia Road), on a rectangular grid with streets and blocks of around one to ten acres. Some farms were established on the western side of the rivulet with bridge access, but most settlement and all of the services grew up in a linear fashion along the original Launceston-Scottsdale Road, the easternmost town blocks being bought up as grazing land. By 1886 there were several houses, a post office/general store, hotel and police station at the southern end of Patersonia, while about four kilometres north were clustered another hotel, blacksmith and church. The school was built in that year between the two clusters. Patersonia was the chief service centre in the region at this time.⁹⁸

In the 1870's and 80's local settlers benefited from the through traffic to the farmlands of the North-East and, more importantly, to the mining fields beyond Scottsdale and also at Lisle, only a few kilometres north (in the Little Forester region). Settlers provided accommodation, refreshments, changing stables, blacksmith's shop, postal services, stores and fresh produce for travellers. The comparatively good road (although still only a rough track) from Launceston and the promise of passing trade brought sufficient further settlers to warrant a school and church. In 1884 the first sports meeting was held on Gee's Flats, which was to be the site of such races and chopping events for at least half a century. The Patersonia Road Trust was formed in 1893, with Ravenswood and Patersonia as its main centres, and continued until the St Leonards municipal council was set up in 1907.⁹⁹

The decline of the Lisle goldfield and the opening of the railway to Scottsdale via Lilydale in 1889 greatly reduced road traffic and so the hotels, changing stables and coaches for travellers ceased operation. The importance of Patersonia as a service centre for through traffic declined still further when the main road to Scottsdale was re-routed along the eastern side of the St Patricks River valley in 1920.¹⁰⁰

However, the settlement survived as a small community relying on farming and increasingly on sawmilling, particularly with the advent of motor vehicles and better roads. Thus services such as the school, post office and church continued for local residents, and the unpainted timber Patersonia hall was built in 1927 at the southern end of the settlement. This hall was used for social events, a badminton club and some church services; before it was built, dances were often held in barns. A war memorial grant of £80 was allocated for the hall but it was not spent and was reallocated to Ravenswood in 1954. Local residents also formed cricket and rifle clubs, the latter having earlier been based at St Patricks River. Further increases in mobility later led to a decline in local services in Patersonia as in many rural centres, so that now only the church and hall remain in use.¹⁰¹

The earliest central place function to be provided in Patersonia was the post office (1869-1968). This opened in the same year as that the Myrtle Bank post office; both tiny settlements were on the mail route from Launceston to Scottsdale and the North-East. At this time Patersonia consisted of only a few farms with crudely constructed cottages, one of which would have provided the postal service. By 1886 (and possibly earlier) the combined post office and general store was situated in the Littlejohns' house at the southern end of the settlement on a township block.¹⁰²

The increasing traffic through Patersonia to the mines of the North-East led the Millwood family, early settlers in the district, to open the Mount Arthur Inn at their farm on the main road at the northern end of the settlement by 1876, offering accommodation, food and drink and changing stables for the mail coaches and independent travellers. Trade increased still further after the discovery of gold at Lisle. Millwoods' was often overcrowded, and in 1878 another roadside hotel, the Pattersonia (sic) Hotel was opened by McKillop about four kilometres to the south. Public licences of both hotels ceased after 1881 when a new hotel opened at Nunamara, but McKillops was relicensed in 1884 and 1887 and Millwoods in 1884 and 1887-8.¹⁰³

There is little obvious landscape evidence of these hotels that were significant in the history of settlement in this region in particular, and of mining and transport in the North-East more generally. Photographs show the quite extensive timber buildings of Millwoods' establishment in 1896; these have disappeared, although it is thought

possible that some elements could have been incorporated in the modern dwelling on the site. At McKillops' hotel exotic trees, including a palm, are the only remaining features. A blacksmith's shop was set up adjacent to Millwoods' hotel but its date of establishment is unknown and there are no remains. Jimmy Pierce's blacksmith, mail contract and transport business here is thought to have ceased by 1920. ¹⁰⁴

The Millwoods' establishment was an important focal point of Patersonia, both for travellers and in serving the local community. In the late 1870's and early 80's the hotel business boomed because of the mining, but it was also visited by travelling clergy and the first school teacher boarded here. In the late 1890's landscape photographers stopped at Millwoods' farm on their excursions. At the hotel travellers would be served with produce from the Millwoods' farm, on which crops were grown and a large dairy herd was run as the land was gradually cleared. James Millwood opened a store for Lisle miners and cut a track from opposite his establishment to the Lisle diggings. A coach service ran between Launceston and Millwood's hotel and track. While it was the shortest of the tracks from the Scottsdale road to Lisle, it was soon in appalling condition when the wet weather set in. ¹⁰⁵

As noted above, the hotel finally closed in 1888 (after the decline of the Lisle field), but the farm continued to flourish as did another enterprise of the Millwoods'. The Millwoods employed local youths and ex-convicts in a well-known contracting service, both locally and further afield in the North-East. With their horse and bullock teams they undertook contract work in clearing and haulage work on farms and for mills and mines. Mrs Millwood also became well known for her home-made remedies using locally available plants, and one of these was the basis for a patent medicine. ¹⁰⁶

With the increasing traffic to the mines, a police constable for the St Patricks region was based at Patersonia from 1880. This service continued until 1938; the police cottage in the southern cluster is still in use as a house and signs of the cells may still be evident. ¹⁰⁷

The only purpose-built church in the St Patricks region was a small Wesleyan chapel opened at Patersonia in 1882. It was built by local residents on a hillside at the northern end of the settlement on land donated by Warren. Methodist clergy travelled once a month from Launceston to the church and Sunday school was conducted here. It was also used by other denominations including the Church of England, although at times its ministers used community halls in the region including the Patersonia hall. Some ministers also travelled on to conduct services at Myrtle Bank or Lisle. As well as being multi-denominational the church was multi-purpose, being used for social gatherings and initially as a schoolroom. By the 1930's Anglican services were the only ones to be held regularly here. In 1981 the Church of England purchased the property from the Uniting Church and restored the building, which was then dedicated as All Souls Church in 1983. ¹⁰⁸

The school was initially conducted in the church by Miss Kearney (later Mrs Skemp) who boarded with the Millwoods at their Mount Arthur Hotel and continued to teach at Patersonia for many years. Tenders had been called for a school and teacher's residence as early as 1876, but apparently they were not actually built (in between the two main service clusters) until 1886/7. In that first year there were 40 pupils. Early in the twentieth century the schools at Patersonia and Nunamara and sometimes at Myrtle Bank shared a teacher in some periods; there were also times when there was no teacher at Patersonia. In 1910 the school was in poor repair; at this time there were numerous instances of parents not sending their children to school. ¹⁰⁹

The school was repaired from time to time, but with the declining rural population the school had closed by 1941/2. The teacher's house was used as a private house for some years. From 1951 children were taken by bus to a new district school in the Myrtle Park hall at Targa. In 1952 the Patersonia building was one of the region's schools to be moved to the new Myrtle Park consolidated campus. ¹¹⁰

Myrtle Bank

Like Patersonia in the valley a few kilometres to the south, Myrtle Bank developed as a small farming settlement on the Launceston-to-Scottsdale track. Unlike Patersonia, Myrtle Bank offered patches of good basalt soils but they were often on steep, rocky hillsides and the climate was colder. There were a couple of farms at Myrtle Bank when Surveyor-General Calder inspected the North-East in 1860, but Patersonia was selected as the better town site. ¹¹¹

Settlers in both districts benefited from the through traffic to the North-East and to Lisle in the late 1870's and 1880's, but Myrtle Bank did not develop the long-term range of services of Patersonia. Hotels and related services were set up at Myrtle Bank in this period but demand dwindled with the end of the boom mining years,

the opening of the North-Eastern railway (1889) and finally the re-routing of the main road onto the eastern side of the St Patricks River. ¹¹²

Myrtle Bank continued as a small mixed farming and sawmilling community with a few local services : post office, school and hall. These have all disappeared with the decline of small farming and bush mills and the trend towards centralisation of services associated with improved roads. The only central place function at Myrtle Bank in the 1990's is a recent one: the fire station for the wider St Patricks River region on the site of the former hall at the Targa Hill/ Myrtle Bank Road intersection. ¹¹³

The Myrtle Bank and Patersonia post offices both opened in 1869 on the track to Scottsdale that was under construction. The original site off the former is unknown; Walch's 1870 *Tasmanian Almanac* listed its officer as Buchanan. By the time of the Lisle gold rush in 1879- 80, William Faulkner conducted the postal service at his farm. Possibly at this time or a little later in the 1880's, he also set up travellers' services with changing stables on his farm here on the main route to Scottsdale, at the northern end of the settlement beyond the turn-off to the Lisle diggings. However, his Myrtle Bank Hotel was only intermittently licensed during the coaching era (in 1882, 1884 and 1888).

The post office continued to be run here by Faulkner's daughter, Mrs Alexander, until about 1950; at the time of its closure in 1968 it was run by the Phillips. Only the substantial foundations of the original sizeable timber building now remain after a fire; the site is surrounded by hardwood plantations. This early farm/ post office/ hotel/ coaching stage played an important role in the history of the settlement of the local area and of transport and mining in the North-East region as a whole. Gaughwin (1991) listed the site as being of Local significance. ¹¹⁴

Another establishment for travellers had been opened by Thomas Faulkner at the beginning of the Lisle gold rush in 1879; it was apparently never a licensed hotel and was referred to as the Temperance Hotel. T. Faulkner's farm, although off the main Scottsdale road, was well located for Lisle traffic as it was immediately to the south of the steep drop to the Lisle valley. He provided accommodation, meals and farm produce here as well as a cartage service down the track that he cut down to Lisle where he ran another (licensed) hotel.

Mature trees stand on his Myrtle Bank farm near traces of the hill-top buildings, including stables. T. Faulkner caused acrimony by charging a high fee for vehicles passing through his land, and consequently the government-built road was routed outside it. Yet another roadhouse and sly grog shop is said to have been run by 'Brocky Joe' on the main Scottsdale road, between Patersonia and the Lisle turn-off, at or near Loone's changing stables for his coach service. ¹¹⁵

In the late 1880's there was no State school at Myrtle Bank, the nearest being at Patersonia. New settler William Carins opened a school for his own and neighbouring children in 1888, probably at his home Pinsley. In 1891 Carins petitioned unsuccessfully for a State school to be established at Myrtle Bank with himself as teacher. In 1898 a small State school was opened at Myrtle Bank for the growing but dispersed settlement, in a more central location than the hotel/post office (about a kilometre and a half to the south of the latter). Over its period of operation the school was run at three different but closely-spaced sites on Targa Hill Road, near several road junctions. Some children came by a purpose-made bush track or across country or (after 1923) with Warren's mail bus. ¹¹⁶

At first the school was conducted in a room added on to an old cottage (still standing) on the early settler Stewart's block, which was the Imlachs' home. Later the local residents built a school across the road and then in 1908/9 the government erected a new building a short distance to the south-east, on a site chosen for its convenience and fresh water supply. This building was finally shifted to the consolidated school at Myrtle Park in 1952. At this time the Myrtle Bank school had been closed for a time (since 1946) so that some children studied by correspondence; there had also been earlier periods in which teachers were shared with other nearby schools or faced closure when pupil numbers were low. ¹¹⁷

Dances and other social events were held in the school before the hall was built nearby in 1908. The pines that were planted next to the hall are still standing. Regular church services and Sunday school were also held in the hall for some years; the clergymen often conducted services at both the Patersonia church and the Myrtle Bank hall. The hall was also used for meetings of the Myrtle Bank Agricultural Bureau. The building was later shifted to act as a storage shed at the APPM forestry depot in Nunamara, and subsequently a fire station for the St Patricks region has been built on the hall's original site at Myrtle Bank. ¹¹⁸

Nunamara

This small service centre developed on both banks of the St Patricks River at a transport node - at the site of a ford (in the vicinity of later bridges) and a track junction. However, as it was not situated right in any substantial tract of farmland, it remained a minor one of the several service centres in the St Patricks region until the main road to the North-East was re-routed from the original Patersonia- Myrtle Bank line, instead passing over the bridge at Nunamara and up the eastern side of the St Patricks River valley from about 1920. By this time Nunamara was providing services for families whose livelihood depended increasingly on the timber industry rather than on farming. ¹¹⁹

Although they are still only small clusters, Nunamara and Targa (Myrtle Park) to the north are now the major service centres in the St Patricks region because they are situated on the Launceston-Scottsdale road. Nunamara is the only settlement in the region to be classified in the 1996 Launceston Planning Scheme as a major township; part of the settlement is zoned as a Village. Development is constrained by the settlement's situation within the St Patricks River water catchment for Launceston's town supply. ¹²⁰

Clustered near the Patersonia Road turn-off and the bridge, Nunamara now has a combined general store/ post office/ service station serving both regional residents and through traffic, and a sizeable public hall with sports facilities for locals. At the centre of the township at the Patersonia Road turn-off is a landscape feature not seen in any other settlement in the Study Area until 2000 - a war memorial (erected in 1919) in the form of a granite obelisk, now commemorating local soldiers who died in both World Wars 1 and 2. In the 1990's a timber company has had its works depot at this Patersonia Road junction. ¹²¹

Early developments in the present Nunamara township area were conceived in terms of services for other places. The cattle track between the southern (or Launceston) side of the ford on the St Patricks River (which was to become the Nunamara township) and Launceston was gazetted for upgrading to a permanent road in 1834, allowing access to the farmlands of the St Patricks River and Patersonia Rivulet valleys beyond Nunamara. In 1857 a water supply scheme was completed, drawing water from a dam on the St Patricks River, not far to the east of this early road and downstream of the ford. However, this development was not for the benefit of locals; it was the intake for the Launceston municipal water supply scheme (still in use). The Nunamara dam former ranger's bluestone cottage (c1904-5) remains a striking landscape feature on the edge of the township. ¹²²

From around the time of the opening of the water scheme, the early road to Nunamara was upgraded to become the main route from Launceston to Scottsdale (via Patersonia). From 1882 until 1886, during the minerals boom in the North-East, the first licensed hotel beyond Launceston on the Launceston - Scottsdale coach road was the St Patricks River Hotel. It was situated on a 99 acre block granted to T. Austen at the turn off to Patersonia, a couple of hundred metres south of the site of Austen's cottage and fenced cultivated area (as marked on a map of 1860). ¹²³

This hotel building was later known as 'The Corners' and was for many years the focal point of the centre, but this name, as well as the names 'The Forks', 'Lower Patersonia' or 'St Patricks River', were used more generally for this district near the road junction at the ford. The major road fork went left to Patersonia and beyond as mentioned, while a minor fork to the right crossed the river and travelled up the main St Patricks River valley on its eastern bank. The new name 'Nunamara' was suggested by the Secretary for Lands in 1913 when a postal office was opened. ¹²⁴

The Corners, a split timber building with verandahs, was initially a hotel but at various times functioned as the school, church, post office, tearooms, shop and service station. This significant building is still standing as a prominent landmark in the township, having been restored as a private house. ¹²⁵

The Lower Patersonia (Nunamara) State school opened in 1890. Details of its early location(s) are uncertain. In March 1909 the Council asked the government to build a school on the school reserve if the building currently in use was sold. Later that year, rent for the school building was noted as being payable to H. or J.H. Adams. A one acre block surveyed off an original grant to H. Adams is marked as a school site on the Dorset land grant map; there is a house on this site, immediately to the north of the Nunamara Hall, in which the school may have been run for a period. From some time before 1912 the school was being conducted in a room at The Corners, then owned by the Calverts. At times the school shared a teacher with the Patersonia school. ¹²⁶

In 1915-16 the Council pressed for a 'proper building' for the school, on 'land purchased by the government'. In 1917 the government opened a school across the road from The Corners on two acres. Classed continued here

until 1955, after which children were bussed to the consolidated regional school which had been established at Myrtle Park in 1951. School buildings from the other districts were shifted to the Myrtle Park site in 1952, but because it was still in use the Nunamara school was the only local school building to remain on its original site. It has since been incorporated within a modern two-storeyed house. ¹²⁷

Church services were also held at The Corners until the new school was opened (1917) and later in the hall. Sunday school was run by Mrs Adams at her home Mount Edgecombe (or Edgcumbe); later it too was held at the Nunamara school. Before the hall was built, dances were held in local barns. The substantial Nunamara Memorial Hall, situated at the southern end of the township on the eastern side of the Tasman Highway, was opened in 1928 having been built by local resident Mr Austen with timber from Hibbs' mill in the township; the Council-owned building, toilets and adjacent sports facilities are still in use. ¹²⁸

There was no post office at Nunamara until 1913; the nearest were at Patersonia (1869) and St Patricks River (1896). The Calverts ran the post office at The Corners, as well as a shop and afternoon teas. The latter were possibly popular with visitors to the nearby waterworks, a popular tourist destination. There was also a petrol bowser here, still in place in the 1990's. The only post office in the region and the service station are now based at the shop: this complex replaces The Corners as the focal point of the settlement's central place functions, located to the north of the bridge and almost a kilometre north of the hall complex. ¹²⁹

St Patricks River

The route selected for the first main coaching road to Scottsdale was that via Nunamara, the Patersonia Rivulet valley and Myrtle Bank rather than via the flats on the eastern side of the St Patricks River valley, perhaps partly to avoid two crossings of the St Patricks River. Thus the few early settlers on the eastern side of the main valley did not have the advantage of a major road through their district or the associated services such as hotels, changing stables, stores and post offices.

However, as more settlers took up small farms along the valley and into the foothills of Mount Barrow, the need arose around the turn of the century for basic services for the scattered local community. The tract of land between Nunamara and Targa was known as the St Patricks River district, and a few services were located along the more central section of the road: post office, school, hall, show ground and sale yards, rifle club. Some of these facilities also served the wider region, in which the St Patricks River district was conveniently and centrally located. At this time the district also provided holiday accommodation for fishermen and others attracted by the bushland setting by river and mountain.

Although the re-routing of the main Scottsdale road through the St Patricks River district in 1920 meant improved access and increased through traffic for the small farming and sawmilling community, local services declined and disappeared by 1942. Central place functions were increasingly focussed at Nunamara to the south and Targa (Myrtle Park) to the north rather than at St Patricks River in the middle. Both the Nunamara and Targa service centres were more conveniently situated at cross-roads on the main road, giving access to their services for the outlying Patersonia, Myrtle Bank and Tayene settlements. ¹³⁰

The St Patricks River post office opened in 1896 and was subsequently conducted at the homes of various settlers along the road on the eastern side of the valley. The Bourkes were the first to run it, possibly in a house (on the hill behind the existing Mountain View house) of which only a few traces remain. One of the sons would ride across country, fording the river to collect the mail from the Patersonia post office on the main Scottsdale road. The post office was later run by the Caswells at the same property, possibly in the existing Mountain View house. ¹³¹

The final postmistress was Hannah Wilson who conducted the service until shortly before her death in 1942. The post office with telephone switchboard was in a tiny annexe to the unpainted timber house on the Wilsons' small mixed farm, further north than the previous sites. The house was later destroyed by fire, but the site on the slope above the main road is marked by a few chimney bricks and exotic trees. ¹³²

The final location of the post office was less than a kilometre north of the turnoff for Pecks Hill Road, which led to the river crossing and on to Patersonia. The immediate vicinity of this intersection could be considered the physical and functional centre of the diffuse St Patricks River district. The turnoff to the small hill farms and tourist attractions and accommodation of Mount Barrow was less than a kilometre to the south. Some of the most productive farms were situated less than a kilometre to the west along Pecks Hill Road, on or near the river, two of them taking in holiday guests. The St Patricks River rifle range, active from 1907 before moving to Patersonia

in the 1920's, was located near here on a bend in the river. ¹³³

The Dorset land grant map shows a town reserve that was never developed at the Pecks Hill Road turnoff. However, the adjoining recreation reserve came to be the site of many of the district's central place functions. A wooden public hall built here in 1900, the first in the wider St Patricks region, was used as a school room by both the subsidised and the State school, known at first as the Eskdale State School after the property from which the site was acquired. After this burned down it was replaced by the 'Tin Hall' in 1903, which continued to be used as the school room until about 1928 when the St Patricks River school finally closed because of declining numbers. There had earlier been problems with low attendances and threats of closure. ¹³⁴

The public hall was also used for dances and a range of other social functions, many of them attended by residents from other districts. Roman Catholic services for the wider region were held here. The St Patricks River autumn show was an important regional event held at the hall and grounds from 1907/08. Earlier horse races had been run on Caswell's river flats on the Mountain View property as well as at Patersonia, but with the advent of the show a race track was cleared between the trees to the rear of the hall, and horse races, running and chopping events were held. In 1932 the show was moved from the St Patricks River hall to the newly-completed Myrtle Park hall after considerable disagreement and division amongst the wider community. To the north of the St Patricks River hall, near the road, in 1908 Herd & Co established a stockyard for the region at which sales were held twice a year. Neither hall nor sale yards remain at the site. ¹³⁵

Targa (Myrtle Park)

Although small, Targa (often known as Myrtle Park) and Nunamara were nevertheless the largest service centres in the St Patricks River region in the 1990's, serving both residents of the region and through traffic on the Launceston to Scottsdale road (Tasman Highway). As at Nunamara, Targa's central place functions are clustered by the river. The Council-owned Myrtle Park complex includes a hall, camping and picnic ground with associated facilities, shop and residence, and sports and wood-chopping facilities with pavilions and stands. Next to it is the Myrtle Park primary school (closed since the end of 1997). ¹³⁶

Although Targa has been the site of many of the region's central place functions in recent years, it did not become a service centre until later than Patersonia, Myrtle Bank, Nunamara and St Patricks River. The Targa district did not lie on the route of the coach road to Scottsdale via Patersonia and Myrtle Bank. At the time of the development of this road, Hunt had a property at the river crossing at the later site of Myrtle Park in the Targa district. When gold was discovered at Diddleum in 1879, early prospectors travelled via Patersonia and probably the approximate route of the Targa Hill road to cross the river at Hunt's property. ¹³⁷

The river has changed its course in this vicinity, as a result of both natural processes and human intervention, and crossings have been moved. A man-made billabong or former river bend can be seen in Myrtle Park. The old road from the south-west crossed the present Myrtle Park and led to a bridge; the remains of the latter and its northern approaches are visible on the Rivermade property. In the present Myrtle Park recreation ground the road was lined by an avenue of pines, only the stumps of which now remain. ¹³⁸

The first local services were provided here at the River Made farm where many of the original cluster of buildings are still standing, some thought to date from the late 1880's. From the 1890's the Prestidges conducted a sizeable guest house for holiday makers who were attracted by the opportunities for fishing and recreation in the picturesque bushland setting on the river. Mr Prestidge ran a passenger and goods coach service to Launceston for guests and others in the district, and a large 18-stall stable with lofts (no longer standing) was built to accommodate the horses. The Targa post office opened at River Made in 1913 and continued here until withdrawal of the district's service in 1970. At one stage the post office was in a small hut that is still standing at the front of the house; at another stage it was in the verandah with a public phone on the outside of the house. ¹³⁹

The second phase in the history of the Targa service centre focussed on the setting up of the sport and recreation facilities at Myrtle Park and the emergence of a regional role for them. Hunt (the original owner as noted above) had grassed the area and planted oaks and hazels, making an attractive riverside picnic area on the property; at least some of these trees still remain. In 1922 three young returned soldiers in the district decided to form the St Patricks River Cricket Club. The first site chosen was to the south of the river and to the east of the Targa Hill road. When this proved unsuitable, one of the young men, Mr Headlam, offered the use of some of the land he was leasing under the soldier settlement scheme. This was the site of the later Myrtle Park hall, about half a kilometre west of the Club's first site. ¹⁴⁰

When Mr Headlam decided to give up his farm in about 1926-27, members of the club approached the Agricultural Bank concerning the use of the land. Soon afterwards the lease of the land was obtained and the club was renamed the Myrtle Park Cricket Club. ¹⁴¹

The timber-lined corrugated iron hall was built by voluntary labour and public subscription in 1930. The hall and grounds soon became a focal point for sporting and social events in the wider region. Dances and some church services were held here. In 1932 the annual St Patricks River show was transferred from the St Patricks River hall and grounds where it had been held since 1907. During the 1930's tennis courts were built at Myrtle Park, and the adjoining 15 acres was purchased from the Department of Agriculture. This later became the site of a new cricket pitch. Further land on the western side of the river was added to the reserve. In 1951 a wooden grandstand was erected as a memorial to the pioneers of the district. ¹⁴²

Further improvements were made and facilities built by the St Leonards Council and later by the City of Launceston. The complex is widely used by residents of the region, by tourists, picnickers and campers, and for special events in northern Tasmania. In 1996 the Launceston City Council commissioned a management plan for Myrtle Park, taking into account the associated physical, biological and cultural values. ¹⁴³

The third services site at Targa was the Myrtle Park consolidated school. A dwindling population in some districts and the government's policy of centralisation of schools led to the closure of small local schools in the region. In 1951 a school was opened temporarily in the Myrtle Park hall, children travelling to it by bus from around the region including the Patersonia, Myrtle Bank, St Patricks River and Tayene districts, although Targa had itself never had its own local school. In the following year the Patersonia, Myrtle Bank and Tayene schools were re-erected on a school reserve to the south of the Myrtle Park. The Nunamara school closed in about 1955, and the Myrtle Park primary school continued as the only one in the until small enrolments led to its closure in 1997. The purpose-built structure, which had some years earlier replaced the 1952 building composed of the three small district schools buildings, remains on the site. ¹⁴⁴

Tayene/ Diddleum

The isolated district on the high country of the Camden and Diddleum Plains in the upper St Patricks River catchment had an early access track to it and on to Ringarooma via Mount Maurice. However, occupation had been limited to summer grazing at Diddleum from the 1830's and short visits by gold prospectors and hunters and trappers from the late 1870's. More permanent pioneer farm settlement did not develop to any extent until around the turn of the century. In any case the isolation and the heavy cover of myrtle forest was regarded as a hindrance to farming, and access remained poor as the route to the North-East via Patersonia and Myrtle Bank had been favoured by the government over the Diddleum-Mount Maurice route. ¹⁴⁵

By 1913 there were sufficient pioneer farming families in the Camden district to warrant the opening of a small school, at first called the Camden and later the Tayene school. This school's enrolments were not always sufficient for it to be kept open as a fully-funded state school, so there were periods in which it was either run as a subsidised school or it was closed. The school occupied at least two and possibly three different sites (no buildings remain), and further research is required to clarify the years of operation at each of these. These three sites are all located along a section of about three kilometres of Camden Road. The school was used for other social purposes; around 1934 a mill employee was running a Sunday school for local children in the Tayene school. In 1952 the school building was shifted to the new Myrtle Park consolidated school, and children were taken there by bus. ¹⁴⁶

The advent of motorised transport in the 1920's led to a boost to the district's marginal economy and population through the setting up of the first of the many sawmills that were to operate over the next half century. The Tayene post office was opened in 1926 and for at least 30 years it was at the Prior farm near the intersection of the Camden Hill and Diddleum roads; this house no longer stands although huts and fruit trees may remain. At about the same time the Tayene cricket team was formed and played matches with the Myrtle Park and Patersonia teams. Its pitch is thought to have been near the post office. ¹⁴⁷

The permanent population of the district from the 1920's until after World War 2 consisted of a scatter of farmers and their families, mainly around Tayene on the Camden Plains. Most made a living from a mix of activities - from their properties, from working in the mills and from hunting. There was also a shifting population of male mill workers who lived in small huts clustered at the sawmills, many of them leaving for the weekend. In the post-World War 2 period, more permanent settlement clusters developed at larger- scale company mills. There were still weekly workers in single men's huts, but now mill workers and their families were provided with a

house. The H. Jones & Co mill township at Diddleum was the largest nuclear settlement in the district from the late 1940's until the mill closed around 1962-3, having around 15 houses and 11 huts. Gunns' second mill on Wombat Plains, further east in the Diddleum district, had around half a dozen family homes as well as millworkers' huts from about 1950 until the 1970's. ¹⁴⁸

These millworkers and their families required some basic services. The Diddleum post office (1949-67) was kept initially by Mrs Tatnell, the first manager's wife, and later by Mrs Mason at the nearby Diddleum Plains homestead. There was a community hall built at the Diddleum mill settlement, thought to have been incorporated later into the Myrtle Park recreation building complex. According to an oral source, there was a school run at the mill settlement for a short period around 1948, also taking children from the Gunns' mill to the east. Otherwise the children attended the Tayene school on the Camden until 1952, from which time they were taken by bus to the consolidated school at Myrtle Park. ¹⁴⁹

Schools and post offices were the main services to be provided in the Camden/Diddleum district. Government policies for the centralisation of services, together with the consolidation of small holdings into larger, more viable farm properties and a reduction in the number of permanent millworkers and families living in the district, meant that local school and post office services were withdrawn in 1951-2 and 1967 respectively. The population declined still further with the closure of bush mills and the continued reduction in viability of small farms. ¹⁵⁰

LITTLE FORESTER REGION

OVERVIEW

Most of this now rather sparsely populated region - all except for the western part of the Wyena district - was transferred from the Launceston to the Dorset Municipality in 1993, after the present Study had commenced and some research into the Little Forester had already been undertaken. This region has had a long association with the Pipers and St Patricks regions of the Study Area, in terms of its early settlement, economic links and local government. For this reason, discussion of the Little Forester region has been retained in this report, both in the thematic sections and in this Settlement and Services section. However, the research into the Little Forester region has been relatively limited. ¹

The region has had a long history of changing local government boundaries that makes tracing settlement patterns through valuation rolls a slow process. Although the Little Forester region was all part of the Lilydale Municipality from 1907 until its amalgamation with the City of Launceston in 1985, it was earlier the meeting point of three municipal districts. The region was divided between the Ringarooma, George Town and Selby municipal district; in the latter case, this part of the region was initially divided yet again between the Tankerville, Lisle and Turners Marsh road districts. ²

Aborigines are known to have occupied the Little Forester region but there were no Aboriginal/ settler clashes like those in some other parts of the Study Area, notably the Tamar region. When George Augustus Robinson passed through the region in 1831 he was told by his Aboriginal companions that these lands had not been occupied by Aborigines for some years. Europeans did not attempt to occupy this remote and inaccessible region, heavily forested in some parts and rocky and infertile in others, until the 1870's. ³

Unlike any other region in the Study Area, the Little Forester was first occupied and settled by Europeans for its minerals. Using Hall's Track (giving access to Scottsdale and the North-East via Lilydale, Lebrina and Bridport) as a jumping off point, prospectors in the 1870's successively discovered the goldfields at Denison, Panama, Golconda, Lone Star, Tobacco and Cradle Creeks, Lisle and Lebrina.

During the 1870's and 80's, human occupation of the Little Forester region consisted largely of mining settlements connected by a network of rough tracks that were often impassable in winter. Unlike pioneer agricultural settlements, these mining settlements tended to be rapidly established and often disappeared just as quickly when the find was exhausted. They took the form of a relatively dense cluster of dwellings and services on Crown land surrounded by unpopulated tracts of bushland. Some were no more than short-lived clusters of miners' camps, although high hopes were held for Denison which was surveyed as a township in 1877. This was the first of several townships to be surveyed in the region, two of them in this mining phase of settlement. In 1879 Lisle grew within months into a town with named streets, dwellings to house about 2300 people, and a large array of services. This was a large township at the time by Tasmanian standards and was far larger than any other

township in the Study Area at any time. ⁴

Despite its significance and size, no standing structures and very little intact archaeological evidence remain of the Lisle township's dwellings or service buildings. At Denison, Panama and Golconda, Coroneos (1993) found numerous habitation sites: there were no wooden structures, but chimney butts, benched ground and ceramic scatters warrant further study. The network of roads and tracks of the early mining era have left a more obvious impact on the landscape than the settlements themselves. Many of these routes are still in use or are detectable today. ⁵

The main access to Lisle was a rough track from the Launceston - Scottsdale road via the St Patricks region (to the south), with an alternative pack track from Lilydale in the Pipers region (to the south-west). Farm produce was carried in to the mining settlements from these adjoining agricultural areas because there were no local farms at this time. Before long a few cows were kept and vegetables grown at Lisle, but priority was given to mining in the region, both by the inhabitants and by the government. Even in 1889 much of the region was still unavailable for agricultural settlement for this reason. A few small areas of land had been offered up by the government for farm settlement in the mid 1880's; these included land at Lisle, Lone Star and on the more northerly part of the Little Forester River valley in the Nabowla district. It is possible that two habitation sites at Lone Star (chimney and artefacts at one, possible stone/rubble wall and artefacts at the other) could date from this early period of farm settlement. ⁶

The second phase of settlement of the Little Forester region was brought about by the construction and opening of the North-Eastern railway line from Launceston to Scottsdale in 1889. Sporadic mining continued on the Lisle-Denison goldfields, but the railway line meant that the region could now also be settled for timber-harvesting and farming. Lisle was not on the new railway, but a road was built to link it to the Lisle Road (Nabowla) station. Township reserves were surveyed on hitherto unoccupied land near the railway stations at Wyena, Golconda and Nabowla, bringing the total number of planned townships to five, more than in any other region in the Study Area. A station at Denison Gorge made this a popular destination for day trippers from Launceston as part of the State-wide trend towards railway tourism.

Three new service centres developed at the Wyena, Golconda and Nabowla railway stations in the 1890's-1920 period; at the same time, settlement of the region spread to its greatest extent. The settlement landscapes of this significant period in the settlement history of the region are remarkably intact in the Nabowla district but have been almost obliterated by subsequent land usage in other district.

In this period mining continued on a small scale at Lisle, but with the links to the railway to the north the economy now diversified to include sawmilling and farming. The earlier access route via the St Patricks region declined in importance. Several quite substantial farm houses were built in the district and gardens planted, bringing a more permanent look to the former goldrush township. However, like the earlier mining settlement of the boom period, the Lisle of this 1889-1920 period has all but disappeared because of later forestry and mining operations.

Wyena, which had not been settled in the earlier phase as no gold was discovered, now developed as a small agricultural and timber harvesting district along the narrow Shepherds Rivulet valley to the south of the Wyena station, with track and road connections to North Lilydale. Several former house sites can be identified, chiefly by their exotic plantings. The former pioneer farming landscape is now dominated by eucalypt plantations.

The railway settlement of Golconda was sited primarily to serve nearby goldfields, and several central place functions were quickly established here in the 1890's. There were only limited tracts of land suitable for timber harvesting and/or farm settlement, mainly southwards at the former Lone Star goldfield or eastwards on the Lone Star and Lisle Creeks. Little remains of the township.

The Nabowla district soon had a wider economic base than Golconda. Because of the railway, valuable stands of blackwood and eucalypt in the Little Forester valley were harvested before farming commenced. Sawmilling became the mainstay of the economy in the 1900-20 period, which was earlier than in forested regions without a railway such as the Upper North Esk. There was no mining within the Nabowla district itself. However, its farmers supplied produce to miners in the Golconda area, and Nabowla was the railhead for the Lisle settlement. The Nabowla township and the surrounding rural district retain many dwellings and plantings of this 1890's-1920 period of expansion and consolidation of settlement.

After about 1920 there was no further expansion of settlement in the region; indeed, some residents left as mining declined and some economically marginal farms were abandoned. Sawmilling continued as a mainstay of the

economy. The railway began to decline in importance as motor vehicles came into more widespread use, but this region suffered from the choice of the St Patricks River route as the main Launceston-Scottsdale road.

A few new houses (still in use as farmhouses in the 1990's) were built in the region as part of the post World War 2 trend towards commercial dairying. Land could now be more effectively cleared on these properties using bulldozers and tractors. However, there was another change in landuse that was leading to a reduction in both cleared areas and in the resident population. From the early 1940's the Forestry department had bought up economically marginal farms. This partly-cleared land was destined to return to tree cover in the form of exotic pine plantations. Planting started in 1949/50 at Lisle and has continued in the Lisle, Golconda and Nabowla districts to the present. From the 1960's there was little sawmilling within the region, logs now being taken away by train or truck. This trend also contributed to the decline in population.

As in other regions of the Study Area, this decline in population and dwellings has since been reversed to an extent in parts of the Little Forester region. There were some weekenders and bush retreats from the 1970's, but like the Upper North Esk region the Little Forester was too distant from Launceston to attract large numbers of commuters. However, big improvements to the Launceston-Lilydale-Scottsdale road in the 1980's and the shortage of inexpensive properties nearer to Launceston have led to an increase in the number of people living as commuters in restored farmhouses or new houses, often with at least some land cleared for grazing stock, as well as more weekenders and retreats, particularly along the picturesque river valleys at Wyena, Lone Star and Nook Road (along the Little Forester valley to the south of Nabowla). The Nabowla area is now also one of the few strongholds of modern dairying operations in the Study Area.

Alongside this increase in population, housing and pasture in certain areas, there has been another trend that has seen large tracts of land dedicated to relatively intensive forestry activities requiring no on-site dwellings. The resulting landscape is one of scatters or clusters of dwellings and cleared land alongside a mosaic of pine plantations, natural bushland, and clearfelled land in various stages of regrowth or under eucalypt plantation. In many districts these forestry operations and recent mining activities have destroyed or disturbed signs of the early mining settlements associated with the first phase of occupation of the region.

DENISON

Denison was the first settlement in the Little Forester region. Gold was discovered earlier here than in other parts of the Lisle-Denison field, probably because of the relative ease of access. Denison was only about three kilometres east of Hall's Track leading to the North-East, which had been surveyed and scrubbed in 1860-61. The existence of the track no doubt led to prospecting in its vicinity after gold was found in similar-looking hilly and broken country in the Lefroy area at Nine Mile Springs and Back Creek (to the north-west of the Study Area) in the late 1860's. Settlers Brewer, from further north on Hall's Track towards Bridport, and Chester, from the Hall's Track settlement (Lebrina) were involved in the first gold discoveries at Denison.⁷

The first transient alluvial gold rush in 1872 only lasted a few months. In May there were about sixty men on the field, but soon a few wealthy individuals had taken up large leases and were not working them which slowed the field's growth. Four Chinese miners were among the twenty-odd on the field in October 1872, but they and others soon left for the Hellyer field on the west coast.⁸

In 1876 a reef was discovered at the Denison field. With the optimism inspired by mineral finds, a township with a grid of streets was surveyed the following year. It lay in the area bounded by the Ferny Hill Road, Brooklyn Creek and the Denison River and was to become an important focal point in the development of road and track networks in the region. However, the Denison township never amounted to more than a mining camp. John Fahey was granted a licence for the Denison Hotel in 1878, but the hotel was apparently short lived as it does not appear in later licensing records.⁹

Individuals and companies worked various mines sporadically until 1912, with a period of misplaced great expectations for the Great Britain Mine in 1886. In that year almost 200 of the labourers working on the North-Eastern Line about two kilometres to the south obtained miner's rights in case of a new rush, and the Department of Mines arranged for the old town site to be re-surveyed. Some of the larger company mines built dwellings on site for employees; for example, in 1891 a manager's house and two cottages were built at the Alacrity mine. A newspaper report of 1892 described Denison township as "a heterogeneous collection of buildings, mainly occupied by employees of Alacrity Coy. Mr R. Smilie has built a substantial hotel" (*Examiner*, 30 April 1892). However, this latter statement could be misleading; licensing records show that Smilie indeed had a hotel at this time, but it was at the Pipers River Road junction known as the Fingerpost, on the route from Launceston to Denison.¹⁰

However, mining was generally unrewarding on the field although the prospects were good. The lack of success was largely due to speculative investment, poor management and difficulties of access for plant. The township was probably abandoned after 1892 with the failure of the Alacrity mine and its unsuitability as a general service centre for the wider district. Even in 1892 the newspaper account quoted above continued by predicting correctly that "the township of the future will be at Golconda Railway station, where the government has reserved a site for the purpose". After 1912 large scale mining activity was abandoned on the Denison field.¹¹

The lower ground near the Denison River is flood-prone and vegetated with cutting grass and dense scrub, while the dry sclerophyll area on higher ground was not well suited to agriculture apart from some sheep grazing, but in recent years there have been extensive forestry operations, firewood collection and sporadic mining. The township site has also been disturbed by vehicles and scavenging. According to Coroneos, all that remains of the settlement itself are bases of hearths, glass and ceramic scatters. Nonetheless it is the best preserved town site in the Lisle-Denison field and the only one that could provide some information on social life in a mining settlement in the late nineteenth century.¹²

GOLCONDA

The original Golconda goldfield settlement is not to be confused with the modern settlement of the same name, which developed as a railway centre about two kilometres to the north. The Golconda mining field, located in a small valley on the Lone Star Creek, started in 1877 with the discovery of reef gold. Claims were pegged but there was very little mining until 1879. At this time hard rock mining commenced and a small and informal settlement grew up on the field. This marked the beginning of intermittent and largely unsuccessful hardrock mining and prospecting by companies and syndicates until 1918. However, the Golconda townsite did not remain on the goldfield for long after the opening of the railway line in 1889.¹³

The initial main access was by a road running southwards from the earlier-established Denison goldfield and settlement. With the great expectations held for Golconda in 1879, this track was corduroyed with timber and even metalled nearer the field. A bridle track was cut in 1880 to link Golconda with the much larger but later-discovered Lisle goldfield, and in 1882 a new Golconda track to Lisle via the Tobacco and Cradle Creek diggings.¹⁴

Coroneos (1993) noted that little research has been carried out on the Golconda goldfields townsite. Unlike Denison and Lisle, Golconda was not surveyed as a township. In 1880 known services included a store, a hotel and a post office. The store was being run by Stephenson by May 1879, and was owned by the Enterprise mining company (if not at this stage, then by early 1880). The Golconda Hotel was built by Mr McKenzie, owner of the Lisle Hotel, in April-May 1880 and was listed under John Fahey's license in 1881 but not thereafter. The post office opened in 1880, closed in April 1883 and re-opened in December 1886; the post office may have been under the control of the postmaster at George Town. There was no police station, but the constable at Lebrina made occasional visits, including one in 1887 to serve a summons.¹⁵

Coroneos found that, while the Golconda goldfield has a battery site of some archaeological/scientific interest, little remains of the mining township site which is on private property and has been reworked and modified over subsequent years. In the late 1920's the Ryan family settled on the old townsite and farmed here, and around the same time there was yet another attempt at mining. In the early 1970's the Richardson family resettled the old Ryan farm and still lived there in the late 1990's. Buildings on the undulating ground of the township site include a house and outbuildings, pottery kiln and an art gallery; there is also Buck Emberg's house and meeting room.

The landscape is dominated by a lake formed by the damming of the Lone Star Creek; this may have submerged part of the old township. An area of undulating ground may conceal subsurface remains of the mining township; the reputed remains of the hotel are also in this vicinity, as well as two huts and a bottle dump.¹⁶

The construction of the railway line led to the development of a new small service centre near the Golconda station (two kilometres north of the old goldfield settlement). The track had been laid as far as the proposed station by 1888, and the line opened in 1889.¹⁷

The government soon reserved a site for a township named Wiangata, lying largely to the north of the railway line and straddling the pre-existing road connecting the Denison and Golconda goldfields. It was apparently never known as Wiangata; the station took the name of the Golconda goldfield to the south. Several named streets and numerous small town blocks were surveyed, and a police reserve to the south of the railway line. However, the government proved to be overly optimistic in this regard, with only a small fraction of the town lots ever being

sold or leased. Even in the relatively busy days of the 1890's and 1900's there were only half a dozen or so occupied houses and huts in the township, largely the homes of miners and railway workers. ¹⁸

By 1892 the township was recognised by a newspaper correspondent as "the township of the future" for the wider district (*Examiner*, 30 April 1892), and indeed there were more central place functions at this time than in many other small service centres in the Study Area. The township now had a post office at the railway station, a general store with butchery and bakery, a blacksmith's shop, possibly a police station with a constable under the George Town police service, and a large hotel. Mr William Titmus, formerly of the All Nations Hotel at Lisle, obtained a licence for the Golconda Hotel in 1891 and was now clearing and laying out a "prettily situated recreation ground" near the station for sports gatherings. The correspondent noted that "if successful, Golconda should become a popular resort for pleasure seekers" (*Examiner*, 30 April 1892). This prediction may seem to have been rather grandiose, but in the summer of 1890/1 regular Saturday afternoon excursion trains had run from Launceston to Golconda, Denison Gorge and Lebrina. ¹⁹

The combination of renewed expectations for goldmining and the new railway were responsible for this initial boom in the new township of Golconda. Golconda railway station was now the key to transport networks, settlement patterns and further developments in the district. The railway itself also employed men as platelayers and maintenance workers who lived in Golconda township. This station was quite an important one over the years, with a loop, dead-end, dead-end to a turn table, passenger and goods platforms, attended station, station cottage, stockyard and possibly semaphore signals. The station cottage remains as a residence. The station building was still in place in 1992, the only one in the Study area, but has since been dismantled. ²⁰

The surveyed township of Denison ceased to exist from about 1892. The Denison goldfield was situated only a little over two kilometres to the north of the Golconda station, so that over the next twenty-odd years, most mine managers and workers involved with the sporadic mining and prospecting on this field and others lived in the Golconda township on the railway line. Mining had recommenced at the Golconda field to the south in 1891 with six mines operating by the end of the year. The proximity of the new railway station may have been a factor in the new attempts at goldmining (none of them proving very successful); hard rock mining on both the Denison and Golconda goldfields had always been hampered by the difficulty of transporting plant. Hopes were also revived for the Panama field (also unrealised), and in 1907 the government completed about three kilometres of road between that field and the Golconda station. ²¹

However, the Lisle goldmining/ timber/ farming settlement did not link into the railway at Golconda, despite a prediction in 1883 that this would be the case. Instead a new feeder road (Lisle Road) was built to a station eastwards along the line, known initially as Lisle Road and later as Nabowla, where previously there had been no settlement. ²²

There were never numerous nor large cleared areas of land in the Golconda district, and there are few surviving early farmhouses and related structures and plantings. The station and township did not serve a large agricultural and sawmilling community; these activities were more common in the heavily timbered Little Forester River valley to the east, to which the Nabowla station and township were closer. There were some sawmills in the Golconda district, if not on the scale of those in the Nabowla-Lisle district. In 1909 Golconda residents were complaining about sawdust from the Johnstone and McPhaill mill contaminating the Lone Star Creek, but its location is not known. ²³

The Lisle Creek valley is about midway between Golconda and Nabowla and could support some farming, so that settlers here travelled to either township according to the circumstances. When the settlers of the two thinly populated districts joined together to build a State school in 1898, they chose a site offered by Mr A. Pearton on his farm on the western side of the Lisle Creek valley. The creek flooded regularly, so much that at times pupils from the eastern (Nabowla) side were unable to reach the school. ²⁴

This school had the local origins so typical of the Study Area. The materials were obtained cheaply from Gofton mills and Gunns, funded by local donations. It was built by William Titmus in return for local people giving time on scrubbing his land. It was known as the Golconda school, but until about 1901 it was the only school for the combined districts, and was also used for church services (even in the 1940's). ²⁵

Pearton's original timber farmhouse with steep-pitched roof (with alterations and additions) forms part of a striking farmscape (rare in the district) on the Lisle Creek valley, surrounded by a cohesive cluster of outbuildings including a shingle-roofed barn, and deciduous plantings. Along the roadside near the school is a mature pine hedge. After World War 1, under the soldier settlers scheme Pearton leased additional adjoining partially cleared properties and developed them further. Although Pearton had one of the better farms in the district, he still earned

cash by labouring, including mine work. Another property across the road to the north of A. Pearton was also leased to a soldier settler but the block could not provide a livelihood and the house was later removed to Lefroy.²⁶

There were other modest areas of land suitable for farming near Golconda, including the former small goldfield in the Lone Star Creek valley to the south, which was farmed from the late 1880's. Coroneos (1993) considered that some ruins of nineteenth century dwellings here may be associated with farming rather than mining. The Kelly family, also landholders in the Golconda township, farmed here along with a handful of others. Ferny Hills to the north of the Denison goldfield (half way to Bridport, and outside the Study Area) had long supported farming, but had suffered from its isolation. After the opening of the railway, produce and supplies could be transported along Ferny Hills Road to and from Golconda station. (Even so this was a long journey. In the pre-World War 1 years the Jones girls of Ferny Hills would walk the nine or ten kilometre return trip to Golconda to watch the train come in and out of the station as their Christmas outing.)²⁷

There are few other areas that retain farm landscapes from the pre-1920's era. On the Main (Golconda) Road there are landscape reminders of some early small holdings: a cottage in ruins near the township, another with exotic plantings further east on the main road near the Lone Star Creek and next to a c1920 house (still in use) with extensive bulbs.²⁸

After World War 1, goldmining in the wider Golconda district was more sporadic and on a small scale (on the Golconda, Panama and Denison goldfields). The district stagnated, particularly as the timber industry was limited here compared with Nabowla. However, firewood was no doubt sent to the city from the station. Of interest is woodcutter or sawmiller Arthur Watts' hut, a split paling structure built in the 1920's-40's period on the Lone Star road. The hut is in excellent condition and was deliberately preserved during early 1990's pine planting and Telecom activities. Coroneos considered it to have considerable significance to the local community and gave it a high priority for preservation and management.²⁹

Most men in the district earned a modest living from a mix of farming, mining, railway and road work, and (in a few cases) businesses. Few if any were able to make a living solely from farming. The Kelly family, who also worked on the railway and ran the post office, abandoned farming in the Lone Star valley during the depression of the 1930's. Some of their land, possibly here, was bought up by the Forestry Department in 1941 for future pine plantations. George Titmus (son of William?) was listed in the 1923 assessment roll as having an orchard, but this was probably a small concern. At this time he also had a private hall in the township, hired for elections in 1919 but possibly erected some years earlier. Titmus had earlier run the shop in the township, but it closed some time before 1928 as the district stagnated.³⁰

The Titmus family's Golconda Hotel remained in business a surprisingly long time. Here at this tiny settlement was the only hotel between Launceston and Scottsdale and indeed the only licensed hotel in the Study Area from the early 1900's. It is interesting that Golconda had a hotel but no purpose-built church. In 1926 George Titmus applied unsuccessfully to have the licence transferred to the much bigger but hotel-less Lilydale. Finally in 1930 Bedggood was successful in securing this transfer, and the following year Titmus obtained the Lilydale licence. He moved to Lilydale, taking part of Golconda with him - he shifted a house to the site adjoining his Lilydale hotel and built a shop on the front of it. The old Golconda Hotel has disappeared, the site later having been used for a sawmill.³¹

Several other buildings are known to have been shifted from the declining Golconda township to serve as houses in other districts including Tunnel. The only surviving dwellings in the surveyed township are the station cottage, the old Kelly home and its range of outbuildings. Foundations still visible near the former station may be those of the former shop.³²

While little remains on site of the Golconda service centre, the outlying school discussed earlier is one of only a few in the Study Area to remain on site and in good condition (used for farm storage). The school (which was also used for church services) closed in 1953 because of declining enrolments which had led to its becoming a subsidised school at least some of the time from 1942. There were plans to remove the school building, but local residents successfully protested that it had significance to them as it had been built by voluntary efforts.³³

There was some small scale sawmilling in the Golconda area in the late 1930's -50's, a boom time for the industry more generally in the State, with trucks replacing the railway as the chief means of transport. Watts and Cole shifted their mill about the district, including sites north of the railway and finally in the Golconda township on the old hotel site near the railway line as mentioned above, and still marked by a sawdust heap. Watts may have been the Arthur Watts who built the split paling hut mentioned above; this has not been investigated. Coroneos

(1993) reported that this hut was used for wood storage, and Gaughwin (1991) earlier associated it with a sawmill; however, this could have been the Lone Star mill being run by C. Haas in 1937. Rice and Johnstone also operated a mill on the Ferny Hill road in the 1940's.³⁴

Sawmilling declined and disappeared here as in other rural districts as the industry became more centralised from the 1960's. However, the district's landscapes have been shaped more by recent forestry activities than they ever were by the small scale selective logging and sawmilling of earlier years. Extensive tracts of land to the south of the Golconda township, including some in the Lone Star goldfield area, were bought up by the Forestry Commission and planted under pines. These tracts form part of the Lisle block, on which plantings commenced in 1949/50.³⁵

From the 1980's modern clearfelling methods, often followed by scrubby regrowth or eucalypt plantations, have been introduced to the district. There are some eucalypt plantations at Lone Star, but most areas that have been clearfelled lie to the north of the Main (Golconda) Road, including the old Denison gold fields district. Forestry is now the dominant landuse in the district, and its effects are conspicuous. Mining, the original reason for settling the district, has recently seen an upsurge of interest as part of modern prospecting programmes in North-Eastern Tasmania. Recent mining, forestry and firewood collecting activities and the associated roads and tracks have disturbed many earlier mining landscapes.³⁶

While modern forestry and (to a much lesser extent) mining activities have altered the landscapes, they have not brought people to live in the Golconda area. Likewise, recent increases in acreages under pasture have not resulted in an increased population when compared with numbers on farms in earlier years. In the 1990's tracts of land were clearfelled and then planted under pasture for grazing, notably in some of the areas to the north of the Main Road. Although there is probably as much or more land cleared now than at any previous time and many former dwellings have disappeared, there has been no associated recent increase of note in the number of dwellings. The last service was the post office which closed in 1972. There are few dwellings associated with sizeable farms - examples include the Pearton farm as described above, and the Green Valley property on Lone Star creek which has been a dairy farm.³⁷

However, there have been some new dwellings built in the district, which has become home to a few people seeking an alternative rural lifestyle since the 1970's. The old Golconda mining township site (later the Ryan farm) has attracted two such families as discussed earlier. There is now a small and picturesque cluster around the large dam - two houses and outbuildings, pottery kiln, art gallery and meeting room. The Panama forest, an adjacent area of wet sclerophyll forest, has been the subject of local and more widespread concern on the grounds that it is one of very few old growth forests near Launceston and could be logged.³⁸

Further south at Lone Star there are about half a dozen dwellings, most or all being rural retreats on land which had been taken up and partly cleared for farming, abandoned in the 1930's, and taken up again in the early 1960's. A property here has been the site of a circus festival for several years.³⁹

LISLE

Settlement

Before late 1878 the Lisle district was an inaccessible and uninhabited upland basin, bounded by steep slopes and clothed with dense forest. In the late 1990's Lisle is uninhabited once again and clothed with forests - but now these are managed for forestry, with a mix of pine forests, regrowth (much of it dominated by wattles) on previously cleared land, and wet sclerophyll forests. In between these dates, Lisle has been a short-lived goldrush settlement with a population and range of services far beyond any other township in the Study Area, later contracting to a small, isolated rural settlement with its population existing on a mix of sawmilling, small-scale farming and mining.

In this discussion we are concerned with the settlement landscapes - the dwellings and associated plantings, the service buildings - associated with the various phases of Lisle's history. In fact there are no standing built structures to reflect this long and interesting settlement history. There is even very little intact landscape evidence of a more subtle kind, as Coroneos found in his 1993 study of the Lisle-Denison goldfields. Nevertheless the nature of the dwellings and services erected at Lisle and the spatial layout of the changing township are briefly discussed here, followed by separate outlines of the history of the various central place functions and services.⁴⁰ Firstly a note should be made about other aspects of Lisle's history and cultural landscapes. Coroneos (1993) studied the mining history and landscapes of Lisle at length; the reader is referred to his report as these aspects are

not reiterated in the present Study. Brief comments on the significance of his findings for the present Study are made in the Minerals section of this report. Coroneos gave a detailed chronological overview of Lisle during the early gold mining era and this will not be repeated here. He also briefly investigated sites associated with other aspects of Lisle's history- sawmilling and forestry, farming and habitations. His work is drawn on, both here and in the relevant Timber Industry and Living on the Land sections.

However, Coroneos' terms of reference and time scale did not allow for significant consideration of the interrelationship of Lisle with other nearby districts in the Pipers and St Patricks regions, nor with the development of transport networks which are still in use or evident in the landscape. Hence these are the aspects of Lisle's history that have been emphasised in the present Study; this discussion draws on the Transport: Roads section of this Study. ⁴¹

Lisle was originally settled as a true gold rush town, changing from a secluded valley covered with dense wet sclerophyll forest to a town of 2300 with numerous shops, hotels and other services within a few months. But the discovery of gold was no accident. In the late 1870's Tasmania was riding on the wave of a mineral-led recovery from economic depression. The nearby Denison, Golconda and Lone Star gold fields had already been discovered, and unknown numbers of prospectors were at work sampling the creeks eastwards from North Lilydale. Amongst these in 1877-78 were the four Bessell brothers from Launceston together with Gibbs, an experienced prospector. They discovered alluvial gold at Lisle and worked here in secret until December 1878 when they were found out and the new goldfield was announced. ⁴²

During December 1878 and January 1879, small parties of miners from Launceston and Brandy Creek (Beaconsfield) joined the Bessells at their camp in the valley. By the end of January 1879 there were about 100 miners working the alluvial deposits for about three kilometres along the banks of Lisle Creek. Access tracks were being cut down very steep, heavily forested slopes from the Launceston-Scottsdale coach route which passed through the Myrtle Bank district (St Patricks region) to the south of Lisle. The immense difficulties with establishing all-weather cart roads into the valley were to seriously hamper the prosperity of the Lisle goldfields.

In February 1879 miners were arriving at the rate of 50 a week, attracted by the fact that at Lisle, unlike some other fields including Brandy Creek, the field was not on private property or large mineral leases - it was a 'poor man's diggings'. However, the miners chose to work together in groups of seven to ten because of the nature of the gold deposits. The gold was dispersed through the gravels rather than in nuggets, and required laborious preparatory digging and construction of water races. ⁴³

In February 1879 two stores were opened and men were living in tents or primitive bark shelters, although even at the beginning of the rush many built better dwellings, including "log huts" (*Examiner*, 6 February 1879). In early March the district surveyor marked out a township with small blocks for leasehold which were to fetch "fancy prices" as the demand increased (*ibid*, 17 May 1879). The population grew rapidly, and there were not enough sawyers and splitters to keep up with the demand for dwellings and services. The activity was likened to a "hive of bees", with the "foundations of a town rising up all around" (*Cornwall Chronicle*, 4 March 1879), and "it presents the appearance of an unfinished town" (*ibid*, 12 April 1879). ⁴⁴

The forests made access difficult and hindered mining, but on the other hand they provided a ready source of timber for buildings. Even as the mining settlement expanded it was visually still dominated by the forest. As an observer commented, Lisle looked different from the Victorian fields where one could take in the whole scene and its operations at a glance. Here at Lisle only a little could be seen at a time because of the tall timber still standing. Some visitors to the field remarked on the scenic beauty of its forest setting with Mount Arthur behind. ⁴⁵

By May 1879 the population reached its peak of about 2300. Where did the miners come from? Some were local settlers at the Piper (Lilydale district) who felt the lure of gold, staying at Lisle during the week and walking home for the weekend. However, unlike on the other mineral fields in Tasmania, many of the miners were non-Tasmanian itinerants who had been moving from goldrush to goldrush. Even during the main Lisle rush of 1879-80, miners were leaving for other fields. Some sold their gold to licensed buyers at Lisle or in Launceston, but a lot of the wealth left Tasmania when the miners left. ⁴⁶

Many had come from Victoria and some from New Zealand, with a diverse ethnic mix including large numbers of Irish as well as Germans, Italians and "even black men" (*North Eastern Advertiser*, 16 April 1956). There were no known Chinese miners, unlike on other Tasmanian mineral fields. A party of Chinese arrived at the top of the valley in April 1879, but their scout was driven out by the miners. Coroneos maintained that the itinerants at Lisle had brought their experiences and anti-Chinese prejudices with them from the mainland gold fields. ⁴⁷

As well as the dwellings scattered along the creek and over the hillsides giving the settlement the “appearance of a large rabbit warren” (*Examiner*, 20 March 1879), there were numerous services that were mainly ranged along the eastern side of the Esplanade, which was the main street running along the eastern side of Lisle Creek. Like all roads in the district, the Esplanade became very muddy in winter, and in September 1879 the town’s residents raised money to improve a 120 metre section by slabbing it with the abundant timber. ⁴⁸

By the second half of 1879 the dwellings were becoming scattered over a wider area as the diggings spread to the north of the valley. As more ground was turned over for sluicing, new huts and houses were built in areas that remained forested. Services were still mainly grouped along the Esplanade with expansion on the northern end, and now included a post office, police station, possibly a school, cricket pitch, four hotels, about twenty five sly grog shanties, nine boarding houses, two assembly rooms or dance halls, a Wesleyan chapel (and perhaps others) and over thirty businesses including general stores, grocers, bakers, butchers, drapers, confectioners, blacksmiths, bootmakers, doctor, chemist, reading room / library, restaurant, pie and coffee rooms, skittle alley and shooting gallery. ⁴⁹

Buildings of the 1879-80 rush period varied widely in quality and design but they were all built with some form of local timber, from the bark shelter upwards in terms of sophistication. Mr Furlong’s reading room and restaurant, when nearing completion in May 1879, was said to be “the best one in the place” (*Examiner*, 17 May 1879). Details of dwellings are known from V. Edwards’ 1952 account, based on first hand information from Mrs Kelly who arrived at Lisle in 1879. Coroneos has reproduced the account which, together with newspaper reports, forms the basis of the following description. ⁵⁰

Many of the early arrivals lived in tents, bark shelters or manfern huts. Most huts were small and crudely constructed, using split or pit-sawn gum slabs, even for the chimneys. Several others were made of tree trunks in a log cabin style with the cracks filled with manfern fronds and clay; this is of interest as few log cabins are known to have been built in Australia. Fireplaces were of stones set in clay and whitewashed with pipeclay. Many huts had earthen floors, while the better ones used roughly adzed timber. Dogwood poles were often used for stays and rafters, and myrtle and sassafras for doors, tables and seats. Packing cases and manfern trunks were also used for making furniture. The difficulty of transporting fragile goods meant that windows were often covered with calico rather than glass panes. ⁵¹

Dry weather over the summer of 1879-80 meant that vehicular traffic could transport goods in more easily, but it was a mixed blessing because the shortage of water slowed down sluicing operations. Most disputes handled by the Court of Mines at Lisle concerned water rights. Working the alluvial deposits was becoming more difficult, particularly with the large numbers of miners on the ground. From late 1879 miners began prospecting for the gold-bearing reefs, often backed by Lisle business men who had the most to lose from any decline on the field. The problem was then that men on wages in the prospecting parties had no incentive to work hard. ⁵²

No reefs were found in 1880 or at any time since then. People left the field, but at least with smaller numbers of miners (about 600, together with about the same number of business people and family members) there was the advantage that now the more efficient methods of ground sluicing and low pressure hydraulic sluicing could be used. This required that miners work in fewer, larger groups with pooled resources and backing capital where possible. This style of alluvial mining, together with the reef prospecting now being done by small companies, in one sense gave more of an air of permanency to Lisle because there were more mining structures and plant visible on the field. ⁵³

However, the population and services continued to decline so that in 1881 there were only about 350 people, 185 of them men. Gold production had dropped markedly since 1879 and the rest of Tasmania was losing interest in Lisle, which in turn suffered even more for its isolation. A letter to a newspaper complained that public vaccinators were appointed to every other district in the colony, yet there were nearly 100 unvaccinated children at Lisle who could not be taken to Launceston because of the state of the road. ⁵⁴

As mining declined, attention was turned to the farming potential of the valley, which had been recognised since the early days of the rush and was unusual for Australian goldfields. In 1883 a *Mercury* correspondent called upon the government to survey the Lisle district into small farm blocks of around 50 acres, which was as much as a farm settler could expect to clear of the dense scrub. Now that there was the prospect of the Launceston-Scottsdale railway passing not far away to the north and the upgrading of the route to Golconda from a track to a feeder road, farming land would be taken up. This correspondent considered that Lisle had:

“a grand future before it as the centre of a large agricultural district. For miles around there is good, well watered land to be had, but the scrub is dense and roads wanting” (*Mercury*, 26 September 1883). ⁵⁵

Later in 1883 land was auctioned off by the government, and from this time the settlement was in transition to a new phase as a small and quiet but more stable rural community with a mixed economy. A government school was opened in 1886. The typical resident was a farmer and/or timber getter in summer and a miner in winter when there was more water for operations. Some men worked on the railway construction in early 1887 as there was not sufficient water to work all of the claims effectively.⁵⁶

Although Lisle was now entering a more modest but new and much more sustained phase in its settlement history, it had something of the appearance of a mining ghost town. A visitor in 1887 described it as a "very dreary looking place" with deserted buildings, like "a neglected graveyard" and the "place is all overgrown with wattles" (*Examiner*, 6 September 1887).⁵⁷

The number of miners declined from about 80 in 1886 to 40 in 1898, although the overall population was stable around this time (122 in 1891; 119 in 1900). Central place functions declined sharply over this period in line with the changing nature of the settlement, so that by around the turn of the century Lisle was a typical small rural service centre with a post office, school, general store and a butchery and bakery, a skillion used as a hall, and religious services conducted by visiting clergy.⁵⁸

Lisle was officially proclaimed a town in 1889, the year that the North-Eastern railway line opened and thus a time of optimism for future settlement of districts in its vicinity of its route. After the railway was built Alfred Bessell, one of the brothers who had discovered the field as noted earlier, contracted to hand-build the seven miles of cart road to the Lisle Road (Nabowla) station. This road now became the main access route for Lisle, much reducing the settlement's isolation, and for many years Bessell ran a passenger and goods passenger service along it.⁵⁹

The opening of the railway also led to a steam-powered sawmill being established to the south-west of the Lisle township in 1889; this was probably the first in the Little Forester region. It was set up by Alexander Gill. The timber was hauled to the railway by bullocks at first and later along a horse-drawn tramway to Greeta siding. This sawmill diversified the economy and provided local employment until it closed in the 1920's. The presence of the sawmill also meant that sawn timber was now readily available for local construction work. George Hudson built his own large house Inglenook at Lisle in about the mid 1890's, using timber from across the road at the sawmill which he was now running. Both Inglenook and the sawmill site are now under pines.⁶⁰

For some years after the gold rush there were many deserted buildings as mentioned earlier, but now from the 1890's some of these deserted buildings were recycled in part or whole by the remaining residents. One of the hotels housed George Hudson's bakery and butchery, while Alfred Bessell used parts of the police camp structures to build a substantial new house when he won the race to stake the claim after the former police site was thrown open for prospecting.⁶¹

In general there were far fewer dwellings than in the early years, but these were now the houses of a more permanent settlement:

"As the years went by the population became more settled [and] better houses were built, verandahs and porches were gradually added to existing cottages and Lisle took on a less feverish, more mellowed appearance. Fences and gates and paths appeared where previously there had been untidy bush; attempts were made to clear spaces for gardens; tents had long since disappeared together with the more temporary shelters; people found time to apply a little paint and altogether the township became more civilised (V. Edwards, 1952)." ⁶²

Many of those who stayed on in Lisle for some years managed quite well for themselves from mining and other activities, as observed in a Secretary of Mines Report of 1908:

"Most of the people have been on the field since it was discovered. There is no impoverished look about the place or the people and the appearance is that the people are doing rather well and better than they care to admit".

At this time (1907-10) up to 25 men were involved in part-time mining, but there was little mining activity over the following four years.⁶³

Some miners had also taken up farming. The district was already known to be suitable for grazing, a milking cow having been brought down to the valley from Myrtle Bank to become the first of a herd to supply the miners. One miner who went in for running cows when the boom era had ended was Alfred Bessell, after he had cleared some of his land of tall forest using a horse. His purchased property (at least 268 acres altogether) lay to the south-east of the township, and the house was on high ground about half a mile from the road. This building was probably the well-made house Bessell built for his large family of twelve children, using parts of the police station as noted earlier.

This farmstead and other houses may have been more civilised in this era than in the earlier boom period as mentioned by Edwards in the quotation above, but the signs of earlier goldmining were never far away. After the dredges had finished, good feed would grow on the dumps so that most families kept a cow or two and the young cattle roamed free. Some fell down the old mine shafts; the latter were also used as toilets if close to a house. ⁶⁴

When Government Geologist Twelvetees visited Lisle in 1909, he found that scrub had grown up on much of the flat land that had been cleared during the early goldmining era. Much of the remainder was still heavily timbered apart from the scatter of homesteads with some cleared areas on purchased land in the centre of the valley and on the eastern slopes, including Bessell's farm described above. However, photographs published in his report show that, as in many other districts, the land clearance was only partial by modern standards, with many stumps and standing dead trees.

The land at Lisle was well suited to grazing so that small scale dairying was popular as mentioned, and good harvests of oaten hay and potatoes were common. Fresh vegetables could be harvested all year round, and fruit growing was successful as shown by Twelvetees' report that Mr Furlong (who had been the post master at Lisle since 1879) was exporting his apples to London. His 29 acre purchased property was in or near the old township, to the south-east of the Esplanade / Old Lisle Road junction. ⁶⁵

In 1914 the Lisle Hydraulic Gold Mine commenced mining operations (using new technology and employing up to 12 men) that were quite productive over the war years. Other syndicates were established in the early 1920's employing up to 25 men between them, but by about 1925 it was clear that large scale hydraulic sluicing was no longer viable. For the next thirty years mining was undertaken only by smaller groups. ⁶⁶

An unpublished Mines Department report of 1927 summed up Lisle's landscapes and economic situation:

"... deserted by all save a few timber-getters who do some prospecting and some dairy farmers. Since the removal of the forests and the cessation of gold-mining the lands have been used as pastures and for the cultivation of fruits, especially strawberries, raspberries, currants and other small fruits".

The small fruits had been planted on a commercial scale soon after World War 1 but they were never a success. There was also a soldier settlement farm after the war, namely that purchased by Mr Faulkner to the south-west of the township. Hudson's sawmill closed in the 1920's but Watson's mill (run by Baden Griffiths) was running in the 1920's and 30's. The site, now under pine trees, is known as Baden Park. ⁶⁷

In 1930 Lisle's population was about 60 and the services were typical for such a community: post office, school (also used for church services), general store, hall (built as recently as 1921) and cricket ground. The rural settlement was quite dispersed. The school and hall were side by side on the eastern side of the Esplanade, which had always been site of the service centre of Lisle since 1879. However, Langley's store was about 400 metres away to the west of the Lisle Creek, near the cricket ground. In 1927 the post office had moved from Maud Faulkner's house on the Esplanade to Inglenook, about three kilometres to the west by road as noted earlier. ⁶⁸

In the Depression of the early 1930's, C. Furlong employed four men clearing virgin forest on his property under a relief scheme. Mining activity also increased at this time. However, the small community could not sustain all of its services for long. In 1937 the school closed, having been reduced to a subsidised school status two years earlier because of declining enrolments. The store also closed in 1937, to be replaced by regular visits by a produce truck from Smith and Sons, a Nabowla store. That same year several families came to Lisle to escape the polio epidemic in Launceston - it is not known whether they arrived before or after the closures. ⁶⁹

The declining rural settlement of Lisle was now chosen by the government as one suitable for reclamation for exotic pine plantations. From 1938-39 the State government's policy was to re-purchase farmland - land that had been selected and partially cleared but had proven economically marginal for agriculture, land that it was now realised should have been managed for forestry. From 1941 the Lilydale Council minutes included mentions of properties being bought up by the Forestry Department in the Nabowla-Lisle district and there were requests to repair the Lisle-Myrtle Bank road. ⁷⁰

By 1948 there were only 24 people living in the Lisle valley and 1200 acres had been purchased for planting by the Forestry. Another property was sold to the Forestry in early 1949. In April 1949 a petition was received from Lisle, Nabowla and Myrtle Bank residents requesting that the Lisle-Myrtle Bank road be put in order as a short cut to Launceston. No decision was made because of the steep grades, the expense and the very small population at Lisle. However, in August 1949 the government announced that it would provide the money, possibly because of the anticipated future forestry activities. ⁷¹

The first 18 acres of pines were planted at Lisle in 1949/50. The post office at the Bessells' house, Inglenook,

closed in 1950 but provided a free bag service for another four years. William Bessell, son of one of the discoverers of the goldfield, was employed as a foreman at Lisle by the Forestry Commission. Inglenook, built by George Hudson in the 1890's as noted earlier, was the last remaining township building and was bulldozed to make way for pines soon after the Bessells left in 1962.⁷²

Since the Bessells' departure, there have been no permanent residents at Lisle. The Forestry Commission (now Forestry Tasmania) continued to plant and manage pine plantations, but with good roads and vehicles there was no need for employees or contractors to live on site. A new, lower gradient road, known locally as the Forestry Road and officially as Bessells Road, was constructed from Lisle to Myrtle Bank and the 'Forestry house' was built at its Myrtle Bank turn off. By 1992, 50% of the valley was under plantation and some coupes were on their third rotation.⁷³

Mining operations have continued intermittently to the present, but as with forestry workers there was no longer any need for miners to live on site. In the 1970's the old school site and the Esplanade itself were dug over and sluiced, the last remaining parts of the township area to be so treated. Thus the long history of destruction of the original town site for further mining operations, starting as early as the 1880's as buildings and sites were abandoned, was now complete. Coroneos found that there was nothing left of the township, surface or subsurface, apart from the stone foundations of two dwellings in a pine plantation that had been harvested.⁷⁴

The 1990's visitor to the Lisle Valley would see a landscape of post-1950 pine forests and the associated road and track network, scrubby wattle regrowth and evidence of recent mining activities. There is little intact evidence of Lisle's pre-1950 settlement history, namely the 1879-80 goldfield and town of up to 2300 people, and the subsequent rural settlement with its farming, mining and sawmilling. Coroneos concluded that Lisle had historical significance as Tasmania's most productive alluvial goldfield and the scene of its largest goldrush, and archaeological significance in terms of evidence of high pressure sluicing methods. However, the Lisle Goldfield Cultural Landscape as a whole, including mining, sawmilling, agricultural and settlement sites, has little significance according to his criteria (based on state of preservation and integrity).⁷⁵

Services

Post offices

The post office was the first government service to be provided at Lisle and was to be the longest lasting of all central place functions in the settlement. The post office first opened on 11 March 1879 while the township was being surveyed, about two months after prospectors had started arriving at the new gold field. For about a month newspaper correspondents had been noting the urgent need for a postal service; there were about 600 on the field at the beginning of March and 20 to 50 were arriving daily.⁷⁶

The post office was probably first situated near Thomas Faulkner's Post Office Hotel, which was almost completed at the time of a newspaper report of 20 March 1879. A government notice of 1 April 1879 announced that the postmaster was John Faulkner. By 24 June 1879 the post office had shifted south-eastwards along the Esplanade to Charles Furlong's new reading room / library, said to be the most impressive building in the township at the time, and Furlong was appointed as postmaster. Furlong's post office and store was one of the few services to survive into the 1890's.⁷⁷

During the gold boom period the mail was carried by horse along the main access route to the south of the settlement, namely the steep track (now known as the Old Lisle Road) between Lisle and Myrtle Bank, the latter being on the main Launceston-Scottsdale coach route. In August 1879 the horseman was held up and robbed while carrying gold in the mailbag, the locals suspecting the robber to be Brocky Joe, a sly grog shop operator near the Lisle turnoff at Myrtle Bank.⁷⁸

The mail was carried by this route for many years, well after the end of the boom era and the 1889 opening of the railway which ran through Nabowla to the north-east of Lisle. James Pearce, a blacksmith of Patersonia, operated this mail service for a time and later Arch Alexander who ran the Myrtle Bank Post Office and changing stables for the Scottsdale coach service. The mail was still travelling via Myrtle Bank when Mrs Furlong was running the Lisle Post Office (1908-13). From 1914 the mail was delivered via the Nabowla railway station.⁷⁹

For a time Mrs Maud Faulkner ran the post office at her home in the centre of the old township, just north of the junction of the Old Lisle Road (which led to Myrtle Bank) and the Esplanade. By 1920 the service had been transferred to the house Inglenook, situated about three kilometres by road to the west of the former post office in

the township. The service operated here (with a telephone from 1923), under Mina Hudson and then from 1927 under Ruby and William Bessell until its closure as a post office in 1950 (apart from the war years when the Bessells were in Launceston). Inglenook continued to provide a Free Bag mail service (effectively a gathering point for mail) until 1954. Ruby Bessell and her husband William were the last residents of Lisle, leaving in 1962.⁸⁰

Inglenook was a sizeable house with shingled roof, built in the mid 1890's by George Hudson, a sawmiller who used timber from his mill across the road in constructing his house. The house, the last remaining in Lisle, was finally destroyed by the Forestry Commission after the departure of the Bessells to make way for a pine plantation. Coroneos found nothing more than the bulldozed piles of rubble at the site which he considered to be of low priority in terms of future management. In spring daffodils flower amongst the pine trees at this site.⁸¹

Schools

As the goldrush township of Lisle became more established, wives and families joined some miners. By late September 1879 the towns' residents were seeking a school teacher. There may have been a school set up soon after this with the teacher's salary paid by parents, but a government school was not set up on the Esplanade until 1886 when there were about 80 miners on the field. The gold rush had long gone, and Lisle was now a small, more settled rural community with a mixed economy based on mining, farming and timbergetting.⁸²

By about 1905 enrolments had declined to the extent that the Lisle State school closed. It re-opened in 1913 but numbers were always low so that there were periods in which it functioned as a subsidised school. In 1937 the school finally closed, and a few years later the disused building was shifted to Launceston to become part of the Summerdale Primary School. In the 1970's the former school site was worked over and sluiced by gold miners, this being the only remaining unworked ground in the old township.⁸³

Police

The police station was a short-lived central place function in Lisle. An effective police presence was essential in any sizeable gold rush settlement, and many felt that the government was tardy in supplying it. With three hotels and a population of around 1200 miners by mid April 1879 and a stream of new arrivals, petty crime was inevitable. There was no government official to deal with the problem nor to prevent incidents such as the chasing of a Chinese arrival from the field by about 1000 miners. Commissioner of Goldfields Mr Shaw held court in Mr McKenzie's new building (the Lisle Hotel) around this time, and a site was chosen for a police camp at the northern end of the service centre that ranged along the Esplanade.⁸⁴

By May 1879 the population reached its peak of 2300 and there were now four licensed hotels and about 25 sly grog shanties. Law and order was now a real problem, yet the police presence by the middle of June was limited to a visit by one policeman once a fortnight, probably in conjunction with the Court of Mines sittings which largely dealt with complaints concerning claim jumping. A police station and a watch-house with three cells were built (or almost completed) by 24 June 1879 but there were still no police in residence. A report of 2 July 1879 noted that there was much robbing and thieving from the sly grog shanties and that two constables had come from Patersonia to keep order. Mr Shaw was appointed Commissioner of the Court of Requests to be held at Lisle.⁸⁵

By 11 July 1879 two resident policeman had finally been installed at the police compound. There is some uncertainty over police sites; maps of the township show the police residence towards the south-eastern end of the Esplanade service centre, some distance from the police camp or reserve site at the northern end. The *Cornwall Chronicle* of 9 July 1879 expressed the widely felt hope that the police would be able to stop the 'rowdiness' and the sly grog and gambling dens. However, the problems of lawlessness were not easily overcome. The police had neither horses nor sufficient power to enforce the law. There were calls for a constable always to be present at Lisle as in their absence people were jumping claims and demanding money before leaving. The mail carrier was held up and robbed of gold and the culprit was never arrested. Court sessions were held at intervals, but few of the sly grog sellers were prosecuted and allegations of favouritism were rife.⁸⁶

Once the initial boom period had passed (by 1882) the station was cut back to one constable, and the Court of Requests and the Court of Mines were no longer held at Lisle. With a further decline in mining activity, the small settlement suffered many reductions in services in the 1890's including the closure of the police station (1894). Later Alfred Bessell, one of the four Bessell brothers who had originally discovered the Lisle goldfield, staked the claim on the old police house site when it was thrown open for selection for mining and worked it for a couple of years. He recycled part of the built structures to build a substantial house for his large family; other local residents may also have scavenged useful fittings.⁸⁷

Churches

Little is known about churches and chapels in Lisle, and no single denomination appears to have sustained services over any great length of time. The Wesleyans (Methodists) were probably the first to establish a chapel during the 1879 gold rush, whilst the last known reference to church services is the Lilydale Council's granting of permission in 1928 for the use of the Lisle School for religious services (of unspecified denomination).⁸⁸

The number and exact location of all churches is unknown, but the general vicinity of the Church of England chapel 'and others' was shown on early resident Charles Bessell's sketch map as being on the slope to the east of the township on the Old Lisle Road to Myrtle Bank, the main access road during the gold rush era. The cemetery reserve was further up this same road. About 15 people, including young children, are said to have been buried here but it went out of use as cemetery by the mid-twentieth century. Residents of the area as well as the Forestry Commission (now Forestry Tasmania) have protected the site from recent mining activity. Coroneos (1993) could find no visible signs on the site relating to its usage, but considered it to have high management priority because of its local social significance.⁸⁹

The first known visit by a clergyman took place early in the gold rush era. The *Examiner* of 4 March 1879 reported that Rev. William Blackett, a Wesleyan Bush Missionary, visited the Lisle goldfield. A Wesleyan chapel measuring 40' x 20', opened in July 1879 by Rev. G. Daniel, was the first permanent church in the settlement. The Wesleyans were active in building churches in many parts of the Study Area around this time. The cost of the church was to be raised by public subscription, but donations must have been slow because the proceeds of a tea meeting and service held in 1881 were put towards paying off the debt. A visitor in 1887 noted that the township was dreary and decaying, including the deserted church. It appears that regular services ended by 1894, at a time of general decline in mining activity and central place functions in Lisle. Lisle does not appear to have been included in the quite extensive Lilydale Methodist Church Home Mission circuit.⁹⁰

Information is even more limited concerning other denominations. The *Examiner* reported in July 1879 that Rev. Beechinor had come to Lisle and celebrated mass at the Governor Weld Hotel. In August 1879 the *Cornwall Chronicle* reported that the Roman Catholics may be opening a place for worship. This is not surprising as many of the miners were Irish Catholics, but whether a chapel was built is not known.⁹¹

A Church of England chapel was marked on Charles Bessell's sketch map as being up the Old Lisle Road to Myrtle Bank, but its date of erection is not known. At least after regular Methodist services had ceased, Anglican ministers visited Lisle quite frequently. Rev. Wilkinson rode fortnightly to Patersonia to conduct a morning service before riding on for an afternoon service at the Lisle chapel and staying overnight at Alfred Bessell's house. This apparently continued until just before World War 1.⁹²

In 1897 the Lilydale Presbyterian Church proposed including Lisle as well as Golconda and Lisle Road in the Lilydale Mission, with these districts raising money towards a minister's stipend. It is not known whether this eventuated, nor whether there was a Presbyterian chapel at Lisle.⁹³

In the early 1900's the Lilydale Salvation Army crusaders were regular and welcome visitors to Lisle, generally staying overnight with the Bessells. They would walk along the old pack track through the bush around the slopes of Mount Arthur, carrying their musical instruments for the Saturday evening entertainment.⁹⁴

Hotels and related establishments

At Lisle entrepreneurial men were quick to take advantage of two of the most pressing requirements of miners in a new gold rush township: accommodation and (especially) a drinking place. Thomas Faulkner was a highly influential local pioneer settler with a farm at Myrtle Bank, at the head of the steep descent into Lisle from near the Launceston - Scottsdale road. Faulkner sought to profit from the gold discoveries in many ways: by cutting a track down to Lisle through his property, by providing accommodation (unlicensed, but 'sly grog' was sold for a time) as well as supplies and cartage at his farm, and by setting up a hotel and store in Lisle itself.⁹⁵

At least two of the other three hoteliers were quick to realise the profits to be made at Lisle, having come from other mineral fields. J. McKenzie had come from Moorina in the North-East and W. Titmus from Beaconsfield on the West Tamar. McKenzie's Lisle Hotel and Titmus' All Nations Hotel were under construction in January 1879, in the earliest weeks of the rush. By 20 March T. Faulkner's Post Office Hotel was nearly completed and in April D. Connolly's Governor Weld Hotel was being built. All were situated on Crown Land in the heart of the growing settlement along the Esplanade, three of them within 150 metres of each other in desirable locations near the junction of the main access road from Myrtle Bank. The last to be built, the Governor Weld, was about 250

metres south-east of this junction, conveniently situated across the Esplanade from Furlong's store (and post office by June 1879).⁹⁶

By May 1879, at the height of the rush, all four hotels were in business. The *Cornwall Chronicle* reported in late June that a fifth hotel was being built but it does not appear in licensing records. Possibly the owner did not apply for a licence as by the time the building would have been completed the gold rush had passed its peak. A reporter observed in August 1879 that there were too many hotels for the market. However, these hotels were not only drinking places. They served a wider community role, their large spaces also being used for court hearings, religious services, a visiting minstrel and variety show, and balls and dances.⁹⁷

In addition to licensed hotels there were about 25 unlicensed sly grog shanties at the peak of the rush in May 1879. These establishments often had dance saloons and gambling dens, and were considered the source of many of the settlement's problems with law and order. Few owners were prosecuted and there were complaints of police favouritism. At the other extreme, a temperance boarding house was set up by Germans quite early in the rush in March 1879. A newspaper account of June 1879 reported that there were as many as nine boarding houses, but the assessment roll published in October 1879 listed only Thomas Procter as running a boarding house; possibly some were unofficial.⁹⁸

Late in 1879, surface reef prospecting started up as the easy alluvial gold had been won. Hotel keepers were amongst those business men who had the most to lose from a decline of the field, and some of them financially backed and equipped prospecting parties. The four hotels were all re-licensed in 1880, but by the end of that year the rush was over. No surface reefs were found and miners were leaving the field. In 1881 Titmus, owner of the All Nations Hotel, was the most active in backing the new move towards large-scale prospecting for underground reefs.⁹⁹

No reefs were found and the settlement continued to decline. The Governor Weld Hotel was destroyed by fire in about 1883 and was not rebuilt, leaving three hotels in Lisle. T. Faulkner was warned by the Licensing Court to run the Post Office Hotel better in the future, it not having always been well conducted during his lengthy absences. By 1885 only Titmus' All Nations Hotel and Faulkner's Post Office Hotel remained in business, and each had additional business concerns. Titmus owned a carpenter's shop and Faulkner a blacksmith's shop and a butchery.¹⁰⁰

In 1888 the Post Office Hotel burned down and Faulkner bought the now-closed Lisle Hotel and continued to run it under the Post Office licence and name. The All Nations was not re-licensed at the end of that year, leaving only Faulkner's hotel in its 'new' premises. The final licence was issued in 1896 at a time of a general reduction in services in Lisle. This hotel building together with the All Nations finally disintegrated, although one of these two hotels (probably the All Nations) is said to have housed George Hudson's butchery and bakery.¹⁰¹

Coroneos (1993) found a wide scatter of glass and ceramic fragments near the junction of the Old Lisle Road and the Esplanade where the hotels were located, but the ground has been reworked over a long period.¹⁰²

Shops and businesses

The Lisle township had at least one shop its range of central place functions from early in the gold rush of 1879 until 1937, the same year that the school closed. The only service to survive longer was the post office (and possibly the Memorial Hall). In the 1930's there was one general store; the population of only 50 or 60 was fortunate to have even this level of service, but it was a far cry from the boom era when there had been over 30 shops and businesses.¹⁰³

Supplies of food and equipment were essential for miners arriving at the new goldfield early in 1879, and stores soon opened for business at Lisle despite the great difficulties of access. Supplies were brought in via the extremely steep and rough tracks from Myrtle Bank and later also from Lilydale on a packtrack cut around the slopes of Mount Arthur. In the early years there was a great imperative to get supplies in to Lisle before winter when the tracks became impassable. The difficulty of access meant that goods were very expensive, with prices comparable to those on the much more remote Pieman River field on the west coast, so that many miners left Lisle who may otherwise have remained.¹⁰⁴

By 18 February 1879 there were two stores open in Lisle, increasing within a month to five general stores, three bakers and three butchers. The proprietor of one of the first two stores was a man who was to have a lengthy and strong influence on the development of Lisle. This was Thomas Faulkner, who by March 1879 was also building his Post Office Hotel next to his store at the prime position at the corner of the Esplanade and the main track to

Lisle from his farm at Myrtle Bank. Most other shops and businesses were also ranged along the Esplanade on small Crown land town blocks. ¹⁰⁵

By mid 1879 there were over thirty businesses serving the population of over 2000. Several of these were general stores, including Furlong's store and post office, as well as grocers, restaurants, pie and coffee rooms, drapers, confectioners, chemists and a doctor, blacksmiths, bootmakers (including Alfred Bessell, one of the discoverers of the goldfield) and several bakers and butchers. On 2 July 1879 there were complaints about the location of the slaughter yard in the centre of the town (site unknown), suggesting both that the development of the township was haphazard in nature and that stock for slaughter were being driven down the valley on the hoof. A market garden was also established on the northern section of the Esplanade, although this may not have been in full production until after the peak of the gold rush in mid 1879. ¹⁰⁶

By the end of July 1879 the population had stabilised after some fluctuations as miners came and went. There were newspaper comments to the effect that there were too many businesses for the market to sustain. This certainly proved the case in 1880 when the easy alluvial gold had been won and no reefs were found. Shopkeepers and other businessmen had much to lose from a population decline and some outfitted or backed the (unsuccessful) reef prospecting parties. ¹⁰⁷

By 1882/3 the businesses had diminished to four or five stores, one or two butchers and bakers, a blacksmith and a restaurant. The population continued to decline, and the 1885 assessment roll shows a further reduction in businesses. The only businesses known to survive beyond the 1890's were Kenworthy's general store, Furlong's long established post office and store, and a butchery and bakery that George Hudson is said to have set up in one of the closed hotels before taking over the sawmill. After the police and officials had left the field (1894), Alfred Bessell was registered as a gold buyer. ¹⁰⁸

Around 1910 Hudson was running the only general store and Alfred Bessell was the butcher; by 1921 only the store was trading, now under Louise Langley. This was not situated on the Esplanade on the eastern side of Lisle Creek where the majority of the earlier shops and businesses had been built; rather, it was to the west of the creek near the Recreation Reserve. Langley's store finally closed in 1937, after which Smith's store in Nabowla delivered supplies to the remaining inhabitants. ¹⁰⁹

Recreation

At the height of the gold rush in 1879/80, Lisle could offer the miners and other residents quite a range of amusements and places for recreation. In later years the facilities were reduced to the public hall and recreation ground, so typical of many small rural districts in the Study Area.

As discussed in the Hotels section, the hotels and sly grog shanties that were so quickly established in Lisle were obvious destinations for miners in their leisure time. The sly grog shanties in particular were the scene of much informal and rowdy partying. Restaurants and pie and coffee rooms were also convenient meeting places, while the licensed hotels often provided large spaces that were suitable for more organised entertainments and events. ¹¹⁰

In addition to all of these places, other premises for entertainment were soon set up by business operators. By April 1879 a skittle alley was opened in the northern section of the Esplanade, and a month later one assembly or dance hall was in use, another one and a shooting gallery were nearly completed, and the foundations of Mr Furlong's large library and reading room (soon to be the new site for the post office) were laid. Some of these were probably short lived ventures. ¹¹¹

Outdoor events were also held in the boom years. In November 1880 the *Examiner* announced that there were to be Christmas sports - possibly on the cricket pitch which was on the western side of the Lisle Creek. Another notable event that was apparently held outside was reported in the *Examiner*, 5 October 1881, by which time the gold field was declining:

"After the frightful dullness of many months past, the township was considerably enlivened by the visit of Beda, the one legged wonder. Beda opened opposite Titmus's All Nations Hotel and was well supported, nearly every man, woman and child flocking to see the performances which gave utmost satisfaction". ¹¹²

When the last hotel closed in 1896 the small township's only remaining dance floor was lost. Mrs Faulkner offered the use of a skillion, measuring 30 feet by 16 feet and thereafter known as 'The Ark', that adjoined her house. Some of the men put in a dance floor and it served as the only place of public entertainment for many years. The Lisle Memorial Hall was opened in 1921, having been built on the Esplanade next to the school by

residents over a period of two years as a war memorial, using timber prepared at Hudson's sawmill. Photographs show that this hall had a shingle roof. The residents had not obtained a licence to use this as a public hall before they opened it, and the following year they were forced to make alterations so that it complied with public health requirements. The hall was used for dances as well as woodchopping events in its grounds. Finally it was shifted to Nabowla to serve as a barn. ¹¹³

Cricket matches between Lisle and visiting teams were played at the Recreation Ground to the west of the Lisle Creek. This ten-acre ground was not gazetted until 1924, quite late in the settlement history of Lisle. However, as mentioned above there was a cricket pitch here or in the same general area in the early goldmining years. By 1941 the settlement had declined further and T Faulkner applied to lease the ground from the Lilydale Council for grazing. ¹¹⁴

OTHER SMALL MINING CENTRES

In addition to Denison, Golconda and Lisle, Coroneos surveyed several other small and sporadic goldmining settlements on the Lisle-Denison goldfields named as follows: Panama, Lone Star, Tobacco-Cradle Creek, and Lebrina. In the present Study these are briefly overviewed in the Extractive Industries: Minerals section, including their settlement phases and current landscapes. ¹¹⁵

Little is known of any services on these goldfields. C. Furlong, probably the store-owner and postmaster of that name at Lisle, opened a store at the Tobacco -Cradle Creek field in 1886 when there was a small rush of 30 miners, but the rush and presumably the store were short-lived. The field most likely never attracted more than about 60 diggers. ¹¹⁶

The number and nature of dwellings on these transient goldfields is not known. A Lisle resident who walked to Tobacco Creek in May 1879 noted that there were several huts and tents, and was particularly interested in one hut (belonging to Jack Wilson) that had a garden with a geranium plant as well as "more useful items".(*Cornwall Chronicle*, 28 May 1879).

Coroneos did not find any habitation sites here at the Tobacco - Cradle Creek field, nor at the poorly preserved Lebrina field (unrelated to the township of that name). The Panama field has been the least disturbed since the goldmining era and Coroneos found a miner's camp (dating from the 1875-1900 period) and other dwelling sites (1900-20) with low butts of hearths and artefacts on benched ground; because of the dense vegetation, he may have missed other sites in unsurveyed areas. At the very small and economically insignificant Lone Star field he found the most substantial early dwelling remains of the entire Lisle-Denison goldfields. However, these sites are likely to be associated with the post-1886 period of agricultural settlement rather than the mining phase. ¹¹⁷

NABOWLA

Settlement

Unlike most parts of the Little Forester region apart from Wyena, the Nabowla district was first settled by pioneer farmers and timber-getters rather than by gold prospectors and miners. No doubt prospectors searched here for payable gold, but without success. Nevertheless it was mineral discoveries, both in the nearby Lisle-Denison goldfields and in the North-East beyond the Study Area, that led to the settlement of the district. The transport networks that were fundamental to any form of settlement - tracks, roads and especially the railway - came about because of mineral discoveries. The network of tracks that developed in the 1870's and 1880's to give access to and between the various mineral fields meant that the previously remote Nabowla district became more of a proposition for timber—getting and pioneer farm settlement. ¹¹⁸

In the 1860's the main route from Launceston to Scottsdale had been laid out via the St Patricks River valley, far to the south of the Nabowla district. However, in September 1878 (a few months before the Lisle gold rush) the government surveyor cut a new line of road into the North-East, leaving Halls Track beyond Lebrina and passing to the south of the then-active Denison gold fields and eastwards on to Scottsdale. This route lay roughly three kilometres to the north of the route of the later North-Eastern railway and the present Lilydale-Scottsdale main road. The surveyor saw this largely as an easier route from Launceston to Scottsdale, noting that

"excepting one small patch of good land near the eastern branch of Forester River, the country is of the poorest description, consisting of slate and granite drift, with several short tea-tree swamps, and is not heavily timbered" (*JPPP* 1878/92,). ¹¹⁹

The small patch of good land referred to lies in the Little Forester River valley at Nabowla, where several pioneer farm holdings were taken up on or near the new line of road. However, a brief search of assessment rolls suggests that these blocks were not taken up until the mid 1880's. Possibly the new line of road of 1878 was not made into a passable track immediately because early in the following year attention was diverted to the need for tracks into the new Lisle goldfield, and/or this land may not have been made available for agricultural selection because of mineral finds in the region.

W. Davis was one of the first settlers, taking up 224 acres in 1884 and building a cottage by 1891. A survey of 1896 shows the dwelling and orchard in the north-west corner of the block with several log fences to the south of them. His selection included the only patch of Class 3 basalt soil in the entire region, now the site of the Bridestowe Estate lavender farm. Several other blocks of land near the Little Forester River in the central and northern parts of Nabowla were taken up by 1888, including Eastall's 50 acre block (adjoining Davis' block to the south-east) for which a location order was issued in 1886. Information provided by valuation rolls and a government surveyor's report would suggest that there were dwellings on few if any of these holdings before the railway line opened in 1889.¹²⁰

Whatever the case, probably only small areas of good timber had been cleared for farming by ring-barking before the railway opened. By the mid 1890's several pioneer farmers had built cottages or houses on their holdings that were now not so remote, being within reach of the new Lisle Road (Nabowla) service centre at the railway station to the east of the Little Forester River, now providing a post office and a chapel. There is thought to be little landscape evidence of these farm dwellings from the late 1880's/early 1890's period. The site of the original Davis farmhouse is now occupied by the Bridestowe lavender farm shop. However, two mature oaks standing in the lavender fields are thought to date from this period. The first Fullbrook dwelling was on the 319 acre block to the south of Davis' holding, originally taken up by Sidebottom, but in 1974 only the chimney remained.¹²¹

To the south of the new railway line there were extensive stands of timber in the Little Forester River and Lisle Creek catchments, including magnificent blackwoods in the main Little Forester valley, the locality that is served by the Nook Road. This area had not been taken up for farming before the railway line was built, its being so remote and heavily timbered. As noted above, the first land to be taken up was the small patches of good farmland further to the north on the Little Forester, with access given by the track surveyed in 1878 through land that was generally not heavily timbered.

The opening of the railway line offered an excellent means of transporting timber from the district at a time when government perceptions of land use and legal access for timbergetting were beginning to change. Some timber was taken from the more northerly pioneer farm holdings with suitable trees. For example, blackwood logs were felled on Dunbarton and sent to Launceston by train in the early 1900's. However, much of this area was not heavily timbered, and it was the untouched extensive southern timber stands of the upper reaches of the Little Forester (Nook Road) that could now be exploited, rather than wasted by ringbarking for farm settlement as had happened in so many early-settled forested parts of Tasmania. Thus timbergetting preceded farming on most properties in the southern parts of the Nabowla district. When the railway line opened, the worth of these stands was recognised but much of the forested land had only recently been surveyed and roads were lacking.¹²²

Several holdings had been bought here in the upper (southern) Little Forester valley by the mid 1890's, although there may have been few dwellings for some years. The Carins were probably amongst the earliest to live here, on the southern end of the road named after their property. When the young Carins brothers moved northwards from their family's farm at Myrtle Bank to take up 90 acres on the upper catchment of the Little Forester, they did not ringbark the trees on their new property which they named The Nook. At first they split palings and shingles. Then they bought a team of bullocks and a wagon so that they could cart logs, mainly the now-valuable blackwood, to the railway station at Nabowla along a track from their property (now Nook Road) and increasingly from all around the district.¹²³

The Carins built a two-roomed hut at The Nook in about 1896, living off local game as well as provisions bought on a weekly trip to the Lisle Road (Nabowla) railway station. As the trees were felled near the hut, oats were chipped in between the stumps to provide feed for the bullocks and other stock. They bought ponies to reduce their social isolation and planted gooseberries and plum trees. This pioneer site has not been investigated here and no remains were mentioned in Kostoglou's 1993 study.¹²⁴

Another settler of the 1890's to recognise the potential of the blackwood stands of the district was George Peddle, a furniture maker who bought a property on the Lisle Road near the Nook Road junction. Much of the timber for his now-famous chairs was cut from his own land and fashioned into chairs in a workshop near the house. At this early stage he had not started general sawmilling. Only two uprights of the workshop remain, but his house still

stands, serving both as a landscape reminder of this era of land settlement and of this influential craftsman and sawmiller. ¹²⁵

The first sawmill in the wider region was established nearby at Lisle in about 1889 (Gill's, then Hudson's), and another (Gofton's) was operating somewhere in the Nabowla district in about 1892. Both sent much of their sawn produce to Launceston by train, but most other harvested timber (particularly blackwood) was sent out by train as logs, or split as shingles and palings. ¹²⁶

Sawmilling did not commence on a larger scale until the early 1900's, when several sawmills were established to the south of Nabowla station. Sawmilling boomed here in the period 1900-20 and became the mainstay of the Nabowla district's economy, also leading to the opening up of more land for farming after logging. To the south, timber-cutting and sawmilling moved into the (Greeta) Lisle Creek area, the Nook Road area (upper Little Forester valley), tributary Valentine Creek and to the east in the Blumont area. ¹²⁷

Mixed farming followed in the wake of timber-cutting, at least on a small scale. The Carins brothers took up land at Blumont, harvesting the logs for sawmilling and then developing productive farms near the railway line. Few settlers were able to make a living solely from farming. The two activities - sawmilling and farming - went hand in hand, and indeed many of those living in the district worked in the sawmills as well as farming their properties. There was also work with the railways, at the busy Nabowla station and at the new sidings opened up about 1909-10 at Greeta to the west and Blumont to the east to handle the timber from the mills. Sawn timber was then sent largely direct from mills next to these stations or by tramways built to the stations. ¹²⁸

The feeder roads, which had formerly been used for carting or hauling logs and split timber, were now used primarily for carting supplies and farm produce although they were generally in very poor condition. Farmers found a ready local market for much of their produce, supplying the sawmillers and miners and their working animals, either on site or via the Nabowla stores. For their own supplies and for larger markets, farmers relied heavily on the railway. A few farmers in the better areas were able to make the greater part of their living from their properties, for example the Davis family who grew good crops including potatoes on their patch of basalt soil. The Fullbrooks at nearby Fairbanks bought further land and cleared it for mixed farming. In about 1909 they built a new house on better land that they had acquired; another house was later built but the earlier one may still stand. ¹²⁹

The rural landscape was generally one of bushland punctuated with a scatter of houses with small cleared areas around them, a small farm orchard and garden and a few paddocks with many standing ring-barked trees; frequently there were problems with blackberries, bracken and regrowth. Few properties were fully viable as farms, but with the mixed local economy centred on sawmilling the district prospered overall, so that in the early twentieth century settlers were often able to build a relatively substantial new or replacement home. ¹³⁰

The Nabowla district's present day settlement landscapes bear the strong imprint of this 1900-20 period of expansion and consolidation brought about by the growth of the sawmilling industry. The long-term extent and layout of settlement were essentially in place, and many of the dwellings currently in use date from this period. ¹³¹

In this 1900-20 period the Nabowla township (surveyed in 1892) grew to become a small village cluster with about ten dwellings and a wider range of services - there was now a post office, school, two churches and two shops as well as the railway station. Nabowla township's overall layout, landscapes and many of its buildings date from this 1900-20 period. The same can be said of the surrounding farmlands, where many of the houses in use were built in the early 1900's (often in the Federation styling of the time, with finished gables) and have exotic ornamentals and orchard remnants from this period. ¹³²

Examples include Riversleigh (with a smaller cottage behind) and Vermont on the Little Forester River near the Main Road. Further east between Nabowla and Blumont, houses of the early 1900's dominate the built landscape, scattered along the road in a cleared strip to the south of a steep hillside. Much of the easterly portion of this land was settled by the Carins /Orchard families and several of their houses remain in use; for example Blumont Park and Weetslade. To the south of Blumont is Melford, also in turn of the century styling. ¹³³

As noted earlier, the Nook Road area of the upper Little Forester River catchment was the scene of much sawmilling in the early 1900's. Several dwellings date from this period: Peddle's house Maryvale and associated hut by the river (used by his chairmaker brother-in-law Hearn), and two nearby houses (one of them the home of the Watsons from about 1906-8) together form a cohesive landscape cluster. Further south are a Federation style house Hunstanton and two cottages, at Bessell Springs and on a property that was the site of sawmills from 1912.

The latter cottage (probably built before the sawmilling started) is of particular interest as it is one of the few split timber dwellings still in use in the Study Area - the framing, cladding and shingles were all split to a high standard, and some of the shingles are still in place under the iron roof. There are old deciduous trees near the cottage. ¹³⁴

There are also landscape reminders of former dwellings that probably date from the early 1900's on small holdings scattered throughout the Nabowla district and especially in the Nook Road area: for example, bulbs and exotic trees on Valentine Creek; old sheds, deciduous trees and bulbs on Little Forester River opposite the Furlongs Road intersection; and at least three former house sites that are marked by *Cordyline* palms (within 1.5 kilometres of Maryvale, to the south of it on the western side of the Nook Road); and another site marked by other tree plantings further south again. ¹³⁵

From the 1920's there was little further expansion of settlement and few new dwellings were built until the 1970's or later. Sawmilling continued to be a mainstay of the economy and a major employer in the district until the 1960's. As the more accessible stands had already been harvested, timber mills tended on the one hand to be situated on site in steep, remote areas, or on the other hand at the railway line, with logs trucked to them as motor vehicles came into use. In the 1990's there was still one small sawmill operating at Blumont, despite the general State-wide tendency for the centralising of milling into a few large operations. ¹³⁶

Under the soldier settlement scheme put in place after World War 1, Gillespie and Walters took up partly developed properties to the north of the Davis (now Bridestowe Estate) property and on Nook Road (Bessell Springs). In the years between the wars, owners of some small holdings found that in these less prosperous times they could not easily profit from farming. In the 1930's some previously cleared marginal farm land became overgrown with weeds, with land at Greeta in particular (including some in Peddle's estate) being infested with ragwort. By 1941 the Forestry department was buying up considerable areas of partly-cleared, roughly-pastured, poorly-fenced, rabbit-infested former farmland to the south-east of Nabowla township on the slopes of the Blumont hill. Much of the original native forest would have been harvested for sawmilling prior to farming, and now this land was destined once again for forestry usage. Pine plantations were established as part of the Forestry Commission's post-war schemes, although planting here may not have started until the 1970's. ¹³⁷

The post-war years saw another land-use change in the district, but in this case on particularly good rather than marginal farmland. The Denny family bought the pioneer farm, originally set up by Davis as outlined earlier, and by 1947 had cleared land using tractors and bulldozers. They then started planting lavender in the good basalt soil. Although this was the best patch of farmland in the district, only 27 acres had been cleared when the Denny family bought it. As noted earlier, the farmhouse was demolished, but two mature oaks remain in the lavender fields, and parts of the lavender farm are still known by names relating to the original farm activities such as pig rearing and barley fields. ¹³⁸

The introduction of bulldozers after World War 2 led to a more widespread clearing and re-clearing of farmland in the Nabowla district, a practice that has continued through into the 1990's. However, progress was slow with many farms in relatively productive areas still having a quarter or more of their acreage under bush in the 1950's and 60's. As in other farming districts, dairying was common on the better land at this time; there were about half a dozen dairy farms in the Nook Road area, sending their cream to Scottsdale. On one of these farms, a new skillion-roofed house was built to replace the earlier one across the road which had burned down. ¹³⁹

The earlier landscapes of scattered pockets of partly cleared farmland, separated by bushland (some of it selectively logged) have given way to more clearly defined mosaic patterns of landuse and landscape. More land has been clearfelled in the district in the 1990's, some of it sown with new pasture after harvesting, especially along the Main Road and to the north of it. Other tracts of bushland have been clearfelled for the timber industry and then planted under eucalypts. There are more areas cleared for farming (mainly stock fattening and some dairying) than ever before, as well as more areas under intensive forestry management.

Although the land is being used more productively in these ways, these land uses need fewer rather than more people in the district. By the late 1960's, here as in other districts, most existing dairy farms were too small to be viable operations. In the Nook Road valley, Don Simons of Maryvale (George Peddle's former property) bought up other farms to produce a viable dairying operation; one was the adjoining Edgetts' farm to the north, sold in about 1968. The old house here was demolished in the late 1970's because it was not permanently occupied and at this time there were problems with 'hippies' squatting in such places in the area. The site is marked by exotic trees and the dairy. ¹⁴⁰

Commercial dairy farms are large in area, few in number and do not employ many local people, and modern

forestry operations do not require the workers to live locally, unlike the earlier sawmills. The Nabowla township, as with most rural settlements, declined in its range of services after World War 2. However, the improvements to the Main Road from Launceston have meant that from the 1980's the once remote Nabowla district has had a growing appeal for those seeking modern rural lifestyles. The area also has the advantage of being close to Scottsdale as a service centre. Properties are frequently advertised for sale as weekenders or retreats, often with a modest shack style of dwelling on former farmland or in the bush. There are several such properties in the picturesque Nook Road area. There are also numerous commuter properties with restored farmhouses or modern houses, the owners usually running stock on their pastures but not relying on this for their livelihood.¹⁴¹

Services

Like Wyena and Golconda, the service centre /village of Nabowla was a direct product of the completion of the railway from Launceston to Scottsdale in 1889. In 1892 the proposed township of Pagunta was surveyed, adjoining the railway line to the east of the Little Forester River. This name was never used commonly, if at all, the township going by the railway station's initial name of Lisle Road until about 1913, around which time station, post office and township all took the name Nabowla.¹⁴²

Initially Golconda appeared to develop more quickly and perhaps have a better future than Nabowla as a township. Mineral fields give rise to more concentrated settlement clusters than agricultural country, which tends to result in a more dispersed population. High hopes were held for the established goldfields very near the Golconda railway station - Golconda, Panama and Denison. Numerous miners lived in and around Golconda which had acquired a hotel in addition to the post office, general store with bakery and butchery and a blacksmith's shop as early as 1892. At this time Nabowla had a smaller population, there being no mines in the immediate vicinity; there were eight farmers listed in the district and one sawmill. Nabowla only offered a post office in 1892 and was never to have a hotel, but it was to become the larger service centre by 1910 and remained so thereafter.¹⁴³

Nabowla township prospered more than Golconda because it served a larger district with a more diversified and more stable economy over the long term. The Little Forester River valley provided more tracts of land suitable for agriculture. Moreover, little of that river catchment's extensive and valuable blackwood and eucalypt stands had been wasted in land clearance as had happened in many earlier-settled districts of the Study Area. At first logs were hauled to the station. Then for the half century from the early 1900's Nabowla was the centre for a large sawmilling industry. While there were no mines near Nabowla itself, the government chose Nabowla rather than Golconda as the rail head for the Lisle goldfield and sawmilling/ farming community. A seven-mile cart track was built from Lisle to Nabowla station. Lisle had long passed its boom era by this time; nevertheless it still had a population of 122 in 1891 and the first sawmill in the Little Forester region.

Thus Nabowla emerged as the major service centre in the region in the early 1900's, serving a large timber industry, dispersed agricultural settlement and the Lisle district. The railway station was the physical as well as the functional centre of the township as it developed, and this is reflected in the present day townscape.¹⁴⁴

Nabowla grew as more of a closely settled compact cluster than other service centres in the Study Area because it was surveyed as a township, unlike the much larger but unplanned township of Lilydale, which grew in an 'ad hoc' fashion as an overlay over a few existing farms. Golconda, Lisle, Wyena and Denison in the Little Forester region were also planned as townships, but little remains of any of them and in any case only Lisle ever realised the government's expectations in terms of size, and then only briefly.¹⁴⁵

Since early in the twentieth century Nabowla has always presented a clustered, village-like landscape that can readily be viewed as a coherent whole, from vantage points such as the old Main Road to the north or from the Presbyterian (now Uniting) Church on the hill to the south. Nabowla essentially retains the cultural landscape of the village cluster of the 1920's, even although it now only provides a hall and two churches as central place functions and does not have an air of prosperity.¹⁴⁶

A few railway fettlers lived in the area to the north of the line, with access to their homes from the old Main Road which sidles around the southern slope of a steep hill. (The new Main (Golconda) Road bypasses Nabowla on the northern side of the hill). Most of these cottages survive and are in use as dwellings. The other town residents lived to the south of the railway; in 1910-20 people were living in about ten timber cottages clustered near the station and for about 300 metres and to the south and west of it, along Lisle and Greeta Roads. Again, most of these dwellings survive and are still in use, albeit with alterations, extensions and sheds in many cases.¹⁴⁷

Most of the township's services and businesses were also located within this small cluster - post office (in the station building and later in a house), a sawmill in the station yard for many years, hall, church, two shops, school (from the early 1950's). Some of these buildings survive as discussed below, and there are few recent additions to the townscape.

The key to Nabowla's existence and the chief central place function until the decline of rail transport was the railway station. The station was quite a large one with a dead-end loop, a Y loop for turning engines, passenger and goods platforms, attended station building, goods shed, gangers' shed, station cottage, stockyard and semaphore signals. Most of these features have disappeared; a railway cottage is thought to survive. ¹⁴⁸

Post Office

As was commonly the case with new service centres along the railway line, the first additional central place function at Nabowla was the post office (named Lisle Road from 1891, Nabowla from 1913) and for some years it was situated at the station. A railway cottage on the south-western corner of the station area was occupied by an employee who ran the post office as well as carrying out other station duties; from the 1950's or 60's it was conducted from the shop on the north-western corner of Greeta Road. The post office finally closed in 1984; it was one of only five in the Study Area to survive the widespread closures of the early to mid 1970's. ¹⁴⁹

Schools

The Nabowla school was not opened until 1900/1, but from 1898 some children in the district had attended the Golconda school which was deliberately located between the two small townships, on the western side of the Lisle Creek valley where there were several farm properties. However, as the timber industry developed the population was growing in the districts to the east of this school, in and near the Nabowla township, so that in 1900/1 the Nabowla school was built. It was situated about 1.5 kilometres south of the station on the hillside facing northwards over the township. ¹⁵⁰

When the building was no longer required as a school, George Peddle bought it and later donated it to the Presbyterian Church; it is still used for this latter purpose. In about 1918 the second Nabowla school was built on a new site even further south, about two kilometres from the station on the north-eastern corner of Lisle and Valentine roads. Its site is marked by a group of exotic trees including large pines and a palm. ¹⁵¹

Why were these first two school sites so far south of the already established township of Nabowla? Because the Golconda school was within reach of children living on farms in the Little Forester valley north of the railway line (with Nabowla postal addresses), the decision may have been made to place the Nabowla school between the township and the growing sawmilling/farming community to the south, along the Little Forester valley (Nook Road area) and its Valentine Creek tributary.

There was also considerable sawmilling activity in the 1920's and 30's at the Blumont siding, about 3.5 kilometres eastwards of Nabowla along the railway line. The Blumont school was opened here in about 1923 and closed in about 1935. ¹⁵²

In the early 1950's the Nabowla school building (either the 1918 structure or possibly a later replacement) was hauled on log skids across the paddocks from the Valentine Road corner to a new location in the western part of the township near the recreation area. There were probably two reasons for this: sawmilling had now shifted to the township area, and the Golconda school declined and closed in 1953. A school teacher's house was built adjoining the school on the eastern side. ¹⁵³

The Nabowla school remained open until the few pupils (numbering only five in 1988) were transferred to Scottsdale in 1990. This State school survived centralisation policies far longer than any other in the Study Area apart from Lilydale Area School (now a district high school). The school was also the last remaining central place function in Nabowla. The school building, originally built at the c1918 site, survives and is little altered externally although now in use as a private house, as is the former teacher's house. They contribute significantly to the township's cultural landscapes. ¹⁵⁴

Churches

Nabowla's first church was a chapel built in the early years of the new settlement (about 1892). This was used by all denominations until a Church of England Mission Hall (now St John's Church) was built in the centre of the township in 1910/11. At first services were conducted as part of the Lilydale mission and from 1919 by the

Scottsdale church. From the 1930's the building has only been used as a church. It has some simple barge board decoration, while the interior is lined with Baltic pine and has some Art Nouveau detailing.¹⁵⁵

There was quite a strong Presbyterian presence in Nabowla from the early years; from about 1892/3 members of the denomination conducted a Sunday school, initially in a house near the recreation ground (since destroyed by fire). In 1897 the Lilydale Presbyterian Church proposed that Nabowla, together with Golconda and Lisle, should be included in the Lilydale mission and asked these congregations to contribute towards the minister's stipend. It is unclear whether this came about. Early in the 1900's Reverend Campbell of Lilydale established regular services at Nabowla.¹⁵⁶

After the State school had moved to its second site on the Lisle/Valentine Road corner (c1918), the former school building on the hillside about 1.5 kilometres south of the station on Lisle Road was bought by George Peddle who later donated it to the Presbyterian Church. The links with the Lilydale Presbyterian Church continued; from 1935 Nabowla was part of the new Lilydale Home Mission Station. After the death of the last Home Missionary in about 1968, the Nabowla church was shifted to the charge of Scottsdale. The building and cemetery are still in use, the former having been recently covered in metal cladding.¹⁵⁷

Details have not been researched, but it appears that Methodist services were held in Nabowla. Church records show that in 1914 the Lilydale Methodist church decided to ask Scottsdale to take over responsibility for Nabowla services.¹⁵⁸

Shops and businesses

Nabowla was well supplied with shops and businesses. It was the only service centre in the Study Area apart from the much larger Lilydale and boom-time Lisle to have more than one general store in business at the same time. By 1900 there were two store-keepers, Jane Hudson (wife of George Hudson, a store-keeper and sawmillier at Lisle who spent a short time in Nabowla) and Everett. Hudson's store (and possibly post office) attached to the house was replaced (possibly taken over) by George Smith's store by 1904. In 1908 there was only George Smith's general store to the south of the railway, next to the station on the western side. As sawmilling and farming increased in the district - there were 28 farmers listed in 1910 - so did trade, and around 1910 Briggs (or Biggs) and Leitch of Scottsdale opened another and sent a manager to run it. At this time there was also a seller of 'fancy goods' listed in the *Post Office Directory*; this was possibly a hawker as mentioned by residents of this era. The two listed market gardeners probably sold some of their produce locally.¹⁵⁹

By the 1920's there was only Smith and Sons' store and garage. This store supplied the declining settlement of Lisle after its own store closed in 1937. At least into the early 1970's Nabowla had a shop/post office at the north-western corner of the Greeta/ Lisle Road intersection; the post office service continued until 1984.¹⁶⁰

Recreation

During World War 1 a rifle club was formed and set up its range on the eastern side of the township. A war trophy was allotted to Nabowla, the only one in the Study Area, possibly because of the very high number of men who enlisted from the district (18, of whom 5 died in action). Approval was given to erect the trophy in the school grounds (at the Lisle/Valentine Road corner) in the early 1920's; the outcome is unknown. The Nabowla Memorial Hall was built in 1926 on Crown land just east of the railway station on the southern side of the line. This large timber structure with roof vents is still in use and has been covered with metal cladding. The kiosk to the east of the hall was used during wood-chopping events held in its grounds. Nabowla also has a recreation reserve at the western side of the township next to the most recent school; in the 1950's and 60's tennis courts and an old grandstand were still in use.¹⁶¹

WYENA

Settlement

In this Study Wyena has been considered part of the Little Forester region because the district lies within the catchment of that river system. Probably for the same reason, much of the Wyena district (to the east of Shepherds Rivulet) was transferred from the Launceston to the Dorset Municipality in the 1993 local government re-organisation. However, unlike other districts in the Little Forester region apart from Nabowla, Wyena's settlement was not directly initiated by mineral discoveries. No doubt people prospected for gold here, but there were no payable finds. Stimulated by the construction of the North-Eastern railway line from Launceston through the Pipers and Little Forester regions to Scottsdale, the Wyena valley was first surveyed and taken up primarily

for farm settlement. In this way Wyena had more in common with the Pipers region than with most other parts of the Little Forester. ¹⁶²

The small settlement of Wyena was always linear, spread as it was along the valley of Shepherds Rivulet. Unusually for a linear settlement, Wyena had two access nodes, one at each end. Although it was the railway at the northern end of the valley that triggered the settlement of Wyena and was the chief focus for its central place functions, Wyena also developed as an outlier of the earlier-settled North Lilydale district to the south-west in the upper Second River catchment (Pipers region). Much foot and road vehicle traffic to and from Wyena went on tracks and roads over the dividing watershed here rather than along the valley and the main Lilydale-Scottsdale Road and the railway. ¹⁶³

Kelp's map (1971, fig 7) shows that much of the Wyena district was surveyed in the period 1878-93. To the south of the railway line where the settlement was to develop, most of the western side and some of the eastern side of the Shepherds Rivulet valley were surveyed at this time. The fact that the northern edge of this surveyed area as mapped by Kelp follows the line of the railway reserve highlights the fact that at least the northern part of the valley was not surveyed until after the railway line was surveyed (1885). ¹⁶⁴

The settlement of the district was directly stimulated by the construction and opening of the railway line. The land adjoining the railway to the south, running from the Shepherds Rivulet rail bridge and some distance up the valley in which the rural settlement of Wyena was to develop, was surveyed in 1888, the year before the opening of the line. At least some of the northernmost of this land (now farmland), near the railway line, was purchased by members of the Ditcham family by 1889. On his 1888 survey map, C.W. Lord described the district's land as "heavily timbered with Gum, dogwood, musk, ferns, etc. Good land along creek flat, poorer on hills" (OSG: plan Dorset 71). A newspaper account based on family sources suggests that the first settler in this creek valley to the south of the railway line was J. Burns, who took up heavily timbered land at the head of the valley in about 1890. ¹⁶⁵

The government apparently envisaged that a small township would develop near the Wyena station. The land immediately to the north and east of the railway station is shown on a Wyena town plan of 1903, surveyed into the present blocks of about 8 -12 acres; a size that lies somewhere between usual township blocks and farm blocks. Further north again, to the north of the present main Launceston - Scottsdale road, a series of about ten small blocks of around 25 acres along the western bank of the Denison River were surveyed and auctioned in 1889, presumably with a view to small farm settlement near the railway station. However, this apparently never eventuated. More recent land grant maps consulted show all of these blocks as taken up by J.B. Waldron, who also owned several other tracts of land along the railway line. ¹⁶⁶

It is likely that soon after the railway line was open, timber-getters would have begun hauling logs, particularly the plentiful and valuable blackwoods, from the Shepherds Rivulet valley (and possibly also the Denison River valley) to the Wyena railway station. This is known to have happened in the Little Forester valley to the south of the Nabowla station, but no specific information has yet come to light for Wyena. ¹⁶⁷

However there are some indications that logs were being sent out on the railway soon after it opened. Firstly, freight of 293 tons was sent out from the Wyena station in 1890 before there was any farm produce in the district so that it is likely to have been timber. Secondly, by 1889 the Ditcham family had holdings near the Wyena station as noted above. As the Ditchams were a prominent sawmilling family in Launceston it seems quite probable that the land was acquired for its timber. The Selby assessment roll of 1891 lists George Bishop as the occupier of an unspecified acreage of land at Wyena owned by L.E. Ditcham; this was the only listing for the district under the name of Wyena. ¹⁶⁸

However, farm settlement was the government's plan for Wyena, and several settlers had taken up heavily timbered holdings and built a hut or a house by the mid 1890's. They also built a church in 1895 which the minister reported was serving eight or nine local families at this time. ¹⁶⁹

J. Burns was probably the first pioneer farmer to build a house, enlisting help from settlers J. and H. Mahnken and G. Kelp at North Lilydale, who came across country through the bush to the site on his 53 acre block at the southern end of the valley. The men from North Lilydale felled one large tree from which they obtained all the timber for the Burns' house. The Burns planted ornamental deciduous trees near their house known as The Glen, cleared and farmed a small area and took up adjoining blocks of land. In 1945 Mrs Burns was still living in the homestead. ¹⁷⁰

The assessment roll of 1891 shows that J. Burns had a house on his 53 acres at Upper Piper; this is probably the

Wyena holding as by this time Underwood and Lilydale properties were listed under those more specific names. The name Wyena was introduced for the railway station and initially may only have been used for its immediate vicinity.¹⁷¹

There was a track leading southwards up the valley from the railway at the time of building the Burns' house. By 1894/5 the Tankerville Road Trust was making this into a road to Rose Slater's selection and further southwards to Burns' property. However, Burns' property was considerably closer to the North Lilydale settlement than to the Wyena station, and the Snake Track and other connecting tracks were soon cut.¹⁷²

Other pioneer settler families who had built homes by 1896 included the Shiptons and the Shepherds. In 1896 J. and G. Shipton each had a property in the valley with a dwelling; one of these is marked by a cluster of large deciduous trees on the western bank of the rivulet. Unlike the majority of Wyena dwellings which were built along the valley floor, George Shepherd's home was built high on the western ridge on his 316 acre block where there was a patch of arable soil. Access to his house from Burns Road in the valley was very steep, so that the track to it across the hills from North Lilydale may have been cut in the early years. George Shepherd was employed as a railway inspector and only farmed on a small scale. His son Charles was also a railwayman who left his work as a plate layer on the North-Eastern Line in 1902 to take up farming on a Wyena property (originally Rose Slater's selection mentioned above). Exotic trees to the north of the Red Rooster host farmhouse mark the site of his home.¹⁷³

By 1902 several other Wyena landowners had also built a hut or a house on their property in addition to those early settlers already mentioned. They included: John Dally (on the main Scottsdale Road and railway between Wyena and Golconda); J Waldron (on 347 acres on the southern side of the railway line opposite the station); and Annie Nibbs further south along Burns Road between the Shipton and G. Shepherd properties mentioned above. The site of Nibbs' dwelling is marked by a large area of naturalised bulbs overplanted with eucalypts.¹⁷⁴

Three other members of the Shepherd family had also taken up land in Wyena by 1902, so that there were now five Shepherd small holdings with a dwellings and a small area cleared for farming. In the early 1990's the remains of buildings could be seen on one of these properties on the eastern side of the rivulet, across from the school, the old timbers formed into heaps after ploughing of the land for eucalypt plantation. Shepherd children formed a large proportion of the school population; indeed in 1913 the school was built on the western side of the rivulet on George Shepherd's property. In the 1910-20's period the settlement probably reached its peak in terms of numbers of resident families, established small holdings and local sawmills. In 1924 the community built a public hall, the final central place function to be put in place at Wyena.¹⁷⁵

However, only small areas of land were ever cleared by the few families for mixed farming which was an economically marginal activity at Wyena. Waldron's farm at the northern end of the valley (as noted above) included an orchard, probably on the slopes to the west of Burns Road. One of the best patches of arable land on the western ridge passed into the hands of the non-resident Kelp family. By 1917 Fred Kelp, sawmiller and farmer of Lilydale/ North Lilydale, had bought into the district as an adjunct to his other activities, and was now joint owner with G. Shepherd (and later sole owner) of 547 acres of land, including the original Shepherd homestead block with two dwellings on the ridge.¹⁷⁶

Two properties were purchased by the Closer Settlement Board for World War 1 returned soldiers to farm, but it is not known how these tenants fared. Assessment rolls and different versions of the Dorset 2A land grant map show a turnover in lessees on these properties, suggesting that the farming life here may have proved difficult.¹⁷⁷

Few settlers made a living solely from farming their own land before World War 2. At times there was some paid farm work available in the district. During the Depression of 1930, Fred Kelp applied for assistance to employ labourers to clear land on his Wyena farm (mentioned above) under the 1930 Unemployed Relief Assistance Act. However, this work may have been taken up by men from outside the Wyena district; Sonny Bardenhagen of Lilydale recorded in his diary of 1929-31 that he was working at Fred Kelp's farm at Wyena. The arable land had been cleared and cropped in earlier years but had become covered with bracken and regrowth.¹⁷⁸

As noted earlier, some local residents worked on the railways. Others would have obtained cash from road works, although some of this work was taken by men from neighbouring North Lilydale including the Mahnkens. Some may have tried their luck at the nearby Lebrina goldfield, prospecting on the alluvial deposits or, from 1908 until 1917, worked for hardrock mining companies. The little-known and poorly preserved Lebrina field lay near the main Scottsdale road, one to two kilometres north-west of the Wyena station. At around the same time there was also a foot track from Wyena across country to the Lisle gold fields.¹⁷⁹

Many local settlers would have earned cash from the timber industry as well as using their own timber on their farms as described above for pioneer settler Burns. Some North Lilydale settlers including the Mahnkens also walked over from their farms to work in the Wyena forests. It is not known whether much of the valuable timber cleared on the early pioneer farms was wasted or whether it was largely taken for milling. In 1945 a newspaper correspondent remarked with both hindsight and some justification that the "district should not have been opened up for settlement, but should have been retained by the Crown for the valuable timber." (*Examiner*, 26 May 1945).¹⁸⁰

Gofton and Bush, prominent sawmill proprietors in the North-East, were applying for permission to build a tramway from the bush and then along the roadway to their mill at an unknown location at Wyena as early as 1897. In 1905 bullocks, most probably hauling logs, were reported to be damaging the road at Wyena. In the period 1912-14 and in some later years Burns' steam boiler was inspected, suggesting that he was running a sawmill. The Lowes, probably of the North Lilydale sawmilling family, were also operating a mill during the 1915-20 period. Fred Kelp of Lilydale (and landowner at Wyena as discussed above) was running a sawmill by 1919 and into the 1930's. The mill was on a road between Wyena and North Lilydale that had been built by the PWD; in 1919 the Council found that one of Kelp's employees was damaging this road by dragging a log along it.¹⁸¹

C. Haas of Tunnel operated a mill at Wyena around 1937-39, but by 1945 sawmilling in the district had ceased. The district was entering a new phase in its settlement history. The population was declining and the school had closed. Logs were now trucked to Lilydale mills and sassafras logs to Launceston instead of being milled locally, and the Forestry department was buying considerable areas of land in the district.¹⁸²

There were also changes in farming practices. During the war the Kelps had obtained valuable government contracts for crops grown on their Wyena property (one of the early pioneer farms, bought from the Shepherds and improved as discussed above). The original houses and cluster of pines and other early plantings survived. However, the Kelps did not live at Wyena or rely on it for their livelihood, running it as an adjunct to their Lilydale farm and various sawmills. During and after World War 2 they grew good crops of potatoes (ultimately 80 or 90 acres) and canning peas without irrigation. After the war, the Kelps were able to clear and work more land using a tractor; they had the first mechanical harvester in the district. They employed people on harvesting and other work, but again they were often from outside the district. One man would come each day from Lebrina via Denison Gorge, riding his bike part way along a track and then walking.¹⁸³

The Wyena district also saw land-use changes as part of the widespread post-war trend towards commercial dairying in Tasmania. By 1949 Hawes was dairying on some land leased from the Forestry Commission at the northern end of the valley. This block incorporated much of the 1889 Ditcham holding and a small part (quite likely including the house site) of Waldron's early farm; these holdings were discussed earlier. The skillion-roofed farmhouse is still in use as a dwelling, but dairying has ceased. Another newcomer also established a dairy farm further south. Jensen built up his dairy herd into the 1960's on the farm Glenmark which as mentioned had originally been Charles Shepherd's (and later a soldier settlement property).¹⁸⁴

One Wyena property was used as an adjunct to dairying at Lilydale. From the early or mid 1950's, Fred Kelp's son Merv was building up a large dairy herd at his Lilydale home farm. He was able to increase his herd by using the Wyena property for winter feeding alongside the cropping mentioned above. Cows were driven over to Wyena via North Lilydale, leaving around 130 all-year-round milkers at Lilydale. About 200-300 acres of the 1000-odd acres at Wyena was used for stock grazing. The stock liked the dogwood scrub which would be cut for feed for them. Later he established pasture and built a haybarn. However, no-one lived in the old Shepherd homestead surrounded by a cluster of exotic trees; a person would drive in by truck from Lilydale to check and feed stock.¹⁸⁵

In the 1960's logging continued in the district although there were no longer any local sawmills. Many of the logs were carted by truck to mills at Lilydale and Rocherlea. There were few people engaged in farming at Wyena apart from the newer, larger scale cropping and dairying operations just described, all of which were established on early pioneer farms. A few lived in the old farmhouses in small clearings in the valley, while one woman is said to have lived in a 1000 gallon tank at the southern end of the valley, but none of these people earned a livelihood from their land.¹⁸⁶

From the 1970's until the 1990's, like many other districts in the Study Area, Wyena has seen several changes which are briefly outlined below: a decline in commercial farming, to be replaced by commuter farms with livestock grazing; a host farm and bush retreats/weekenders; and an increase in forestry operations, in particular the establishment of private eucalypt plantations. Although these kinds of changes have been widespread, in the

small Wyena valley the changes have been more extreme than elsewhere and the effects on the landscape have been particularly dramatic. This district thus presents a striking view in microcosm of the types of landscape changes to be seen more widely over this period.

Changes in the dairy industry saw a widespread decline in the number of dairy farms from the early 1970's. There is now no commercial dairy farming at Wyena. Hawes' former dairy farm at the northern end of the valley is the least altered of the three (discussed above) in terms of landscape changes as it is now a livestock grazing property with the c1949 skillion-roofed homestead still in use. ¹⁸⁷

However, the other two dairy properties have changed greatly in appearance while retaining elements of both the commercial dairying and earlier pioneer farming phases. The Kelps' farm (George Shepherd's pioneer farm) was sold to ex-sawmiller Jock Nichols who from 1981 planted much of the land, including former winter pasture for dairy cows and arable land on the high ridge top, as well as bushland on the steep slopes under eucalypt and blackwood, with the intention of harvesting both sawlogs and pulpwood. (In this Study the house sites were not checked; it is uncertain whether the buildings remain) Jensen's former dairy farm in the valley is also largely under private tree farm eucalypt plantations, apart from the immediate homestead area which retains a contrasting park-like appearance with specimen blackwoods and exotic plantings, some of them associated with the original Charles Shepherd pioneer farmstead site. ¹⁸⁸

The Jensen's farm house (possibly c1950's) was operating as the Red Rooster host farm by 1989 at the latest, bringing a new tourism element to the local economy. The rural/bushland appeal of the northern part of the Wyena valley has also attracted commuter residents: at least three properties have modern brick homes (one replacing an early cottage) and run some livestock, while on another is a modern bush retreat house replacing an earlier shack. Near the old hall site and immediately to the north-east of the former church site is a small rural retreat with a caravan and hut. ¹⁸⁹

To the south of these properties in the narrowing valley, the attractive river meadows with a backdrop of wooded slopes to the east of the rivulet have brought others in search of a rural retreat or weekender property. Caravans and huts have been erected on the river meadows, while an old Shipton pioneer farmhouse site by the rivulet with a remnant stand of large deciduous trees is the site of a picturesque oilboard cottage and a recently established birch avenue. ¹⁹⁰

To the south again, the landscape is dominated by private tree-farming eucalypt plantations, both on the valley floor that was formerly occupied by a scatter of small mixed early farms, and on the clear-felled and re-planted steep valley sides. The plantations range in age from about 20 years to new plantings and so form a mosaic of colour and form. The only inhabited dwelling is Jensen's former dairy farmstead in its island of parkland surrounded by tree plantation, run as the Red Rooster host farm as discussed above, and the only other standing structure is the old schoolhouse in a grassy clearing by the rivulet (and possibly the early G. Shepherd homestead on the ridge; as noted above, this site has not been checked). ¹⁹¹

However, there are other landscape signs of the former farm settlement: willows along the rivulet, individual or groups of mature exotic trees, patches of naturalised bulbs. The locations of some of these have been mentioned above when discussing the pioneer settlement of Wyena. At one locality, a recent exotic planting adds a new element to the landscape. Here, an early farm site is marked by a holly tree and a large group of mature pines on the western side of the road, while across the road on the grassy river meadows (former pasture) is a small square (approximately 50 metres) of advanced eucalypt plantation, and next to it a recent ornamental planting of a few dozen young oak trees in rows. This area is known as Boral Park. ¹⁹²

Services

The first and key service for the Wyena district was the railway station, opened in 1889. Although not centrally located in terms of the best farming land and timber, the railway acted as a stimulus for initial pioneer settlement of the district and as a focal point for the tiny service centre which emerged a few years later. The government apparently envisaged a small settlement cluster here, not of true town-sized blocks but of farmlet size (most in the 1903 town plan were of 8-12 acres). ¹⁹³

Road works were under way in 1894-5 on Burns Road, constructed to connect most of the pioneer farm properties, lying to the south along the main Shepherds Rivulet valley, to the Wyena station. Postal services were provided at the station (1899-1968), while St Silas Church (1895) and the public hall (1924) were built side-by-side across the road from the station. All that remains of the station is the platform formation; the station cottage,

station building, goods shed, gangers shed and stockyard have all gone. The station building was shifted to a farm at Lebrina.¹⁹⁴

The Church of England was active in the Scottsdale - Lilydale district in the early to mid 1890's, with Reverend Breguet covering long distances to serve a scattered population, including Lebrina, Wyena and Golconda along the railway line. The first central place function at Wyena apart from the railway station was St Silas Church, opened in 1895 after money had been raised by local subscription. At this time services were conducted once a month for about eight or nine families. These families probably lived on pioneer holdings scattered along the valley to the south, but the church was built at its northern end, about 200 metres from the railway station on the bank on the south-eastern side of Burns Road leading up the main valley.¹⁹⁵

In 1894 this block of land was purchased, surveyed and a space large enough for the building was cleared and excavated. The church was built of hardwood freighted in by rail, lined with pine and roofed with shingles. In 1904 a social was held in the Lebrina hall in aid of the St Silas church fund, possibly to finance the clearing of its grounds and the erection of a picket fence that were planned that year. Services were still generally held monthly at this time.¹⁹⁶

At this time Methodist services were also conducted regularly at Wyena by preachers of the Lilydale Home Mission Station, certainly by 1902. Early services were possibly held in St Silas Church as there is no known record of a Methodist church building at Wyena and in 1902 there were no other public buildings such as a school or hall. By 1930 services were dropping off in frequency.¹⁹⁷

Anglican services also became infrequent, with only one held at St Silas in 1945. The rector at Lilydale was not funded sufficiently for travel around the parish, and there were also periods in which there was no rector. The Wyena church was closed in the late 1940's, to be reopened in 1950. However, the last residential rector at Lilydale left in 1953/4. In about 1956 St Silas was pulled down and the timber sold as the building had not been used for many years. A few headstones, including those of pioneer settlers Charles and Louisa Shepherd, remain in the cemetery to the north-east of the church site.¹⁹⁸

Although church services had long been provided for the community, a government school was not built at Wyena until 1913. Unlike the other service buildings which were situated near the station, the school was built more centrally in the district, about midway along the main valley south from the station. In 1914 there were said to be a total of 51 people living in the district, fifteen of whom were children enrolled at the school. At times low enrolments threatened closure; for example, in 1934 it became a subsidised school for this reason. Sometimes younger children were brought along to boost numbers. The teacher boarded with local families.¹⁹⁹

Because of the long distance to travel to Lilydale, the Wyena School did not close until some time after the Lilydale Area School opened in 1939 and so the building was not shifted to Lilydale to form part of the new school. The semi-derelict school building still stands on site (in use as a hay shed) in a grassy clearing near the western bank of the willow-lined rivulet, an old blackwood next to it. Some of the patterned lining material is in place on the upper parts of the walls and children's names and dates are painted on the walls. This school building and setting is one of the few reasonably intact landscape reminders of the former farming/sawmilling settlement of Wyena. Goughwin ranked this building as a site of local significance in her 1991 study.²⁰⁰

The final service to be provided for Wyena was the public hall, erected by residents in 1924 for social functions such as dances that were attended by local people and others who walked from other districts as far away as Tunnel (Pipers region). This hall was situated across the road from the railway station, beside and to the north-east of the church. Like the church and the station buildings, the hall is no longer standing at Wyena. It was shifted to Windermere Farm (Tamar region) for use as a shearing shed. Wyena now has no central place functions.²⁰¹

PIPERS REGION

OVERVIEW

Settlement

Compared with other regions of the Study Area, the Pipers region is large and relatively densely settled. Original holdings were smaller on the patches of good farming land, and the tracts of cleared land with dwellings are now more continuous than in the St Patricks, Upper North Esk and Little Forester regions. The various factors influencing the history of land settlement, superimposed on the geography of the Pipers River/ Pipers Brook catchment with its numerous tributaries, meant that a network of settlement nodes evolved and expanded across the region, each developing at least a small service centre: firstly Turners Marsh/ Karoola, Underwood and Lilydale/ Lalla, soon followed by Lebrina, then Lower Turners Marsh, North Lilydale, Bangor and Tunnel, and finally Retreat.

With the spread and subsequent consolidation of settlement, these districts generally came to merge into one another without clearly defined boundaries. Kelp's study (1971), based on Lands and Surveys Department records of dates of land surveys and alienation, was useful in tracing the evolution of the land settlement pattern for much of the Pipers region, although the distinction between the time of land survey and of land alienation is not always clear for his data. ¹

The density of settlement and the non-linear distribution of the service centres contributed to the development of a hierarchy of central places not seen elsewhere in the Study Area. These same factors, together with the terrain of rolling hills and valleys, also play a significant part in the region's long-established reputation for its pretty rural settlement landscapes, particularly in the Lilydale/ Lalla/ Underwood area. ²

The factors determining the settlement history and subsequent rural cultural landscapes are complex, and vary for each of the region's districts. These factors, together with the associated landscapes and sites, are discussed and compared in the following separate district sections and will not be reiterated here. Rather, a few general points will be made. ³

Little is known of the extent of Aboriginal occupation of the region. No sites were recorded here in Kee's 1991 study, but it is likely that Aborigines travelled along defined tracks and maintained clearings, particularly in the valleys of the Pipers River and its tributaries, on their way to the northern coastal plains. One of the earliest Europeans to explore this largely forested region was surveyor Thomas Lewis who made an expedition from the Patersonia area northwards to the coast in 1829/30. By the early 1830's others were venturing into the Pipers region: Robinson (conciliator of Aborigines) probably passed through the more easterly districts on his 1831 journey, and botanist Ronald Gunn climbed Mount Arthur in 1833. ⁴

Settlement of the Pipers region was unusual for forested lands in that rough access tracks preceded permanent occupation by pioneer settlers. During the 1830's a line of access from Launceston to the north coastal grazing country via the Pipers River valley was sometimes used, broadly following the route of the present Lilydale Road up Fingerpost Hill and then the Pipers River Road. Timber splitters also moved out from Launceston along this route to the excellent timber stands on the Pipers River at Underwood and Turners Marsh, so that a rough line or track was probably formed by the time the first land was granted in the region in the early 1840's. Two blocks with river frontage at Turners Marsh were granted to retired army officers, and another nearby on the Third River in the Bangor district. It is unlikely that these early grants were permanently occupied at this time, although a map of 1844 shows a hut and stockyard at Turners Marsh. Timber splitters would also have set up their transient camps. ⁵

The first more permanent nuclear settlement of the Pipers region was on the Pipers River at Underwood from the early 1850's, the first such occupation of any of the forested areas in the Study Area. However, this was associated with the first water-powered timber mill in the North-East rather than the more usual pioneer farming settlement. While sites associated with the sawmill have been identified, nothing is known to remain of the mill settlement cluster.

Pioneer farm settlement of the Pipers region did not commence until several years after the establishment of Grubb and Tyson's sawmill at Underwood. The introduction of the 1858 Land Act encouraged independent people of limited means to take up land in many of the forested areas of Tasmania for farming. Turners Marsh in

the main river valley, already served by a rough track as noted above, was the first district in the Pipers region in which pioneer farm settlers took up land under this Act. Over 4700 acres of the best farmland in 41 lots was taken up by 1860. ⁶

In 1859/60 a line of road known as Hall's Track was laid out via a river crossing at Underwood (near Grubb and Tyson's mill) along the approximate route (with several subsequent deviations) of the present main road to Lilydale and Lebrina and thence to Bridport. This track was primarily designed to give a long but relatively easy access to the extensive new farmlands of Scottsdale and the North-East. Its role in opening up farm settlement of the scattered pockets of good farmland at Lilydale and then Lebrina was secondary to this main purpose. Good farmland was very limited in the Underwood district, but its situation on the main track at the river crossing adjoining the existing mill settlement, with a tramway to Launceston giving an alternative means of transport, assured its early settlement. The government certainly viewed its future optimistically, undertaking a survey of the Underwood township in 1860. ⁷

By 1860 several settlers had taken up land at Underwood, a year later the first few Lilydale/ Lalla blocks were alienated and by 1864 the first Lebrina settler was living on his remote holding. These districts, together with the earliest pioneer farming district of Turners Marsh, were thus the first to be settled in the region, the holdings being chosen because of good soils and/or the existence or promise of access tracks. However, in the 1860's settlement in each of these districts was no more than a scatter of huts in small clearings, reached by rough tracks.

The processes of taking up land and establishing a pioneer home, a farm and a livelihood were similar to those in other forested areas of the Study Area. These processes were repeated by new settlers over and over again with little variation from the late 1850's at Turners Marsh until the 1910's as settlement spread through these first districts and outwards to Bangor, Lowers Turners Marsh, North Lilydale, Tunnel and Retreat. The last holdings to be taken up by new settlers were generally on land that proved to be marginal for farming (usually because of steep slopes, poor and rocky soils or the short growing seasons at higher altitudes) or on the final frontiers of settlement (the last sizeable one being the Retreat district).

Because of this extended period of pioneer settlement in the Pipers region, new settlers were labouring over making a clearing in the forest for the first crude dwelling - a small hut or sometimes a tent - while perhaps only a few kilometres away established settlers would have already transformed their holding into an orderly farm with well cleared and fenced paddocks and a substantial dwelling with outbuildings, a kitchen garden, a small orchard and exotic ornamental plantings. The house that satisfied the settler as the family's permanent home was usually the second or even the third dwelling to be built. In many cases the long-term dwelling was a small but soundly built cottage which was later added to and modified, and sometimes the original structure was finally removed.

No initial huts are known to survive as free-standing structures in the Pipers region, nor was there ever any intention that they should survive as they were regarded their pioneer owners as very temporary dwellings. However, there are photographs of a few of these, while several sites with associated landscape features such as chimney foundations, flattened areas and plantings are known from across the region, dating from as early as the 1860's to as late as the 1910's as discussed above. ⁸

A few cottages built in the 1860's and 70's, possibly the first dwelling on the property but in most cases more probably the second, are believed to survive at the core of present-day houses in the early-settled Lilydale district. The oldest known stand-alone building in the region is the Uniting (originally Wesleyan) Church at Turners Marsh, dating from 1879 but extensively renovated in 1985.

Several free-standing dwellings date from the 1880's in the earlier settled districts, where some settlers were faring quite well as both the economy (locally and in the colony as a whole) and roads were improving, and they were now able to build their permanent, well-finished home. On properties taken up progressively later, such dwellings were not built until correspondingly later. The construction and opening (1889) of the railway to Scottsdale stimulated settlement because of the boost to agriculture (especially orcharding) and timber harvesting, so that many existing houses in the Pipers region date from the late 1880's to the 1910's or 20's, by which time the long-term settlement and service patterns and transport networks were in place. ⁹

Dwellings and associated structures and plantings of this key settlement period dominate and underpin the present day cultural landscapes and 'pretty countryside' of the region. Many of the surviving buildings associated with central place functions - churches, schools, halls, shops, railway structures and the like - also date from this period, although quite a number of these structures have been moved to new locations when no longer required for their original purpose.

Between the wars the region saw changes common to many rural areas in Tasmania at the time: some properties taken up under the soldier settlement scheme, the abandonment of marginal farms, unemployment relief work on farms and roadworks, fluctuations in the sawmilling industry, consolidation of orcharding into larger commercial operations, and a shift towards motor vehicle transport .

Within the Pipers region the effects of such changes on the settlement landscape varied from district to district. For example, the small hill farms of Underwood proved not to be viable and a number of families left the district, while others rented rundown and overgrown small holdings and tried to make a living from paid work, largely in the sawmills which formed the mainstay of the local economy. Few new houses or service buildings were built in this period. By contrast, the economy of the Lilydale district was more broadly based than many, with sawmilling, orcharding, dairying and mixed farming all soundly based. There was considerable civic progress in the Lilydale township, with all tiers of government as well as businesses and community groups constructing a range of new or improved services. A modest number of new houses were built on farms (generally to replace old cottages) and in the township.

During World War 2 the sawmilling industry boomed, and farmers of the Pipers region with land suitable for crop-growing for government contracts prospered, particularly at Lilydale and Lebrina. However, because of the war effort there was little building of houses and services apart from the Lilydale Area School. From the end of the war until the 1960's the region was affected by the general rural decline and associated shift to the cities, so that dwellings on many marginal farms were no longer occupied, for example on Mount Arthur Road on the fringe of the Lilydale district. Much of the district of Retreat was no longer inhabited; former farms that had been bought by the Forestry Commission were planted under pines.

Orcharding continued to be successful in the 1950's and 60's on a small number of properties in the Lilydale/Lalla area, and sawmilling also continued to flourish overall, with an increase in town-based mills with the logs trucked in. There was a new prosperity in certain parts of most districts, namely on properties that could support the new commercial dairying, with more land being cleared with the now commonly available tractors and bulldozers, and numerous new farmhouses being built to replace earlier structures. For the first time significant numbers of brick houses were now built as well as weatherboard ones. Several new and substantial service buildings were erected in Lilydale township.¹⁰

By the mid to late 1960's the region was in decline and few houses date from this period. Sawmilling, orcharding and then dairying were all suffering from State-wide structural and market changes. A few farmers on the most suitable properties were able to survive in the dairying industry, usually by buying up adjoining farms and clearing further land to enable a larger scale of production. Local employment opportunities decreased so that people left the district and small district service centres declined. Many minor roads giving access to farms went out of public usage, both because aggregation of properties made them redundant except as internal farm tracks, and because some marginal areas were no longer inhabited.¹¹

For those who remained in the Pipers region, the services of Launceston and its expanding northern suburbs were increasingly used as roads improved and car ownership rose, although Lilydale still provided a range of central place functions locally. These changes also meant that from the early 1970's the Pipers region proved especially popular with city dwellers joining the national trend to seek an alternative lifestyle in the country. A new long-term settlement phase had begun.

Visitors had long regarded parts of the Pipers region as a scenic area with its mix of small farms, picturesque farmhouses and exotic plantings. Now people wished to come from elsewhere (including interstate and overseas) to live in these landscapes. Older houses in townships or on former farms were bought cheaply to be restored and revitalised, often after being empty for some time, and new houses were built, often to modern alternative designs in line with 'rural retreat' or 'self sufficiency' philosophies.¹²

One of the first and still most popular areas to be settled by these newcomers was around the foothills of Brown Mountain, at Underwood, Karoola and Lalla. This picturesque area abounded in former hill farms and orcharding properties and was close to both Launceston and the services of Lilydale. Some newcomers set up craft and produce based businesses and markets in the 1970's. As the stock of former farmhouses and cheap blocks of farmland in this desirable area was used up, similar properties were sought further and further afield throughout the region, assisted by continuing improvements to roads.

By the late 1980's and early 90's, there were few remaining old farmhouses to be bought anywhere in the region. At the same time, the trend had moved away from the ideals of self-sufficiency and alternative lifestyles towards the more easily attainable aim of living in pleasant rural or bushland surroundings while commuting to

Launceston or perhaps Bell Bay to earn a living. Some of these newer houses are built in the style of bush retreats, for example using local stone, but increasingly they differ little from ordinary suburban houses (mainly of brick, but some clad in imported timbers such as Western Red Cedar).

Some of these houses were built on largely cleared blocks, many of which were originally pioneer small holding titles that had subsequently been aggregated into more viable farms, for example in the main valley at Tunnel. Commuters on such properties often fatten stock as a side line, possibly clearing further land for the purpose. Other commuter houses have been built on rocky or mountainous bushland holdings that never proved viable for farming, for example on Pipers River Road and Austins Road in the southern parts of Turners Marsh. Town blocks in Lilydale, some of which have never before been built upon, now also sport growing numbers of houses whilst the township offers as wide a range of central place functions as it ever did.

The overall result of this most recent phase of settlement has been that the Pipers region is probably as densely settled as it has ever been, but few of its residents make their living solely within the region, and the district services are much reduced apart from those provided at Lilydale.

The distribution and nature of the dwellings has also somewhat altered from the former peak years of consolidated settlement in the first two decades of the twentieth century. On the one hand, land that is marginal for farming, much of it never having been cleared of bush to any extent nor having supported more than a few humble dwellings in the past, is now occupied by growing numbers of substantial modern houses. On the other hand, on the small patches of the best farmland (for example at Lilydale and Karoola) there are fewer but much larger holdings than in the past as farmers aggregated titles, so that overall there are fewer dwellings locally. Some old and redundant dwellings on such titles have fallen into disrepair or are used as outbuildings, but in some cases the farmer leases out existing dwellings to tenants.

Townships, services and amenities

Most central place functions and services and the associated cultural sites and landscapes are discussed separately for each district. However, for this large and relatively densely settled region there are some general points to make and additional services and planning measures to mention briefly.¹³

The earliest tiny agricultural settlement nodes and associated cluster of basic services took shape in the 1860's and 70's at Underwood, Turners Marsh/ Karoola and Lilydale. As early as 1860, Underwood was surveyed as a township at the Pipers River crossing on Halls Track which led to the agricultural districts of Scottsdale and beyond. Underwood was the only planned township in the region.

From the 1880's, Lilydale emerged as the largest permanent service centre as an 'ad hoc' overlay on a few of the original pioneer farm blocks, the township offering a relatively wide range of central place functions not only for the immediate closely settled district but also for the Pipers region as a whole. Thus from this time the residents of the Pipers region had a hierarchical structure of service centres.

For residents of the Lower Turners Marsh, Tunnel, Retreat, North Lilydale and Lalla districts, their local small service centre generally offered the following: school, post office, community hall, church services (and possibly one or two church buildings) and a railway station (Tunnel and Lalla only). At times those living at Turners Marsh/ Karoola, Bangor and Underwood also had a local hotel and a shop. Lebrina was second only to Lilydale as a service centre, having a general store, butcher, two hotels, service bus/ carriers, three churches and a police station (but not all at any one time) as well as the basic services available in the smaller centres.

Bangor was the only mining (or, strictly speaking, quarrying) settlement in the region, and for brief periods in the 1870's and 80's presented as the dense cluster of dwellings and services typical of a mining village. The Bangor police station and race track continued well after the end of the quarrying era, serving the wider Bangor /Turners Marsh /Lower Turners Marsh/ Karoola sub-region.

Sawmilling settlements are also typically quite tight clusters of modest dwellings with a few services. The first more permanent settlement in the Pipers region was the Grubb and Tyson sawmill cluster, dating from 1854. Unlike the more remote parts of the Upper North Esk and St Patricks regions, there were no sizeable sawmilling settlements ('company towns') in the Pipers region in the 1920's-60's period; millworkers were able to travel daily to work from their homes.

Lilydale provided by far the widest range of central place functions of any centre in the region, including the following (but not all of these at any one time): post office, banks, schools (both government and private), several

churches, numerous halls and clubs, a bush nurse and later other health services, pharmacy, veterinary surgeon, police and courtroom, hotel and unlicensed accommodation, eating places, several general and specialised stores and businesses and trades, butchers, bakers, shoemakers, sport and recreation grounds, swimming pool, show ground, and transport and related services such as railway station, bus services, blacksmiths and service stations. The Council provided the township with a reticulated water supply in 1922 and pushed for the early extension of HEC power from Launceston (1940); it was some years before all outlying districts in the region were connected.

Several of these Lilydale-based services made special provision for residents of the wider region. The bush nurse travelled to attend to patients throughout the region, service buses and carriers carried passengers as well as supplies to outlying districts and collected produce from them. Most church ministers based in Lilydale travelled to and supported other districts as well as their own. From 1939 schooling for the region became centralised at the Lilydale Area School, all children being brought here by bus by the 1950's; the loss of the local school represented the first widespread reduction in rural district services. From 1907 until 1969 Lilydale was the centre of local government in the Lilydale Municipality, both reflecting and strengthening its role as the leading regional centre.

An example will illustrate the ways in which residents made use of the hierarchy of central places in the Pipers region. A typical Tunnel family of the 1910's-20's period would have used the local Tunnel school, post office, community hall and either the Methodist or Church of England church. By this time there was no police station or hotel at nearby Lebrina, but they could walk along the railway line for a few items from the Lebrina general store. For regular shopping and business, shoe repairs, blacksmith's jobs, any local government or police business, and special events such as the agricultural show they could travel to Lilydale, either by train or by horse and cart. After 1923 the Lilydale Bush Nurse could be brought out if necessary, and service/ produce buses travelled out regularly from Lilydale by this time. Occasionally the Tunnel family would make a long day trip to Launceston.¹⁴

The exceptions to the hierarchical structuring of central places were social functions: people throughout the region would walk several miles in any direction, across country if necessary, to or from centres, large or small, for dances or sports matches.

With improved roads and increasing private car ownership, there have been many changes in the pattern of service provision in the Pipers region since the 1960's. Lilydale retained its role as the regional service centre and has a number and range of services broadly comparable with earlier years. However, firstly the Lilydale Municipality headquarters were lost to suburban Newnham (1969), and secondly the municipality itself disappeared in an amalgamation with Launceston (1985).

Rail services for the region were gradually reduced, the last train travelling through from Tonganah in 1997; however, in 1999 rail traffic on the North-Eastern line recommenced. There have been widespread reductions in central place functions in the small rural districts in the Pipers region as in other regions in the Study Area other rural regions of Tasmania. Most local school buildings were shifted to Lilydale Area School in 1939; Underwood and Lebrina schools remain on their original sites but have been converted to private houses. Only Karoola and Lebrina retain a shop/ post office. Some halls and churches remain on site, generally used less frequently than in earlier years, while others have been shifted for new private or public uses.¹⁵

Despite these widespread reductions in services, there has been one recent addition to the settlement landscape of several districts: the fire station or depot. Lilydale, Lebrina and Karoola each have a brigade.¹⁶

Several areas and sites in the region have been recognised in some way as having natural or cultural heritage values and will be briefly mentioned here; some of these are discussed in more detail in the Tourism section. There are no National Parks or State Reserves under the control of the government Parks & Wildlife Service, but there is a listed privately owned Conservation Area (1938), namely the Pipers River Wildlife Sanctuary on the south-western side of the Pipers River gorge at Underwood.¹⁷

The WAG Walker Rhododendron Reserve (1982) is listed by the department as a 44 hectare Recreation Area (Reserve) on land leased from the Walker family, incorporating the historic Lalla nursery and gardens. The reserve is on the Register of the National Estate and was listed as one of the City of Launceston's Areas of Regional Significance for its historic and scenic values and associated importance as a tourist attraction.¹⁸

Several other Areas of Regional Significance were also listed by the City, incorporating both natural and cultural values. Lilydale Main Road (RS 17), stretching from Fingerpost Hill to Holloways Hill, consists of about 250 ha of vulnerable roadside native vegetation including several rare species. Browns Hill (RS 10) is a 100 ha remnant

of private land with natural mountain vegetation in an area otherwise largely cleared for agriculture in the surrounding districts of Underwood, Karoola and Lalla. Bouchers Creek (RS 20) is 110 ha of dry sclerophyll State Forest, also identified by the Forestry Commission as having value as a botanical reference area. It is of interest to note that this block of State Forest forms the greater part of the original pre-1859 township reserve of Melcombe Regis.¹⁹

Patersonia (RS 12) covers much of Mount Arthur itself above the 550 m contour, its 2500 ha including State Forest and privately owned blocks on the eastern and northern slopes. It has a wide range of values - botanical, zoological, archaeological and historic, scenic and recreational. In her Historic Sites Inventory Project for North-East Tasmania, Gaughwin F(1991) recognised Mount Arthur's significance in terms of its long sawmilling history and associated sites. She also ranked the survey cairn on the summit of Mount Arthur, part of the Tasmania-wide triangulation scheme of the 1830's-50's period, as one of the few sites of State significance in her Study Area.²⁰

Hollybank Ash Plantation at Underwood (RS 14) was listed for its many values: botanical and zoological values associated with the natural riverine area, together with highly significant historic values. It was the site of the first more permanent settlement in the region associated with the first sawmill, followed by pioneer farming and the unique ash plantation and arboretum. The site is managed by Forestry Tasmania as a Forest Reserve, the only one in the Study Area, and is used for a range of forestry education purposes as well as public recreation. The Cultural Heritage Identification and Assessment of the Regional Forest Agreement identified the Hollybank house and farm as a key historic forest place, suitable as serving as an exemplar for future documentation and management planning in Tasmania, on the basis of a 1996 study of the historical significance of the farming phase of Hollybank.²¹

The City of Launceston manages the Lilydale Falls Reserve and Merthyr Park on the Second River near Lilydale. The former is known to have been used for recreation since the 1890's and is still very popular for this purpose. Merthyr Park was also a popular early picnic site, finally donated to the Council by Lord Merthyr in 1946 for a public recreation reserve. Part of it is used as a refuse disposal area.²²

Built structures listed on the City's Launceston Heritage Policy Code because of National Estate and/or National Trust or other Council listings include: Bardenhagen's store in Lilydale (1888), the Lilydale Uniting Church and adjacent building (formerly Methodist, 1890), All Saints Church of England at Bangor (1893-5), old lavender farm complex at North Lilydale (from 1922) and the railway tunnel at Tunnel (1888).²³

TURNERS MARSH /KAROOLA

Introduction

These two settlements will be considered as one large district because of their shared geography, history and services, and changing name usages. The name Turners Marsh is now generally used for the linear tract of land to the west of the Pipers River along the Pipers River Road, running about 15 km from the Fingerpost Hill in the south (at the junction of the main Lilydale Road and the Pipers River road), almost to the Lower Turners Marsh crossroads in the north.²⁴

Karoola is a more compact district lying to the east of Turners Marsh, its services and area of densest population centred on a section of Karoola Road, running for less than three kilometres between the Pipers River Road and the Karoola railway station. Karoola also extends to the north along the eastern side of the Pipers River valley almost to Bangor, to the north-east along the southern side of the Second River valley to Merthyr Park and to the south-east up the slopes of Brown Mountain where it merges into Underwood.²⁵

Originally Turners Marsh and Karoola had been collectively referred to as Pipers River, but this name also extended to include the entire Pipers River catchment, including the Underwood and Lilydale districts (the latter soon became Upper Pipers River) in the upper reaches down to the modern Pipers River in the lower reaches (which became Lower Pipers River).

By the time a post office and school were provided in the early 1870's, the distinguishing name of Turners Marsh was used for these services for the settlement in the middle section of the Pipers catchment (including much of modern Karoola, Bangor and Lower Turners Marsh). When the North-Eastern railway line was under planning and construction in the 1880's, the stations to the west and east of the Pipers River crossing were called Upper Turners Marsh and Pipers River respectively. The latter name would have brought about confusion once more, so in 1890 the new name of Karoola was officially introduced. That year the new name was applied to the post office at the 'Pipers River' station and in 1891 to the former Turners Marsh school.²⁶

Settlement

The following discussion is divided into subsections based on broad periods of land alienation and settlement. However, so as not to fragment the narrative concerning a particular property or activity, at its first mention there is often a continuing discussion of later events and trends.

First occupation of the land

The Pipers River valley was probably used as a thoroughfare long before European settlement. No sites were recorded here in Kee's 1991 archaeological study, but it is likely that Aborigines travelled along defined tracks and maintained clearings on their way to and from the northern coastal plains near the mouth of the Pipers River. Rhys Jones proposed that the Pipers River was the boundary between the territories of the North Midlands and the North East tribal groups. However, by the time of conciliator George Augustus Robinson's 1831 journey there were few tribal Aborigines remaining in their territories in north-eastern Tasmania ²⁷

After European settlement, Turners Marsh/ Karoola was probably the first district in the Pipers region to have a defined route through it, to have land alienated in it and to have some form of European occupation. One of the earliest to travel overland in the North-East was surveyor Thomas Lewis who carried out at least some of his expeditions here in 1829/30. His undated map (OSG: Dorset 1) of his discoveries includes annotations such as "heavily wooded & rocky" describing the terrain in the Turners Marsh/ Karoola area. As early as 1836 surveyor James Scott took a route from Launceston to the northern coastal plains via the Finger Post Hill, Turners Marsh and the lower Pipers River valley. ²⁸

In the early 1840's the earliest land grants in the heavily forested Pipers region were made to retiring army officers. (Previous grants in the Pipers River valley were nearer the river mouth, to the north of the Study Area, with main access initially along the coastal track eastwards from George Town.) Two army officers received grants of prime frontage on the western side of the Pipers River at Turners Marsh: 170 acres surveyed by Lewis was granted to J. Terry in 1841, and the adjoining 83 acres surveyed by D'arcy was granted to T. Pearce in 1843. A further grant in 1843 of about 40 acres was located to the north-east on the Third River in the Bangor district. These grants were all of good agricultural land now considered Class 4, as are most of the river valley flats in these districts. ²⁹

A map by surveyor James Scott (OSG: Roads Dorset 2) suggests that by 1844 another land owner or leaseholder had established a dwelling and associated structures, whether for permanent occupation or for use by shepherds is not known. This is the earliest known habitation in the Pipers region of the Study Area. The map shows the "track from Launceston" (now Pipers River Road) northwards from Pearce's grant to the "branch track towards Mt Direction" (later followed approximately by the Bangor Tramway - now the Bangor Tram Road at the Turners Marsh/ Lower Turners Marsh transition). To the south of this latter turnoff is marked a house, stockyard and hut, and a track running eastwards down to the river. Along the river bank here is annotated "fine marsh land", while to the west of the main track has "occasional spots of good land for about 1 mile from river". Pearce's block is named, but no improvements are marked on it. ³⁰

It is likely that few if any of these early grants were permanently occupied at this time, although the owners may have sold timber from their blocks. By the early 1850's defined tracks had been formed down the Pipers valley by timber splitters working the huge timber stands around Underwood and downstream through Turners Marsh, moving their makeshift camps as they cut over a stand. The first more permanent occupation in the wider region was at Grubb and Tyson's sawmill on the Pipers River, upstream of Turners Marsh at Underwood, on 600 acres alienated in 1853 together with an additional 313 acres acquired in 1856. In 1852 and 1855 a further three properties were taken up in the Pipers valley, but they may have been well beyond the Study Area in the northern part of Lower Turners Marsh. ³¹

In the late 1850's there was apparently still little occupation of land other than for timber harvesting. In the 1858 valuation roll for Launceston the only listing for Pipers River, other than Grubb and Tyson's mill at Underwood as mentioned, was J. Barrett who was occupying 280 acres of pastoral land owned by R.C. Gunn. John Barrett was an ex-convict who began purchasing land in the Turners Marsh district from about 1850, at the same time that he established a successful business as a timber merchant in Launceston. The land owned by Gunn may later have formed part of the group of Barrett titles, neighbouring the earlier Pearce and Terry grants, with a frontage onto the western bank of the Pipers River. The property was later the home of Barrett and was known as Red Myre. ³²

In 1852 Scott recommended that the Pipers River line of road through Turners Marsh be developed, but little

happened in this regard in this largely unsettled district until about 1859, when the track was being used for access to the north coast and on to the much more extensive, heavily forested rich farm lands of the Scottsdale region which were now being taken up for pioneer farm settlement.³³

Pioneer settlement: 1860-1880

Although nothing more than a very rough bush track, this route to the North-East via the Pipers River line of road also enabled some form of access to the Turners Marsh district. Hence this was the first district in the Pipers region in which pioneer settlers were to take up land after the passing of the 1858 Waste Lands Act, which encouraged agricultural settlement of the forested lands of the colony. By 1860 over 4700 acres of the best farmland along the track had been alienated in 41 lots, to the north of Beesons Hill where the western side of the Pipers valley opens out. The Waste Lands Act encouraged people with little capital to take up their own small land acreage and farm it, and the blocks were indeed small. Of the 41 lots at Turners Marsh, 36 lots were alienated in 1859 -60 after the passing of the Land Act, and 33 of these were less than 120 acres.³⁴

In 1866 Milligan, the chairman of the Dorset Road Trust, reported that at this “new Settlement on government land ...the population is almost daily increasing” (*JHA* 1866/52,p26), and costed the repair of bridges, building of drains and removal of trees and rocks in order to make the road passable. Clearing the land was slow and difficult, and during the 1860's those who attempted it lived in no more than a makeshift hut; many valuation roll listings for 1867 were of ‘bush’ or ‘hut and land’.³⁵

Some timber was split and carted for sale; Barrett would almost certainly have employed timber and cartage workers to use the resources on his own holdings for his Launceston timber business mentioned earlier. However, the difficulties of transport meant that much of the valuable timber resource of the district was wasted in clearing for farming. A tramway proposed in 1864 by surveyor James Scott (via the approximate route of the earlier track mentioned above and used later by the Bangor slate quarry tramway) would have provided suitable transport had it gone ahead at this time.³⁶

Land alienation continued in the area under the 1868 amendments and the 1870 Waste Lands Acts so that by 1877 much of the better land in the Turners Marsh and Karoola districts was taken up, extending up the slopes of the Dismal Range to the west and even a couple of isolated blocks further to the west on the range. These hillsides had one advantage over the otherwise attractive river flats in that they were well drained. According to local information, parts of the Pipers River flats that are now drained by ditches were originally covered with tea-tree swamp.³⁷

A few isolated small blocks were also taken up along the less fertile and poorly watered stretch near to but not adjoining the Pipers Rivers Road between the Fingerpost and Beeson's Hill. Isolated blocks were probably selected for their very small pockets of good soil for cultivation and/or a reliable water supply. For example, Mason's 16 acre block, on a hillside more than two kilometres east of the Pipers track, offered a frontage onto Lady Nelson Creek and better soil than in the general district. At the time of purchase it may not have quite so distant from the main Pipers track, as a pre-1871 map shows its route at that time as being half a kilometre or more to the east of the line ‘proposed road’, which is essentially the modern Pipers River Road south of Beesons Hill. Another 50 acre block is shown on this early map, between the older and the newer lines of road and aligned parallel to them; this area must have been resurveyed as no blocks on the land grant map have such an alignment. Although this area was largely covered with bushland when taken over by Herbert Bye after World War 2, early local sources suggest that at the time of this map, this was largely native kangaroo grassland suited to farming.³⁸

The main roads (which in practice were often impassable tracks) and the chief elements of the settlement patterns of today were in place by the end of this period. By the late 1870's many more properties were assessed as ‘hut and land’ or even ‘house and land’ as the first temporary dwelling was replaced on some blocks taken up in the early years. The stones of an early hut's chimney remain in a paddock at a site known locally as Neenan's hut, which may be on the 50 acre block just mentioned, lying between the old and the new line of the Pipers River Road; if so, this hut may date from well before 1880. Details of surviving early dwellings still standing in the district are not known, but uninhabited cottages on Rowleys Hill Road and on the Pipers River Road, both with exotic plantings, are examples of dwellings that may date from this pre-1880 expansion phase of development.³⁹

The growing population arguably formed the largest settlement cluster in the Pipers region in the 1860's -70's, many being Irish settlers who had received a small land grant. From 1870 Turners Marsh began to provide central place functions, and by the late 1870's was served by a post office, a State school and Roman Catholic and Wesleyan churches. In 1882, 49 of the 59 pupils at the State school were listed as Roman Catholics, compared with only 8 of the 37 at the Upper Pipers River (Lilydale) school.⁴⁰

The predominantly Irish settlers of Turners Marsh clashed with the Welshmen working in the first phase of the nearby Bangor slate quarry (1873-5). This slate quarrying enterprise provided settlers with employment in construction of buildings and the tramway and the operation of the latter. However, somewhat surprisingly no local entrepreneur was able to provide sawn rails for the tramway. The local economy was boosted by the slate quarrying operation, which provided an invaluable local market for farm produce and a means of transporting goods and people to town, but the operation was short lived.⁴¹

Progress: from 1880 until World War 1

During the 1880's the district progressed rapidly, aided by a general economic upturn in the colony which led to increased spending on roads and railways before the economic downturn of the 1890's. Produce of the district included fruit, grain and potatoes. The second brief phase of slate quarrying at Bangor (mainly 1885-88) brought similar benefits to those of the earlier phase, except that this time they were on a larger scale and more lasting in their effect. The new service centres of Bangor and Lower Turners Marsh were born on the northern edge of the existing Turners Marsh/ Karoola settlement, the three districts sharing common interests and services. Pioneer settlement spread along the Second River valley (Karoola) and existing settlement was consolidated as most remaining pockets of land were taken up, except for the steep and/or infertile land at the southern end of Turners Marsh and Karoola that were not taken up until 1894-1907, the last significant phase of land alienation.⁴²

The construction and opening of the railway (1889) may have made these southern blocks of marginal suitability for farming more attractive for settlement. The original route proposed in 1882 for the railway from Launceston to Scottsdale would have only come into the Pipers region at Lower Turners Marsh and travelled northwards down the Pipers valley, by-passing the Turners Marsh/Karoola districts. The route of the line as finally selected meant that the two stations, Turners Marsh (initially named Upper Turners Marsh) and Karoola (initially Pipers River), had to be situated at the southern end rather than more centrally as would have been most desirable in those districts. In particular Turners Marsh station, at an altitude of 762 feet, could only be reached by quite a steep climb up the road with a loaded cart from the most productive farmlands in the Pipers valley.⁴³

From this time Karoola became the main local service centre, but Lilydale emerged as the regional centre, partly because of its advantage in lying both on the new railway and on a main road to the North-East. The Pipers River Road through Turners Marsh/ Karoola had lost some of its earlier importance as a major through route. Had the government implemented the recommendations of a 1914 Select Committee, reporting on the best route of a new railway line to connect the Bell Bay deepwater port with the North-Eastern line, then Karoola would have gained importance as the proposed junction centre.⁴⁴

The North-Eastern railway provided employment, requiring large numbers of labourers and suppliers of railway sleepers during the construction phase. The hilly terrain meant that earthworks and cuttings were required as well as the bridge across the Pipers River and the trestle viaduct across McKenna's Gorge near Karoola, the latter being the largest bridge on the Launceston-Scottsdale line. (The viaduct has been replaced, but the concrete abutments remain). According to local stories, there was a boarding house for labourers near the Turners Marsh station in the construction phase; a recent owner of the land found rocks when ploughing which appeared to have been used for fireplaces. In the 1886-88 period there were three licensed hotels in the district, the last-opened of them being only a kilometre from the Karoola station.⁴⁵

From the 1880's there were numerous single men living in huts on small blocks, particularly along the Pipers River Road to the south of the Turners Marsh station site, who made their living from providing railway sleepers from their property, and splitting shingles and timber for sale. Much of the land here proved marginal for farming, and until the post World War 2 usage of bulldozers was largely uncleared.⁴⁶

In the operational phase of the railway, maintenance workers and station officials were required. When the line to Scottsdale opened in 1889, there was no station on the climb from Rocher's Lane (Rocherlea) station to Turners Marsh station, the distance of 8.5 miles being considerably greater than any other between stations. A loop had been installed part way along this section by 1906; on 12 June of that year, the Dorset Road Trust gave permission for A. Luck to lay a tramway (probably for a sawmilling operation) on the reserved road leading to the "Nelson's Creek siding" (AOT: Dorset Road Trust: Minute Book AB 383/1). The need for a maintenance worker based here may have been a reason for the installation of a railway cottage and a telegraph office (1914-35) on a flat area at Nelson's Creek. Another reason is suggested by an undated plan of the line showing a proposed Bell Bay railway, the subject of an inquiry in 1914 but not constructed, joining the North-Eastern line at Nelson's Creek station. The platform embankment and nearby railway hut remain at the site, together with cottage foundations to the south.⁴⁷

At both Turners Marsh and Karoola stations there were houses for staff (still standing at Karoola) as well as the station office and waiting room, goods shed, post-office and stock yard. No built structures remain at Turners Marsh station, but about half a kilometre along the line towards Launceston a rock embankment can be seen. There was a siding here on which part of the train could be left if the load was too heavy to be brought up the steep grades to this station in one go. Karoola station was a loco water stop, and the water tower is still standing, together with a hut and tank. ⁴⁸

The railway brought a new and lasting era of much cheaper and easier transport of produce, supplies and people. Thus the period from about 1880 until the early 1900's was one of increased prosperity, apart from the effects of the general economic downturn in the 1890's, and one that has left a particularly strong imprint on the present-day cultural landscapes of the district. The longer-term settlers who had gradually cleared and fenced more of their small holding were now able to expand their scale of operation beyond the subsistence and local market level. ⁴⁹

All produce could now be sent by train, but rail transport was of particular benefit for fragile, perishable or heavy goods. By about 1890 James Chung Gon had set up a market garden and orchard at Wahroonga, while in 1905 H. McEwin established an orchard (23 acres in 1914) and nursery (6 acres) at the property now known as Wynvale about two kilometres from the Karoola station. From around the turn of the century, many farmers joined in the expansion of the northern orcharding industry by planting perhaps 1 to 10 acres of apples, using the railway for transport of the fragile crop to market. In 1914 Karoola station sent the third largest number of cases in the Pipers region (after Lilydale and Lalla) to Launceston and Hobart. ⁵⁰

Likewise the dairying and timber industries in the district were advantaged by the railway. Many farming families were able to milk several cows, sending perishable cream or farm butter as well as fresh eggs to Launceston on the train. Mrs Bye carried butter and eggs up the steep hill to the Turners Marsh station from her family's farm. However, the introduction of motorised service buses/ trucks after World War 1 led to a decrease in popularity of the railway for passengers and farm produce. Unlike on the trains, passengers did not have to pay for any luggage, and the service buses would pick up and return cream cans from roadside collection points. Margaret Taylor of Wahroonga, primarily a wool growing and orcharding property at this time, milked a few cows and harnessed a sheep to carry the cream cans down to the Barlows corner collection point at the junction of Rowleys and Pipers River Roads. ⁵¹

Settlers could now make more profitable use of timber on their land. A considerable proportion of the large tonnages of freight recorded from the Turners Marsh and Karoola stations was firewood and split or sawn timber. Most settlers cut firewood in six foot lengths from their properties for sale in Launceston. This was stacked next to the line at the Turners Marsh station. A railway truck would be left, brought to the stack and loaded. Occupiers of properties that were marginal for farming, such as those along Pipers River road south of the Turners Marsh station, did not clear land apart from a small kitchen garden, but made most of their living from selling split timber and shingles from their land. There was a sawmill near the station pre-1920, and one operated in the station yard from the 1920's. ⁵²

With their increasing prosperity, the longer term settlers on the best farmland were able to build bigger, better, permanent weatherboard houses to replace their split timber huts or cottages. Many houses survive from the 1880's -1910 period and are still in use, forming a prominent element in the cultural landscape. A few examples are considered here.

Having lived for a time in Tasmania earlier, James Chung Gon returned from China in 1886 to settle. He soon purchased a farm on the Rowley's Hill road, going in for market gardening and orcharding. After a few years he arranged for a house to be built on the farm and sent for his wife from China. The large twin-gabled house (later called Wahroonga) was erected by the builder of the Albert Hall in Launceston (completed 1891) using the left-over timber supplies. ⁵³

The house and farm and its owners have figured in the history of the district and the wider region, firstly Chung Gon and from about 1904 the next owner, Matthew Taylor, who was a prominent sawmiller and farmer. By 1904 Chung Gon was contributing to the local economy by employing, in addition to Chinese workers, ten local settlers (mainly Irish). In 1914 the orchard was 14 acres in area which was large for the Turners Marsh/ Karoola district. In 1936 Wahroonga was listed by the Lilydale Council Clerk as a 'model farm', although according to local sources at this time it was no more than a well-run but typical mixed farm of the district, with sheep for wool as a major activity alongside small-scale orcharding and dairying. It still forms a striking landscape feature - the c1891 house on the hill with signs of formerly much-admired terraced gardens, remnant orchard trees, and a large cluster of farm buildings including a fruit packing shed and a shearing shed. ⁵⁴

On some properties the existing exotic trees probably pre-date the surviving house, having been planted by the settler when living in the earlier temporary dwelling on or near the same house site. The mature oak avenue and other exotic plantings prominent on a block of good farm land to the north of Beesons Hill, surveyed and probably alienated by 1860, may well be older than the existing house. In 1884 Thomas McKenna gave a gold prospector a lift from Launceston to his Turners Marsh farm, thought to be this property, and offered him hospitality. The traveller described this as an old and settled agricultural district, which suggests that the property may already have looked well established. When the Bye family purchased the property in 1907, the house and outbuildings were old; the house still exists but in an altered form. The Byes then ran this property as a mixed farm, possibly growing barley in the early years and later oats, as well as considerable quantities of potatoes, and tick beans for export to Belgium. They milked a few cows and ran a typical farm orchard of this district of about half an acre.⁵⁵

The other blocks near here on the good farmland on the tributaries of Hogans Brook were taken up around the same time, and mature exotic plantings are a feature of the local landscape, including willows along the streams. However, one house here is not as it seems: it was built in about 1912, but not on this site. The house was built at Karoola and later shifted to its present Turners Marsh location, where there almost certainly would have been an earlier dwelling. Several other houses of this period were moved from Lefroy to the Karoola flats.⁵⁶

Sometimes the settlers discovered that their first dwelling had not been well located on the property. The first hut on the 100 acre block taken up by Mahoney in 1868 was built by new owner Clyde, probably in the early 1870's. This hut and those on other properties with frontage on the western bank of the Pipers were built well down the block towards the river, and a track ran parallel to the Pipers River road but further to the east towards the river. Perhaps because of the poor drainage or flooding and access difficulties, the existing Federation style house Sunnyside was built on the high side of the Pipers River Road in about 1904; beside is a large cluster of oiled board outbuildings.⁵⁷

By the turn of the century many parts of the Turners Marsh/ Karoola district had taken on a more established and prosperous appearance. The view of the Pipers valley from the new Sacred Heart church in 1898 consisting of "fields of waving corn and well-tilled paddocks" that gave it "a picturesqueness difficult to surpass anywhere in Tasmania" (*The Monitor*, 16 December 1898). However, contemporary sources also show that even in the earlier-settled parts there was still much uncleared bush compared with today, and ring-barked gum trees still stood in the paddocks. A 1920 *Weekly Courier* photograph of Karoola orcharding country shows the rural landscapes typical of the district. It was not until the widespread introduction of bulldozers after World War 2 that most farms had a number of fully cleared paddocks.⁵⁸

A photograph, thought to have been taken by professional photographer F.V. Robinson before Emily Atherton's departure from Tasmania at the end of World War 1, shows the panoramic view looking west from the Atherton's property Gresford on the Paling Track and is accompanied by an explanatory key. Barrett's Turners Marsh property, thought to be one of the earliest properties to be cleared (to supply Barrett's successful timber business in Launceston as noted earlier) and farmed, appears as a cluster of buildings and several quite clear paddocks with fences or hedges (probably of remnant bush, especially tea-tree); Barrett had retired to this farm by 1875. By contrast, the photograph shows that nearby farms still had numerous standing trees and large patches of uncleared or semi-cleared bush.⁵⁹

In about 1910 a commentator from *The Courier* noted that although the Turners Marsh /Karoola districts offered excellent prospects for orcharding and dairying:

"Most of the land has been occupied for many years, but much of it has not yet been cleared for the primeval bush, and the efforts at cultivation leave much to be desired. Within the past five or six years a few energetic men have planted out fruit trees, and have abundantly demonstrated the capabilities of the neighbourhood" (*Descriptive Catalogue, Tasmanian Nurseries, Karoola*, 1910).⁶⁰

As has already been noted, in some other parts of the Turners Marsh/ Karoola district, more remote or more marginal blocks for farming were first taken up during the period from about 1880 until World War 1. Here the same processes of pioneer settlement were repeated, years after the earliest settlers had arrived on the most desirable blocks in the district. Progress for these later pioneers would have been a little faster and easier because of improvements in services, equipment and access to markets and supplies. Nonetheless, as with the early comers, the land had to be laboriously cleared and fenced and a simple dwelling erected.

This was the case for new settlers along the Second River valley, on the higher slopes of the Dismal Range and on the poor, rocky soils of Austins Road and the Pipers River Road to the south of Beesons Hill. The land along the route of the new railway line around the steep slopes between Turners Marsh and Karoola stations was also

surveyed and alienated, but even today the particularly steep slopes to the south of the line (mostly surveyed in the 1894-1907 period) remain uncleared of forest. ⁶¹

Because huts or humble cottages were generally being built at this time in this pioneer fringe, there are relatively few dwellings surviving in these areas from the period from the 1880's until World War 1. Most were either replaced later with a more substantial new house, or the dwelling went out of use when the attempt to run the small farm was abandoned. Farming proved to be marginal on many of these blocks for a variety of reasons, including small size, poor soils, steep slopes, difficult access, inadequate water and short growing seasons. ⁶²

The Second River valley at Karoola offered good river flats of Class 4 land but was not on a major through route. Therefore it was not settled until after the best land had been taken up in the main lines of settlement along the Pipers River valley and Hall's Track through Underwood, Lilydale and Lebrina. Most land along the Second River was taken up by 1893, and the valley was soon quite densely settled with small pioneer farms with cottages. Some early cottages and plantings survive, for example at the eastern end of the valley towards the north-eastern parts of the Lilydale district. One early dwelling probably dating from the pioneer settlement phase is uninhabited, while several other old cottages are still in use. Towards the western end of the Second River Road, small commuter properties replace the older small farms, but in some cases old plantings remain at the site, including spring bulbs. ⁶³

Much of the land on the eastern slopes of the Dismal Range had already been selected in the earlier phase of alienation (c1860-80); as noted earlier, this included a couple of isolated blocks. Most of the remainder was taken up by 1893. However, farming on these small, steep, heavily forested and inaccessible blocks with a cold climate proved marginal. People did live here, but farming never went beyond a subsistence level at best, and accordingly the dwellings never went beyond a simple hut or shack. On many blocks little land was cleared, and the original hut may never have been replaced. In the 1930's and 40's there were still men living in these huts, the chimney remains of which are said to still be found along the eastern slopes of Mount Dismal. Access was difficult and sometimes the cause of arguments, the tracks often passing through other people's farms. Many of the blocks were later bought up by local settlers as extensions to established farms below in the valley at Turners Marsh. ⁶⁴

R. Smillie (probably the Junction Hotel licensee of that name) was the original owner of land surveyed on the slopes of the Dismal Range before 1877, some of which was later owned by the Usher family. The site of the first hut on the property owned by the Usher family is marked by the remains of a chimney and some exotic trees high up on Mount Dismal. The foundations and fruit trees of the second cottage of split palings also remain, next to the existing weatherboard shack (c 1930's). This property continued to be run as a subsistence farm for some time after this third dwelling was built, without power or other amenities. In the mid 1990's it was being used by descendants of the Usher family as a weekendender. ⁶⁵

The land along the Pipers River Road between the Fingerpost and Beesons Hill was accessible but poor, while the land to the west in the vicinity of Austins Road and the south-western slopes of the Dismal Range was less accessible but also generally of poor quality for farming. As discussed in the preceding 1860-80 settlement section, the few isolated blocks taken up in this early period were very small, on hilly terrain and in the vicinity of the Pipers River Road but not adjoining it. These blocks were probably chosen for a small patch of arable soil and/or reliable water supply. Some blocks adjoining the Pipers River Road were taken up in 1878-1893, but most of the land here and in the Austins Road area was not taken up until 1894-1907. ⁶⁶

Very few dwellings in these areas date from this period from about 1880 until World War 1 because, as discussed above, on newly taken up land only a small hut or cottage would have been built by these late pioneer settlers, either to be abandoned later if farming proved to be uneconomical or to be replaced with a more permanent house. The site of a former hut, thought to have been in use around the turn of the century, was known to a local resident in a remote, timbered but well watered and flat hilltop location more than two kilometres east of the Pipers River Road. According to local folklore, Polly Fox lived here, travelling on foot around the district to use her nursing skills and also walking into Launceston on occasion. Remains of early small dwellings can also be found on two blocks near the Pipers River/ Austins Roads junction, one of them adjoining the railway line and marked by an old pine tree. ⁶⁷

A dwelling which was constructed as a permanent house on the Pipers River Road, probably during this period and in the 1990's still in use by the Bye family, is exceptional in that it is thought to be situated on one of the very few properties to have been taken up pre-1871, on a small area of Class 4 land. The four-roomed, baltic pine-lined house now has skillion additions at the rear. An adjacent early hut with shingled roof under the iron is still standing. The present house may have replaced the early hut known as Neenans in the paddock behind, possibly on the pre-1871, 50 acre block as discussed in the 1860-80 settlement section. ⁶⁸

In the Austins Road area, the house on the property known locally as 'the pheasant farm' is thought to incorporate parts of an early dwelling, and some of its old foundations can be seen. The outline of the market garden and ploughing marks can still be made out. The 49 ac property was originally taken up by Blackett, but was later taken over by the Austins who owned other blocks and are thought to have been the earliest settlers in this vicinity. ⁶⁹

By 1907 the spread of farm settlement and associated road networks in the Turners Marsh/ Karoola district was virtually complete. ⁷⁰

Consolidation and stagnation: between the Wars

After World War 1, land alienation was restricted to a few infill blocks of poor land, together with all of the westerly portion of the Dismal Range apart from the few small blocks taken up earlier as mentioned. Unlike some districts in the Study Area, the post-World War 1 soldier settlement scheme appears to have been insignificant in the Turners Marsh/ Karoola district. A 70 acre block on the south-eastern slopes of Mount Dismal was leased to A. O'Sign under the scheme. ⁷¹

The period between the wars was one of consolidation as a little more land was cleared on those properties which would best support mixed farming. However, on some of the more marginal farmland, small areas of formerly cleared land reverted to bush. A popular route for the 1914 proposed rail link between the North-Eastern line and the Bell Bay port would have run northwards down the Pipers River valley from Karoola, and would have given a further boost to the northern parts of the district had it gone ahead. ⁷²

As an example of the further development of the more recently settled parts, Hibbs' steam sawmill was set up on the Austins' property and crops such as oats were grown on the rather poorly drained flats as they were cleared. There is still cleared land here and in other small patches in the area, for example at the Wests' isolated farm high on the Dismal Range. ⁷³

With all land suitable for farming having already been taken up, there was a trickle rather than any sudden burst of house-building between the wars, many of the houses probably replacing earlier pioneer dwellings. A scatter of houses of this period, mostly weatherboard, can be seen throughout the Turners Marsh/ Karoola district. An example is Emoh Ruo on Pipers River Road to the south of Beesons Hill, said to have been built by Len Hill in ten days in 1936. ⁷⁴

Changes in farming: World War 2 – early 1970's

After World War 2 the introduction of bulldozers brought about a more rapid clearance of land. One of the first usages of bulldozers in the district was on Herbert Bye's property on Pipers River Road south of Beesons Hill. This property had been purchased earlier by his father as a bush run for his long established and productive mixed farm on Hogans Brook to the north. By clearing land near the existing house and purchasing considerable acreages of bush run on properties both to the east and west of the home block, Bye was able to run sheep, for wool when prices were good or otherwise for meat, as well as growing turnips for feed and broad beans for seed. ⁷⁵

On a much larger scale, the Archer family of Landfall on the East Tamar also acquired tracts of mostly bush land, both east and west of the Pipers River Road between its junction with the Lilydale Road and Beesons Hill (as well as further east into the Underwood district). These acquisitions (some of which have since been sold) resulted in an extension of over 14,000 acres to the original Landfall estate. The narrow roadside strips of pasture that are a feature of the landscape along this stretch of the Pipers River Road were largely cleared by the Archers for sheep grazing. ⁷⁶

As in many other parts of the Study Area, dairying became a major element in the mixed farming economy of the better farmlands. In the 1950's and 60's dairying was the main agricultural activity in the Pipers and Second River valleys. Pasture replaced former cropping land, and small to medium scale commercial orcharding established around the turn of the century had finished. Even Wynvale, the largest and the last of these orchards, became a dairy farm, run in conjunction with the other Abel-owned orchard-turned-dairy farm at nearby Lalla. At this time farmers were able to make a sound living from a herd of 25-30 cows. Associated with this phase of dairying, lasting until the early 1970's, was a trend for many of the new farmhouses to be built of brick rather than weatherboard. ⁷⁷

However, changes in the dairy industry from the 1970's resulted in a State-wide trend towards fewer, larger, more capital-intensive, whole-milk producing dairying operations in the districts physically best suited for the purpose. Numbers of farms with milking herds did decline in Turners Marsh/ Karoola, but this district retained the greatest concentration of dairy farms in recent times in the Study Area and this is reflected in the farm landscapes. In the early 1990's there were still four operating dairy farms, larger than those typical of the 1950's and 60's in both area and herd size. ⁷⁸

Hobby farms and commuters: 1970's – 1990's

As in other parts of the region, the decline of widespread dairying from the 1970's meant that most formerly viable farms could no longer continue as such. By the early 1990's there were few other viable farm operations in the district apart from these four dairy farms, and farming has rarely continued to be the sole source of income. Some farms are still owned by the same families that could once support themselves solely from farm income, but now require supplementary income from part or full time jobs off the farm. ⁷⁹

Farm activities include sheep grazing, cattle fattening, horse breeding and training, and stock studs. In about 1982 a new fruit growing venture was established - blue berries were planted on the Pipers River Road at Turners Marsh. In 1998 Bilambie Farm was exporting organically grown blueberries from 2000 plants while also tapping the tourist market with an on-farm pancake parlour. ⁸⁰

Many formerly viable farms across the district have been sold and/or subdivided as rural residential commuter properties, rural retreats or hobby farms, sometimes supporting commercial activities such as deer farming and stock fattening on a small scale, or as bushland retreat properties. ⁸¹

Buyers of these various types of properties do fall into distinct categories with specific requirements. In the southern part of rural Karoola, blocks of from traditional 'quarter acre' suburban size to over 10 hectares in the vicinity of Watchorn Road and Karoola Road were zoned 'rural residential' in 1985, but by 1992 little subdivision or building had taken place. The unavailability of reticulated water had hampered the true urban-based rural residential market, while the clearance of timber and the incapacity of many blocks to provide dam water had reduced the appeal to the bush block market. For these reasons the Council's 1992 Rural Residential Living Strategy recommended that the 'rural residential' zoning in these areas should be discontinued. In the 1990-94 period nine new dwellings were built but none were in the 'village' zone of the 1985 Area 3 planning scheme. Under the 1996 Launceston Planning Scheme, Karoola is considered a rural settlement with little infrastructure and few community services rather than a defined village, and the whole Karoola area is zoned 'rural'. ⁸²

Many blocks have been taken up as rural or bushland retreats on historically marginal former farmland and on tracts of rocky land where farming has never been attempted other than as bush runs for sheep. Here the commuter houses dominate the present settlement landscape; for example, along the Pipers River Road south of Beesons Hill and to the west in the vicinity of Austins Road, and in the foothills of the Dismal Range. These areas are now appreciated for their appeal as bush retreats, and in some cases the abundant local rock which has long been an impediment to farming has been used in feature walls. ⁸³

Services

Introduction

The Turners Marsh/ Karoola district developed into a relatively densely populated farming settlement, particularly along the more fertile river flats of the wide section of the Pipers valley. No detailed research has been conducted, but a review of assessment rolls suggests that until at least the 1870's the population in the Turners Marsh/ Karoola district was higher than in the nearby Upper Pipers settlements (Underwood and Lilydale). ⁸⁴

The Turners Marsh/ Karoola settlement has supported a wide range of services over its history including post offices (sometimes two; currently one), general store(open), government and Roman Catholic schools (both closed), Roman Catholic and Methodist churches (both in use), hotels (up to three; none at present), a coach stage and later two railway stations(not in regular public use), blacksmith's shop (closed), public hall, recreation ground and fire station (all in current use). The Bangor police station and race track (both now closed), situated on the river flats where Bangor merges into Karoola, were instigated during Bangor's second brief slate quarrying boom in the mid 1880's. These services were well placed to serve both Bangor and Turners Marsh/ Karoola. ⁸⁵

At the time of a 1976 study of Tasmanian settlement patterns, Karoola still had sufficient central place functions to rank as a seventh order centre. Most of these services were situated within three kilometres of each other near the Pipers River/ Karoola Road junction. However, the settlement has never presented as a clustered, village-like landscape as did Lilydale (sixth order centre) or even Lebrina (seventh order). In the 1996 Launceston Planning Scheme, it was recommended that Karoola lose the 'village' zoning and the entire district be zoned 'rural', with the only developments to be encouraged being those which would stimulate tourist activities.⁸⁶

Despite the earlier access track, earlier population growth and the more extensive tract of good farmland in the main Pipers River valley at Turners Marsh/Karoola when compared with the hillier upper catchment of the Lilydale area, and the similar level of early provision of public services such as school, post offices, roads and then railway stations, it was Lilydale rather than Turners Marsh/ Karoola that went on to develop as the major service centre for the Pipers region. Possible contributing factors to this somewhat surprising outcome are discussed in the section on the Lilydale settlement.

Schools

Turners Marsh/ Karoola is the only district in the Study Area to have had two long-term schools running concurrently. One was a State school, the other was run by the Presentation Sisters of the Sacred Heart Convent, and they were virtually side by side on the hill near the Roman Catholic church at Karoola.⁸⁷

The State school was the first government service to be provided in the district. The Turners Marsh school opened in 1870/1 with an enrolment of 51; the Upper Pipers River (Lilydale) school opened around the same time (July 1870) with 35 pupils. In this early period, Turners Marsh was the larger of the two settlements but by the late 1880's the school enrolments at Lilydale exceeded those at Turners Marsh.⁸⁸

At first the State school was conducted by Mr J.D. O'Reilly in the St Margarets Catholic Church, which had been opened in 1863. It is thought that a school was then built on the adjacent school reserve block to the north of the church; an 1881 map shows a small building here. This timber building, vested in the Board of Education, was about 30 x 18 feet with a small porch. In 1883 the roof needed re-shingling, and the building, its furniture and the playground were considered inadequate for the large number of pupils. The enrolment for 1882 was 122 pupils, although the average daily attendance was only 60. It was suggested that an acre of land at the back belonging to the Episcopalians could be purchased. As many as 31 of the predominantly Roman Catholic pupils paid reduced fees or were on the free list, compared with only 5 of the 40 at the Upper Pipers River (Lilydale) school.⁸⁹

In 1882/3 the government proposed the erection of a new school room and the conversion of the existing building into a teacher's residence; school building works were also proposed at Lilydale and Lower Pipers River. This was a period of mineral-led economic growth and increased expenditure on public works in the colony. From 1891 the school was known as the Karoola State School, in line with the re-naming of the railway station and the district.⁹⁰

In 1918 the Lilydale Council resolved to assist in planting trees at the school in commemoration of fallen soldiers in World War 1, but no trees are apparent now. During the Depression attendances were so low that in 1933 the Karoola school was classified as a subsidised school. When the Lilydale Area School was planned, the Karoola school was closed and the building shifted to the Lilydale site where it formed part of the Domestic Arts building; the Area School opened in 1939. A house now occupies the school's former site at Karoola.⁹¹

The Convent School was run by the Presentation Sisters, who lived in a convent built in 1902 immediately to the west of the Church of the Sacred Heart. Classes were held in the church while the convent, in addition to housing the Sisters, included dormitories for a small number of boarders (usually about 5 or 6) from other districts in the Pipers region. For a time the enrolment was as high as 60-70 pupils. From the late 1930's boarders were no longer taken, and the dormitories became part of the day school, with the convent sunroom used as a classroom for the youngest pupils. At this time there were two Sisters living and teaching at the convent.⁹²

In the 1940's enrolments were around 17 to 20. Soon after this the convent building had become unsound, and in 1953 the convent Sisters and school moved to an existing weatherboard house adjoining the church grounds at the foot of the hill. The large living room was well suited to its new use as a classroom. In 1959 the Sacred Heart Convent School re-opened as the St Anne's School in the larger settlement of Lilydale, but the Sisters continued to live in the convent at Karoola until about 1968. (This building is now a private home once more.) After this the Sisters travelled daily from Launceston to Lilydale until the end of 1969 when St Anne's School closed.⁹³

Post Offices

In this Study, limited research into the location of post offices in the Turners Marsh/ Karoola district revealed that the available information is confused and often conflicting. Much of this confusion stems from changing usage of place names in the Pipers catchment. It also appears that locations of post offices did change several times, some of these locations being of short duration. Without further research the following discussion is necessarily tentative in its conclusions.⁹⁴

The Turners Marsh post office was one of the first services in this district. This post office and that at Upper Pipers River (Lilydale) both opened in December 1873, the first two in the Pipers region. An 1877 gazetteer described the Turners Marsh postal service as a weekly horse mail. The evidence presented here suggests that over time postal services were provided at several locations at the Finger Post, Turners Marsh proper, Karoola and the railway stations. Its initial location is uncertain, but one possibility is that it was at the Fingerpost, at the junction of the main Launceston to Lilydale road (known as Halls Track) and the Pipers River road. In a Public Works notice of 1887 the Turners Marsh post office was noted incidentally as being here at the Fingerpost, and a hotel and coach stage were also here around the same period. This junction would have been a convenient location in that it lay on the route of the mail delivery between Launceston and the Upper Pipers River (Lilydale) post office.⁹⁵

However, it is also possible that in 1887 the Turners Marsh post office moved (or returned) to the Finger Post from elsewhere in the district. Its location in the mid 1880's is most unclear, with none given in *Walch's Tasmanian Almanacs*. Going back further, in 1880 "one of the men cutting wood" for the Athertons, pioneer settlers at Bangor who had been using the Upper Pipers River (Lilydale) post office run by their friend Sulzberger, "pointed out another post office and another store, so we begin to feel less isolated" (Atherton letter diary, 12 December 1880). A simple explanation could be that this man was travelling near the Fingerpost with the Athertons on this occasion. A post office at the Fingerpost certainly could not be 'pointed out' from their Bangor property in a literal sense while one below Bangor in the main Turners Marsh/ Karoola settlement in the Pipers valley itself could have been, so the question of its location at this time is unresolved. (It is also unclear whether or not the post office and the store were at the one location.)⁹⁶

It is possible that in September 1887 the Turners Marsh post office, apparently situated at the Fingerpost as mentioned above, had just been moved southwards from a location in the main Turners Marsh/Karoola valley because in that year a new post office opened only a short distance to the north at Lower Turners Marsh at the Bangor Tram intersection with the Pipers River Road. Its situation in the main valley could briefly have been at or near the All Nations Hotel at Turners Marsh (in the district later to be called Karoola). Almanacs suggest that in 1886-7 James O'Kelly (licensee from 1886) was the Turners Marsh postal officer, also providing money order and savings bank services.⁹⁷

The opening of the railway brought about new possibilities for postal services. From the available information it appears most likely that in about 1890 the Turners Marsh post office shifted to the station and another may have opened at the Karoola station. The Turners Marsh post office was run by a tenant living in a railway cottage on the western side of the line, opposite the station building. One such tenant was Miss Newman in the early 1920's, while Miss Wheeler was the final one, leaving in 1927. There was then difficulty in obtaining a tenant to run the post office, and from May 1928 the Turners Marsh post office was conducted by Jim McKenna at his home on the Pipers River Road; the reclad old house is still occupied. In 1941 Mrs Irene Flynn took over the service for the next 30 years in a specially built lean-to annexe to her house which is about 250 metres to the north of the McKenna location. House and annexe are both still intact.⁹⁸

Information concerning the Karoola post office is inconsistent, but it may have operated from the railway station until about the late 1950's, at which time it shifted to the general store at its present location. According to local sources there has been a store at its present central location at least since the beginning of the railway era. At first Mrs Freeman of the Lower Turners Marsh post office would take the horse and cart to Karoola station to collect the mail and deliver items for the Karoola shop and Bangor post office on her return trip to her own post office. In the 1930's the Karoola shop was very much larger than at present, occupying an old cottage with extensive additions. The present shop is in the associated dwelling of that earlier period.⁹⁹

In 1971 the Turners Marsh post office closed as part of the State-wide rationalisation of the time. Lower Turners Marsh and Bangor post offices closed in 1968 and 1971 respectively. The combined districts were then served by a mail run from the Karoola post office and store, which has also acted as a newsagency, bank agency and petrol station (a pump was installed in 1949).¹⁰⁰

Churches

Many of the first families to settle in the district were Irish Catholics, so that in 1881 as many as 49 of the 59 pupils at the Turners Marsh school were listed as being of the Church of Rome. Masses were held for the first settlers in Dennis McGree's barn (now gone) on the Karoola flats across from the present recreation ground, but it was not long before they built their first church, on a hill (known by 1881 as Chapel Hill) about half a kilometre south of the barn. There is some uncertainty as to when this was built: according to one source, St Margaret's was blessed as early as 1863, while other accounts suggest that the first church opened in 1868. However, it was not built soundly and was replaced by the present Church of the Sacred Heart in 1898. Few changes have been made. A ramp replaces the entrance steps, but the hardwood interior, cathedral glass windows and bluestone foundations are original.¹⁰¹

After this new church had been built to the west of the old, the timbers of the earlier structure were re-used in the Presentation Sisters convent that was built to the west of the new church, opening in 1902. At this time the convent was "surrounded by bush - with logs and trees and ferns up to the very door and between it and the church" (*The Standard*, 11 November 1948). As well as the present access from the Pipers River road, there was a road running east to the Karoola/ Lalla Road junction. When the Sisters arrived the church interior was not well furnished, so they painted it and arranged for an altar to be erected. (This was later replaced and the old altar passed on to St Anne's church at Lilydale.) The church sacristy was equipped with a fireplace and a bed so that the travelling priest could stay here.¹⁰²

The other denomination to provide services and church buildings early in the settlement of the district was the Wesleyan Methodist church. One of the earliest land occupiers was John Barrett, who by the mid 1870's had retired to his farm Red Myre and became a prominent resident of the district. His large barn was used for the first Methodist services until the wooden church was built in 1879 on a hill on the western side of the valley, known locally as Barrett's Hill. It is curious to note that in the Board of Education report for 1881, despite the existence of the church, none of the 59 pupils at the Turners Marsh school were listed as being of the Wesleyan (Methodist) denomination.¹⁰³

Nevertheless the Turners Marsh Methodist church appears to have developed a substantial congregation. The church was included on the Lilydale Circuit preachers' plan, and stables were provided and replaced in 1922. A photograph of 1900-10 shows part of chock-and-log construction that may have been a horse yard in front of the church, around which there was a small grassy clearing with stumps remaining. Outside the shingle-roofed building with decorative barge boards stood the children attending the Sunday school which was held in the church. The interior lined was with painted split boards.¹⁰⁴

In 1914-15 stone blocks were placed under the church's foundations, moves were made to draw up and rope off the burial ground (extended in 1928), and funds were raised for building extensions. In 1916 a proposal was passed to remove a pine tree near the gate of the church yard. It is not known whether this was carried out; possibly this was the large conifer that is such a prominent landmark today.¹⁰⁵

Both the Roman Catholic and the Methodist (now Uniting) churches are still in use. The Methodist church has had periods in which services have not been held, but after a fire a decision was made to renovate it. It was reopened in 1985, since when about three services per year have been held. The two churches occupy prominent hill-top positions overlooking the Pipers River valley.¹⁰⁶

Public houses

Three licensed hotels are known to have served the wider Turners Marsh/ Karoola district in the period from the early 1880's until the early 1890's. All three were operating concurrently in the 1885-88 period. At this particular time the Bangor quarry was in its boom period, there were large numbers of labourers working on the construction of the North-Eastern railway line, and all overland travel within and through the Pipers region was still by foot, horse or horse-drawn vehicle.

These hotels were especially welcome landmarks for travellers because the roads were barely passable tracks for a horse and cart. An 1884 traveller to a gold prospect in the Lower Turners Marsh area commented that:

"portions of the [Pipers River] road between 'Smilies' [the Junction Hotel] and McKenna's farm [at Turners Marsh] are, to say the least of it, scandalous. It speaks little for the energy of Tasmanian legislators that such an old and settled agricultural district should have such an abominable highway" (*Examiner*, 24 April 1884).

As he continued northwards down the Pipers valley, this traveller commented on Gee as the "genial host" of the Bangor Hotel.¹⁰⁷

The first of the three hotels to open and the last to close was the Junction Hotel, opened in 1881 by Smillie (also Smilie or Smiley) at the Fingerpost, which was the junction of the main road to Lilydale and the Pipers River road. This also functioned as a changing stage for horses on the Launceston - Lebrina coach service. In 1887 the Turners Marsh post office was also described as being at the Fingerpost, so it is possible that it was at the same establishment. There were no building remains even in the 1920's, but on the corner block which was originally taken up by R. Smillie there is a very large oak tree. ¹⁰⁸

In 1883 Gee opened the Bangor Hotel on the southern side of the slate tramway to Hillwood; this establishment traded here in the district which came to be known as Lower Turners Marsh until the demise of the slate quarry in 1888. The building has long since gone, but the site is referred to locally as 'the pub paddock'. ¹⁰⁹

About six kilometres up the valley at Karoola, O'Kelly was granted the licence for the All Nations Hotel in 1886, which continued under this name until 1892. It is likely to have been situated opposite the Karoola/ Lalla Roads junction on 72 acres taken up by O'Kelly until 1892. However, according to several local sources, a hotel named the Pig and Whistle was run by Don Smith at or near this site in the era of the Bangor slate quarry and the railway construction, but research to date has not revealed any official record of this establishment. Now flanked by two houses, this hotel site at Karoola has had no building remains within living memory. ¹¹⁰

Community halls

A public hall was opened in 1901, situated on the same block as the present structure but closer to the Pipers River Road/ Karoola Road corner. Before this hall was built, entertainment and social events were held in various venues in Turners Marsh/ Karoola and neighbouring districts. These included Barrett's church at Turners Marsh (probably the large barn used in the 1870's for Methodist services), a barn at Bangor on the flats, Mrs Crowder's hall at Bangor, the hotels and probably the school and churches. ¹¹¹

By 1924 the hall was reported to be in need of repair, and in 1930 it was re-opened after re-building on the same site. Subscriptions to a proposed war memorial were transferred to the hall and further improvements were made in 1936-7. In 1938 the local Karoola Hall Committee was praised by the Lilydale Council for its management of the building and for the removal of all debt. In 1948 it was renamed the Karoola Memorial Hall after receiving a government war memorial subsidy. Meanwhile in 1946 it was decided to purchase some adjoining land because the recreation ground next to the hall was unsuitable for football and cricket, and matches had to be held on the farm across the road. Further improvements were made to the often muddy ground by bringing in shale from the slate quarry in 1957/8. ¹¹²

In 1978 the hall was shifted a short distance to its present site, and both the hall and recreation ground are still in use, providing oval, tennis courts and children's play area. A belt of 140 native trees and shrubs was planted along the Karoola Road frontage in 1984 under the Greening Australia scheme. To the south of the hall and oval is the steel clad rural fire depot. ¹¹³

Blacksmiths

This relatively densely settled rural community probably had a blacksmith running a business from the early 1880's when horses and horse-drawn vehicles came into more general ownership. A wheelwright was listed in the first *Tasmanian Post Office Directory* (1892/3). Two sites of former blacksmiths' shops have been identified by locals, an early one opposite the Karoola Road /Collins Road intersection near the present shop, and a later one run by Izzard in a shed still standing by the Pipers River Road. ¹¹⁴

UNDERWOOD

Settlement

Underwood's settlement history is full of contradictions. It was probably the earliest and hence the longest continuously occupied district in all of the forested regions of the Study Area, yet it never became a very prosperous farming community. A village was laid out as early as 1860, at Underwood rather than at nearby Turners Marsh or Lilydale. Yet Underwood has now lost all of its central place functions and is zoned 'rural' despite the district now having possibly its highest ever population, while Turners Marsh/ Karoola still retains some services and Lilydale soon became and remains the major service centre in the region. The following discussion relates the development of Underwood's cultural landscapes to these and other aspects of its settlement history.

The Underwood settlement is centred on the upper Pipers River crossing which has always been in the general vicinity of the present Underwood Road bridge. In this discussion, in keeping with common local opinion, the wider Underwood district is considered to extend from its merger with Turners Marsh to the south at the Finger Post junction, to its merger with Lilydale to the north in the vicinity of Powers Road, and to its merger with Karoola to the north-west on the slopes of Brown Mountain. ¹¹⁵

Early occupation: 1840's- mid 1880's

The timber industry has loomed large in the history and landscapes of Underwood, and its impact began early. Timber splitters were the first to move outwards from Launceston, over the Boomer Hills on a "road to the forest for wood" (as marked on a track in use by 1842 that was similar to the present road route; OSG: survey diagram: Dorset 2A/104) leading to the timber stands along the Pipers River valley. By the early 1850's the timbergetters' unofficial tracks had been formed by usage, one via the Fingerpost to Turners Marsh and another branch to Underwood. ¹¹⁶

The location of suitable river fords determined the exact route of the tracks at Underwood. In 1853 the track passed through the present Hollybank Forest Reserve close to the route of the present Lilydale Road before swinging hard to the north-west to a ford over the Pipers, which was about 200 metres downstream of the present bridge on the Underwood (or old Lilydale) Road. Three years later a route was officially surveyed for the Launceston - Bridport road along a straighter, more westerly route very similar to the present road and river crossing site. These survey maps and another of 1861 together show a multiplicity of tracks at Underwood, with markings such as "foot track" and "splitters road" (OSG: plan: Dorset 36). ¹¹⁷

Settlement in the 1850's was no more than the transient camps of the timbergetters as they cut over a stand. A survey diagram of 1853 shows two sawpits and two hut sites to the south of the Pipers and Mr Munro's hut to the north. The first more permanent settlement of the Pipers region was here at Underwood, not far from these early temporary huts but further to the east on the right bank of the Pipers. Indeed this was the first more permanent settlement cluster of any of the heavily forested areas of the Study Area as a whole. ¹¹⁸

With the exception of the generally short-lived mining settlements of the Lisle-Denison goldfields in the Little Forester region, the first more permanent occupation of most districts was for the purposes of farming, but this was not the case with the Underwood settlement. Its residents were the employees of Grubb and Tyson's water-powered sawmill on the Pipers River, established in the early 1850's when the timber export industry was booming, largely because of the demand created by the Victorian goldfields. ¹¹⁹

Grubb and Tyson's mill operation was significant both in the history of sawmilling and of settlement, being the first water-powered sawmill in northern Tasmania, the first nucleus of permanent occupation in the Pipers region, and the first provider of a serviceable means of access to that region. This mill and associated structures have never been thoroughly researched, and much of the available published and anecdotal information is inconsistent, incorrect or inadequate in terms of interpretation of the existing landscapes. ¹²⁰

Carpenter William Tyson's grant of 600 acres was the first and largest in the district, the land having being purchased in 1853 and the deed issued on 16 February 1854. Mill manager William Crabtree and his nephew James, both young men who were experienced sawmillers, arrived from England with their wives in 1854 and are thought to have brought the American mill machinery and 20 workmen with them. The 1856 electoral roll listed William Crabtree (and three others) at the mill as having been appointed in 1854; his salary was £100. ¹²¹

The mill was erected on the right bank of the Pipers river in a steep sided, almost gorge-like section of the valley chosen for the good timber supply relatively close to Launceston and the suitability of the stream here for running a waterwheel. This holding was certainly not chosen for the desirability of the terrain for settlement or for farming. Much of Tyson's original holding of 600 acres has never been cleared for even small scale farming, apart from the land directly to the east of the mill and three blocks on the slopes to the north of this block. ¹²²

The workers' dwellings and the manager's house were clustered on the narrow strip of relatively flat valley floor near the mill. Frederick Strange's series of watercolours of the mill executed in the late 1850's show a small clearing in the towering forest with several small cottages and a much larger house with a small central section, possibly originally a simple cottage, flanked by two double storeyed sections. ¹²³

From assessment rolls it appears that the mill closed about 1871/2, probably because of declining prices and exhaustion of accessible timber. In 1872 Grubb alone was listed as the owner and occupier of 620 acres with house and bush (with no mention of the mill); it is not known whether the change from 600 to 620 acres stems

from a more accurate survey of the land or whether Grubb acquired additional land, possibly the 16 acre block to the south of the original Tyson holding, shown but unnamed on land grant maps and now owned by Forestry Tasmania. ¹²⁴

Nothing is known to remain on site of the mill settlement cluster, but neither this site nor the mill itself and associated features have been investigated thoroughly, despite its recognised significance at a State level in terms of its historical cultural heritage values. As detailed later in this discussion, two existing buildings at Underwood are thought to incorporate mill buildings. It is not known whether any of the present exotic plantings and freestone walls on the property on which stood the mill and possibly the mill settlement date from the Grubb and Tyson mill period; possibly they are more likely to date from the later period when the Garcia family ran a small farm here. ¹²⁵

The partners acquired more heavily-timbered land soon after their mill was built, this time a greater proportion of it later proving suitable for farming. In 1856 William Grubb, a Launceston solicitor, entrepreneur and landowner, had been granted the adjoining heavily-timbered block of 320 acres to the south-west, including some of the present Hollybank Forest Reserve (to the west of the Pipers River). However, the status of his ownership initially is unclear as in the assessment rolls until after 1870 a block, described as 320 acres of bush, was noted as being Crown land occupied by Grubb and Tyson; after this, Grubb was listed as the owner and occupier. Before 1860 Grubb and Tyson also held leases over at least 1750 acres of Crown land along their tramway. ¹²⁶

Because of the difficulty and expense of building a road suitable for the transport of sawn timber in this rugged terrain and high rainfall climate, Grubb and Tyson decided to build a tramway for the purpose. In 1855 an Act of Parliament enabled the partners to erect a tramway from the mill to Mowbray on the northern outskirts of Launceston. A bridge was erected over the Pipers River south of the mill, and a wooden tramway crossed on it and headed to the south-west up the steep slope, soon passing into Grubb's block. William Crabtree's house (known as 'Holly-Bank') was later built here on the top of the hill near the tramway, but possibly not until after the closure of the mill as discussed below. The tramway then went on to the terminal on Grubb's land at Mowbray, taking a route close to that of the later main road as far south as the Prossers Forest Road turnoff, and thereafter to the east of it. ¹²⁷

The sawmill employees formed the first nuclear settlement in the Pipers region, with manager William Crabtree even providing church services, while the tramway offered a means of access to the district. Documentation survives relating to an apparent instance of early usage of the tramway for general transport and communications. In 1858 ex-convict Mary Ann Webb of "Little Pyper" corresponded with government officials concerning the recovery of her jewellery, asking that they "please direct them to James Adams, Little Pyper Saw Mill near Launceston in the care of Mr Grubb, Charles Street" (QVM Archives: 1958.79.143). ¹²⁸

Like other bush roads in the forested parts of the Study Area, the road from Launceston to Underwood was little more than an often-impassable track in the 1860's. However, the first settlers to take up land at Underwood were able to use the mill tramway to transport themselves as well as supplies and produce between their new homes and Launceston, an advantage not available to settlers of any other pioneer districts at the time:

"The road is in very bad state, much of the produce being now sent by Messrs Tysons tramway. A large amount would be required to make a good road..."(JHA 1867/4, p24). ¹²⁹

The siting of the main road and its river crossing were the main reasons for the next phase of settlement of the Underwood district. The 1858 Land Act (Waste Lands) had led to many applications for land by would-be small farmers, but here as in many other districts the lack of roads was a major problem. The sawmilling settlement had been under way for about five years when in 1859 surveyor James Scott recommended that a track with bridges should be opened to the Pipers River and beyond to the North-East to enable pioneer settlement of that extensive region. However, from Scott's somewhat ambiguous description of the route of his track and proposed bridges, it appears that he may have originally envisaged this track taking a longer route via the existing Pipers River track to Turners Marsh/ Karoola and the Second River rather than Underwood:

"...a bridge over Piper's River north of the Brown Mountain, and one other bridge over a second branch about one mile further to the east" (JHA 1866/52). ¹³⁰

If the main track to the North-East had indeed been routed via Turners Marsh/ Karoola, it is likely that development of the Underwood district would have been both later and slower. In the Pipers region the first district to be settled by pioneer farmers was Turners Marsh/ Karoola, where the Pipers River valley with its small tributary creeks broadens to the north of the gorge (west of Brown Mountain) to provide a greater expanse of land suitable for farming than further upstream in the Underwood district. At Underwood the river valley is gorge-like in its steepness for much of its course, so that good farmland and potential river crossings without very steep

approaches were both in short supply. Indeed the Grubb and Tyson sawmill operation had to overcome the problem of a very steep haul for its tramway up the hill to the south from its own bridge. ¹³¹

The best site in the Underwood district for an approachable river crossing near the best farmland lay immediately to the west of the original sawmill block of 600 acres. By 1860 surveyor Richard Hall had set up his camp here on the Pipers River for the purpose of laying out the line of road to the North-East, soon to be known as Hall's Track, as recommended by Scott but possibly by a different route as mentioned above. Estimates were laid before parliament for the cost of improving the track via Fingerpost and Holloways Hills and £50 for building a bridge over the Piper at Hall's camp. The ford crossing already in use, this first bridge and two replacements in 1885 and 1906 were all near the current bridge (built 1938) but a little downstream of it. ¹³²

Once the route of the main track was determined, Underwood's future as a settlement seemed assured. By 1860 several people had taken up small holdings, probably with little or nothing on them as yet in the way of a dwelling. These included W. Lynch, thought locally to have been the earliest private settler, and J. Campbell who took up 98 acres and 313 acres respectively to the north of the river, while D. Campbell and T. Holder had 50 acres and 100 acres respectively on Brown Mountain (or Karoola) Road. At this time numerous blocks had been purchased at Turners Marsh/ Karoola, but none were taken up at Lilydale to the north of Underwood until the following year. ¹³³

Government officials apparently considered that this river crossing on the main track to the North-East offered the most suitable site in the wider district for a nuclear settlement. Following a recommendation in 1860 from surveyor Scott that about 100 acres be set aside for a village, later in the same year surveyor Hall surveyed 129 acres at the village of Underwood into small lots on either side of the river near the bridge, complete with named streets. The presence of the Grubb and Tyson mill settlement on the adjacent block to the east may well have been a contributing locational factor. ¹³⁴

While no true village with rows of houses and public buildings ever developed here on the small blocks, the majority of the central place functions that came to the district were located within or near the surveyed village of Underwood. No village was surveyed elsewhere in the Pipers River district in this period; not even at the earliest-settled and most extensive farmlands of Turners Marsh/ Karoola on the Pipers River road, nor at Lilydale which, like Underwood, lay on the main Hall's Track to the North-East, and was later to emerge and remain as the leading settlement in the Pipers region. ¹³⁵

Remaining larger blocks near the surveyed village were soon taken up. When some village allotments were being offered for sale in 1865, farm blocks just to the west of the village had already been purchased, for example by J. Bennie to the south of the river and M. Cute, J. Barrett and R. Hall to the north of the river. Further research could reveal whether the last named was Richard Hall, the surveyor responsible for laying out the village plan and who camped here as mentioned earlier when marking out Hall's Track, the main line of road to the North-East. ¹³⁶

Although several blocks had thus been taken up by the mid 1860's, ownership by no means meant occupation. Some proprietors possessed land in other districts, including Barrett and Hall who both owned other properties to the east of the Tamar at this time. For many other early landholders who did intend to establish a farm at Underwood and live on it, it was not always practicable to move immediately onto the property. However, by 1867 several had built huts, some of them on the slopes of Brown Mountain including those belonging to D. Campbell and T. Holder (amongst the first land owners as mentioned above) as well as Cartwright (100 acres), John Marx (18 acres) and Przybille (48.5 acres). Others with a hut were M. Cute, with 49 acres about two kilometres to the west of the village on the northern river bank, and J. Bennie (100 acres immediately west of village on the southern river bank). ¹³⁷

Further land was alienated in the 1870's, and dwellings described in assessment rolls as huts and even some houses were built, none of which are known to remain. However, the Underwood settlement, although favoured with a surveyed village site, did not progress as well as nearby Turners Marsh/ Karoola or Lilydale. State schools opened at both of these settlements in 1871 with enrolments of 51 and 35 respectively, but not at Underwood until 1885 with an enrolment of 30, compared with 62 and 54 by this time at Turners Marsh and Lilydale. ¹³⁸

Compared with those two districts, Underwood suffered from a lack of good arable land. Settlers had been attracted by and had taken up any scattered tracts of better land, such as some small patches of red soils on Brown Mountain, but difficulties such as their limited extent, inaccessibility, cool climate, very steep slopes and stoniness severely hampered attempts at cultivation, both in this early phase and in later years. As will be discussed, the prevalence of loose rocks on or near the soil surface has led to the widespread and long-term usage of freestone structures in the Underwood district. ¹³⁹

In the small central part of Underwood the terrain is not quite so steep and access was easier, but the sandstone soils here are of quite low fertility and very prone to erosion, as evidenced in the present-day gully erosion landscape to the north of the river. To compound these problems, much of the already limited amount of land here was surveyed into blocks far too small for viable farming within the village of Underwood, while some of the larger, better blocks do not appear to have been put to active use by their owners in the 1870's. However, one early pioneer settler to be well established by this time was W. Lynch (mentioned above) who had 70 acres under cultivation by 1869. This was no mean feat in this district which was generally heavily timbered, although there were some exceptions with an early map showing the area through which the old Underwood Road runs to the north of the river as being "rather open and heathy, no grass"(OSG: survey diagram: Dorset 2A/104). It is not known whether some of the earliest settlers such as Lynch were able to sell timber from their blocks to Grubb and Tyson's sawmill. ¹⁴⁰

Factors other than the physical and economic may also have contributed to the slower progress at Underwood. Evidence is scant, but it is possible that the Underwood settlement may not have been as socially cohesive at this time as either Turners Marsh/ Karoola which was settled predominantly by Irish Catholics, or Lilydale which was strongly influenced by a group of industrious German settlers. In both of these districts, descendants of early settlers are still prominent families today. Underwood, on the other hand, does not appear to have been dominated by any particular group, and the early settlers' families have not remained in the district. By the mid 1880's there was quite a mix including English, Scottish, Irish, a Welsh quarryman from Bangor and two or three Germans. ¹⁴¹

It is not known how the sawmill employees and the pioneer landholders interacted before the mill closed in about 1871/2. Some of the men brought here as mill employees with their families stayed on to become longer term settlers in the district. As early as 1855 John Hudson was born at Stringy Bark Forest, the name given at this time to the district around the mill (soon to be called Underwood) and to the south of it near the tramway; possibly his father worked for Grubb and Tyson. He later settled in the district. ¹⁴²

Edward Massey was brought to work at Grubb and Tyson's sawmill. While he was employed here his daughter was born in 1856, and was said to be the first child born at Underwood. Later Massey worked as a timber splitter in the district. From 1860 he was co-owner of 50 acres on the Brown Mountain Road, firstly with Moss and later with St Clair. An old dwelling site near willows on this block may be that of a house was built on it by 1872. Later Massey and his descendants were living in the Garcia Road Barnards Road area on land that was once part of the original Tyson 600 acre grant on which Massey had lived and worked. ¹⁴³

Grubb and Tyson sawmill manager William and possibly his nephew James Crabtree stayed on in the Underwood district and bought land. William was the first occupier of the original Hollybank homestead, but just when he and his wife and children moved southwards from the mill settlement to the Hollybank site is unknown. The meagre information available to date suggests that it is possible that Crabtree may not have lived at Hollybank homestead until after the mill had closed in 1871/2. ¹⁴⁴

Assessment rolls show the 320 acre lot (incorporating the later Hollybank) still as (leasehold) Crown bush occupied by Grubb and Tyson (no building mentioned) in 1870, and as bush owned by them in 1871 (still no building mentioned). By 1872 the 320 acre lot had been subdivided and Crabtree was listed as the occupier of 150 acres of bush owned by Grubb, who was now the sole owner/ occupier of the former 620 acre sawmill block (bush and house - the latter possibly the mill manager's house). This state of affairs continued until 1877 when William Crabtree was occupying a 'hut' on the 150 acre block still owned by Grubb. In 1883 Crabtree was first listed as owner and occupier of the 150 acres and hut, only to sell it to William Orr in 1887 and buy a property of 8 acres in the Underwood village in the same year. Here he built a house that is probably part of the one still in use. William Crabtree was also listed in 1874 as the owner of a 27 acre block situated high on the south-eastern slopes of Brown Mountain. ¹⁴⁵

The conclusion from the above details is that William Crabtree was certainly living at the Hollybank site from 1877, and possibly some years earlier if the assessment rolls had omitted to mention a dwelling that existed on the block.

Crabtree's establishment of the Hollybank homestead and pioneer farm marks the transition from the sawmilling phase to the farming phase in the history of the occupation and settlement of the Hollybank area (meaning both the present Hollybank Forest Reserve and the privately owned Grubb and Tyson mill and settlement sites immediately to the north of it). These and subsequent phases have all contributed elements to the significant cultural landscapes of Hollybank, as discussed in other parts of this report and elsewhere. Here it will be shown that some aspects of the early farming phase at Hollybank are typical of other pioneer farms of the Underwood district and the wider region, while others are atypical. ¹⁴⁶

It was not unusual for a British free immigrant with a family, possibly with a profession or trade but no farming experience, to take up a new life in the colony as a pioneer farmer. At Hollybank, Crabtree had the unusual advantage of an existing tramway; the house was built a short distance from this tram - investigations suggest possibly only 50 metres to the west of the tram - which ran from the mill to Mowbray. Whether or not the tramway was still in use as such when Crabtree first moved here, its formation would have given him instant access to his home, both to and from his property and within it, far superior to the situation faced by most pioneers of heavily forested districts. Some of the land in the vicinity of the house site is likely to have already been partly cleared by timbergetters who are known to have had a sawpit on the land in 1853 and by Grubb and Tyson's milling activities. Having a partly cleared site was also a rare boon for a pioneer settler of this period. ¹⁴⁷

The site chosen for the dwelling had other attributes sought by the typical pioneer settler - it was quite a level area at the top of a north-facing bank below which was a natural spring to provide household water. Whether a temporary hut was built here first is not known. The term 'hut' is known to have been used in the assessment rolls for quite substantial dwellings, possibly to allow a lower property valuation, so this 1877 'hut' may well have been the homestead itself. ¹⁴⁸

Crabtree had an unusual advantage over other settlers in this regard, in that he may have had the convenience of staying on in a mill house at the foot of the hill by the river while building the new dwelling himself or having it built. This, together with the added advantage of the tramway itself, or at least the formation as a good track for transport of materials to the site, could have meant that the long-term homestead was built with no initial makeshift dwelling. However, some Orr descendants think that there was family mention of a small building to the east of the homestead being the original temporary dwelling, later converted into a separate kitchen. ¹⁴⁹

In many ways the main homestead was typical of the first more permanent dwelling on a pioneer bush holding: It was clad in split palings, had a gable roof with shingles and had verandahs and two tall chimneys. It was a little unusual in that it was two storeyed, most dwellings in the region being single storeyed. However, similar two storeyed dwellings or houses with upstairs attics were locally common in Lilydale as the first homes of German settlers at this time; perhaps Crabtree was influenced by their houses or even had his built by a German settler. There were some German settlers at Underwood; a house still in use on Ryans Road is thought to have been the home of J. Marx and probably dates from the 1880's. On the other hand, a local story has it that Crabtree simply preferred not to sleep on the ground floor of a house. ¹⁵⁰

As was typical of pioneer homesteads, a range of timber outbuildings was soon added. The earliest available photograph of Hollybank is believed by a James Crabtree descendant to date from the Crabtree period which would place it at 1887 or earlier; be that as it may, it is certainly the earliest of the available photographs as the Lombardy poplar (since gone) is not yet evident. Within the scope of the photograph, which shows only the house and the area immediately to the west of it, are a large building with skillion (probably a barn), another small building in front of it and picket fenced area. ¹⁵¹

The extent to which Crabtree added farm buildings, planted exotic trees and cleared and farmed the property is unknown, particularly as he only actually owned it for about four years (1883-7) as noted above. It is unlikely that he could have made more than a subsistence living at best from farming at this time, although at 150 acres it was larger than an average farm for the Underwood district. Crabtree's house and buildings have gone, but their sites are evident from the levelled and benched areas and some stone rubble foundations, some of the more westerly remains being partly obscured by large conifer specimen plantings supervised by W.A.G. Walker in the 1930's in the Ash Plantations Ltd phase. The house itself is thought to have been located where there is currently a barbecue (at the edge of the bank) and a row of young poplars. ¹⁵²

In 1887 William Orr, a Scottish mining engineer, was the second British immigrant of industrial/ professional background with a family and no farming experience to take up the Hollybank farm and make use of the former tramway. The Orrs sometimes used the old tramway formation as a quick and easy foot path into Mowbray. Within the property, Orr began to develop the farm's plan in relation to the former tramway as his main access (later known as 'The Avenue'), laying out fields either side of it and beyond the house by clearing land and fencing with dry stone walls (possibly copying techniques from southern Scotland), a rather unusual practice in Tasmania but also seen on a few other local Underwood farms with abundant surface stone. ¹⁵³

Amongst the most extensive remaining early stone walls in the State and a striking element of the cultural landscapes associated with the farming phase of Hollybank, there are still sufficient of Orr's stone walls surviving in some form to delineate the farm's layout and to provide a focus for the study of transferred stone walling techniques. ¹⁵⁴

The extent of any plantings by Crabtree is unknown, but according to an Orr family story, Elizabeth Orr thought the farmhouse to be pretty in its setting of spring flowers when she first saw it in 1886. Some sources claim that Crabtree had already planted some of the exotics - the large oak, some of the hollies, and the giant pine. When the pine tree was felled in 1982 (for safety reasons), by ring dating it was found to be 98 years old. This would place its planting date at around 1884, at the very end of the period of Crabtree's ownership. The precision of ring dating has not been investigated. ¹⁵⁵

On the other hand, Orr descendants claim that the pine, oak and hollies were all planted by William Orr. The Ash Plantations Limited prospectus (1933) showed photographs of company director W.A.G. Walker with the oak and the pine and noted that the trees were about 45 years old. This would place their planting date at around 1888, soon after the Orrs took over. This information is likely to have come from Mary Orr, wife of W.A.G. Walker and daughter of William and Elizabeth, who lived at Hollybank as a girl. ¹⁵⁶

In conclusion, it appears that amongst the first of the very large variety and number of exotics to be planted at Hollybank from the farming phase until the present day were the oak (still standing) and the pine, planted near the homestead in the mid to late 1880's either by William Crabtree or William Orr.

The surviving exotic plantings at Hollybank were typical of farms in the region and elsewhere in Tasmania. Oaks were very commonly planted in farm gardens throughout the Study Area and from early times in other parts of Tasmania. Hollies were also widely grown. The dairy is thought to have been situated in the shade of the large laurel, also a common practice. Conifers were not introduced to Tasmania to any extent until the latter part of the nineteenth century, after which they became extremely popular. Thus the Hollybank pine (now only a stump remaining), planted in the 1880's, would have been one of the earlier of many plantings on pioneer farms. It has been suggested that this specimen was obtained at the time that a consignment was being sent to Bowood near Bridport. ¹⁵⁷

While the species of exotic trees planted were typical of the period, the rate of growth of some of them was apparently exceptional and may have had quite a bearing on the future development of Hollybank. The rate of growth and size of the oak and the pine were strongly emphasised in the Ash Plantations Limited 1933 prospectus as showing the suitability of Hollybank for growing timber. Without these huge exotic specimens on view, the purchase of the property may not have been promoted successfully. The 'giant pine tree' was claimed to have had a faster rate of growth in girth than the fastest-grown specimens recorded in Victoria and Britain. The 'giant English oak tree' was not the largest in girth in Tasmania, a specimen at Port Arthur being larger but also double the age. ¹⁵⁸

The Orrs were not the only settlers to be developing their property in the 1880's, although Hollybank was to become one of the larger and more productive farms in the district. In the general prosperity of this period, Underwood went ahead as longer-term settlers became more established and others bought Crown land or properties which had been little developed by their previous owners. As the settlement grew in the early 1880's, so too did the services. By 1885 the Underwood village boasted a post office, Methodist church, State school (conducted in the church) and a hotel/ coaching stage at Underwood and another at the Pipers River road junction at the Fingerpost. ¹⁵⁹

Despite its cluster of services in or near the surveyed village, Underwood was never a compact settlement. The outer limits of settlement in the Underwood district for some time to come, and probably the lines of access to them, were largely in place by the mid 1880's as would-be landholders scattered to secure the best small patches of land available - a more fertile or more level block or one with a spring or creek. Settlers had built dwellings, described as huts or houses in the assessment rolls, in and near the village site at the bridge (for example, William Crabtree's house as mentioned above), all around the southern and eastern sides of Brown Mountain from river level to high on the slopes and along what are now Camerons, Cherry Farm and Goullees Roads, as well as at the Fingerpost /Holloways Hill area well to the south of the village. However, few dwellings dating from the 1880's or earlier are thought to survive apart from those mentioned in the course of this discussion. ¹⁶⁰

Most modern roads were in use by this time, albeit only as rough tracks in many cases; the exceptions are Excalibur Road (the westerly extension of Goullees Road, primarily a modern forestry access road) and the post-1985 main road to Lilydale, to the east of the former route and by-passing the Underwood village. Some early routes have changed somewhat or fallen out of use. The exact route of the earlier main road through the surveyed village site to the south of the river has varied according to changing position of river crossings. To the north of the river, two early roads running towards Lilydale are no longer through roads. ¹⁶¹

The former Tyson mill block of 620 acres (with house, probably the mill manager's residence), not yet subdivided

into smaller farm blocks, was by the mid 1880's owned by Thomason, at whose house on another block to the north of the bridge the post office was based. Some of the exotic plantings here may date from this period. As early as the 1880's, buildings from the first nuclear settlement site were already being recycled by their new owner Thomason, who was the Methodist minister. He is said to have either used materials from the former mill site to build the church, or possibly shifted a whole building for the purpose. A few years later one of the former mill workers cottages was also shifted to become a dwelling for John Lobb, a Welsh quarryman who had been working at Bangor. This very early cottage is thought to be incorporated in an existing house with many extensions and alterations.¹⁶²

Consolidation and progress: late 1880's-1920

The period from the late 1880's until after World War 1 was one of both progress and consolidation. In the 1900-10 decade, two more churches, a recreation ground and a public hall were added to Underwood's services. By this time the spatial extent and density of settlement in the Underwood district (including the Fingerpost/Holloways Hill area to the south) had reached the limits that were to remain in place until the 1980's. More settlers moved into the district, but onto properties lying between others already occupied rather than further afield because of the limits imposed at the margins of settlement by the very steep topography and poor, stony soils.¹⁶³

On the eastern side of the Underwood district, the original Tyson sawmill holding of 600 acres was surveyed into several small holdings, and dwellings and farms were established on them on Garcia's and Barnards Roads. Only one of these dwellings survives from this period, complete with huge rhododendron. Other early dwellings on these farmlets have since been burnt down or shifted; some of these are mentioned in the following discussion.¹⁶⁴

This was a phase of considerable building activity, with some latecomers erecting the first hut on the property while many others built a more permanent cottage on land which may have been first settled many years earlier. In this period an early hut was moved from the northern corner of Camerons Road the short distance across to a property on the old Underwood Road to form the core of a new dwelling. Very few, if any, other first huts are thought to survive, but there are numerous split paling and weatherboard cottages and houses and exotic plantings from this period throughout the district, underpinning today's land settlement landscape.¹⁶⁵

Although the settlement of Underwood progressed during this period, the transition from a landscape of forests with a scattering of isolated habitations in small clearings to a rural landscape with larger, more ordered tracts of settled farmland was slow. Even in 1905 when the settlement supported a range of central place functions, a photograph shows that the 'village' south of the bridge still had the appearance of forest with a few buildings scattered through it. Few houses were built here because of the small size of the blocks in the surveyed village. The now disused cottage on the southern river bank was built by around the turn of the century.¹⁶⁶

The pioneer settlers struggled to clear some of their generally heavily timbered land, which in any case was likely to be marginal for farming in terms of the poor soil capability and small size of most properties. Very few were ever to run fully viable farms, and many never exceeded a small clearing near their hut or cottage to grow a few fruit trees and vegetables and run perhaps a cow and some poultry for their own use. Many properties were let to tenants. Owners or tenants were forced to earn their main income from cartage, road works, farm labouring, employment at Walkers' nursery and orchard at Lalla, and especially from the timber industry. For local property owners the sawmills were also a valuable market for stock feed, required for the bullocks and horses used for traction.¹⁶⁷

Some of these properties never supported more than a basic dwelling which in many cases was finally abandoned or burnt down in the following decades, until the 1970's when the land took on new value for rural retreats, hobby farms and commuter housing. Well into the twentieth century the government viewed the future of the forested tracts of Tasmania as lying in agricultural settlement, but few people were ever to make a living solely from farming at Underwood.¹⁶⁸

Nevertheless during this period many did manage to establish a more permanent home and a small subsistence or marginally viable farm with associated outbuildings; as noted above, many houses and outbuildings survive from this period. Before the land could be put to use, the settlers often had to clear it of the abundant local surface stone. In some cases they then used the gathered stones for dry stone walls or building foundations. The practice of using local stone in such ways has continued since this period, particularly in the 1980's-90's commuter era.¹⁶⁹

Some of the dry stone structures dating largely from the late 1880's-1920 period still survive, forming a distinctive element in the rural landscapes of Underwood. This is especially the case at Hollybank, where William Orr started constructing dry stone walls soon after purchasing the property in 1887 as discussed in the previous section. Building these walls was a slow and laborious process that continued for many years. Unlike colonial

landowners in earlier times, William Orr would not have had the advantage of cheap, and in some cases, skilled convict or ticket of leave labour. Family history has it that this strenuous work contributed to Orr's death from a heart attack in 1901 at the age of only 51 years. The walls have since been diminished by natural deterioration, vandalism and theft, sale for road works, and removal of stone for repairs in other sections; they have also been recently repaired and new walls built, but not in the original style. ¹⁷⁰

There is stone walling of unknown date surviving on a former small mixed farm, on or near the earlier Grubb and Tyson mill settlement site and owned by the Garcias from about 1905; the house has been replaced. Stone walls remain a landscape feature of two properties on the stony slopes of Brown Mountain. From about 1900/1 Henry Jones (junior) established his mixed farm on several titles situated immediately to the north-west of the Underwood bridge, including four of the small village blocks. He built stone walls as boundary and dividing fences. Around the same time, only a short distance from here up Brown Mountain (or Karoola) Road, either his father Henry Jones (senior) or Fred Benn built a surviving cottage and probably the stone walling. Nearby on Brown Mountain Road and Ryans Road are examples of early houses built on foundations of local freestone. ¹⁷¹

The use of stone was taken a step further in a house built around the turn of the century on the property now known as the Cherry Farm. Here freestone was used for the lower half of the outer walls, but the house has been demolished. Most houses were built with local hardwood timber framing clad with palings or weatherboards. Often they were finished inside with Baltic pine ceilings and hessian or papered walls, and outside with shingled and later corrugated iron roofs, while nearby exotic ornamental trees would be planted; these features can be seen in disused houses on Brown Mountain (Karoola) Road. ¹⁷²

Farm activities at Underwood were typical of forested areas across the Study Area at the time. In the earlier years wheat and barley were grown to some extent (although climatic conditions were not well suited to these crops), and were thrashed by Smillie (of the Fingerpost area) and later by Sulzberger of Lilydale. Most grew potatoes, oats for stock feed, a small orchard and a farm vegetable garden and ran a few cows for milk, cream and butter, possibly some sheep, a horse or two for farm work and some poultry. T.E. Burns wrote notes about farming at Burnside, a property originally owned by Shea to the north of the original Tyson block, which was bought by his grandfather in 1880 and built up as one of the better farms during this period, but little remains of the buildings since a fire in 1992. ¹⁷³

Another relatively successful farm of this period was Hollybank, where the Orr family continued to live until about 1917/18. After William Orr's death in 1901, his son Thomas took over the main farming role. At the time of Thomas's marriage in 1909 about half of the property was made over to him, and he and his wife moved into a new house on the property, built about 400 metres to the south of the original homestead in which his mother and her other children continued to live. By this time there was a range of outbuildings near the first homestead to support the typical mixed farming activities mentioned above, and an orchard was well established on the bank below the house.

The second Hollybank house was typical of this period of established farms in the region as shown in 1930's photographs: single storied, twin hip-roofed, weatherboard-clad cottage with verandah on the northern aspect, a chimney and a water tank. The house was conveniently located on the eastern side of the farm access road (viz. the former Grubb and Tyson tramway, now known as 'The Avenue'), and was surrounded by a post and rail fence. The house was flanked by two pines and probably a holly and a laurel, and an orchard was planted to its north. The house and plantings have gone, but the levelled and benched site and stone rubble foundations are apparent. ¹⁷⁴

On some small farms of this period early outbuildings remain, including two barns (c1900) that are conspicuous landscape features: one built by Henry Jones (jnr) on his mixed farm at the junction of the Underwood and Brown Mountain (or Karoola) roads, and the other a chaff house by the road on Brown Mountain, the only remaining one of a former group of farm buildings and cottage here on Teddy Box's farm. Small gable roofed dairies can be seen on two farms that were run by Olson and Boland on Brown Mountain Road. At the house built by railway contractor Boland, the circular mound of the horse-works used for chaff cutting can be discerned. The relatively large house is disused, but the avenue of pines still leads to it and there are several other exotics including a holly and a laurel under which the dairy stands. The small orchard in front of the house has gone. ¹⁷⁵

Most settlers of this period went into mixed farming, but when Anders Olson, a legal clerk, bought his 50 acres on Brown Mountain in 1898 he intended to set up a modern poultry farm for commercial egg production using the railway station at nearby Karoola for transport. By 1910 he had succeeded in establishing a flock of 500 birds as well as milking a few cows, while living in a small hut already on the largely uncleared property when he bought it; the hut's site now marked by the chimney rubble. In 1917 he married Janet Walker of Lalla, built a house in

the latest Californian bungalow style (standing but no longer in use) and made extensive plantings of exotic trees obtained from the Walker nursery at Lalla. These trees, including giant sequoias, are now mature and form a striking contrast with the built landscape of poultry sheds dating from the 1920's to the 1990's. ¹⁷⁶

The Underwood settlement's origins arose within the timber industry and this continued to be the mainstay of its economy despite the intentions of most Underwood settlers to become farmers. Indeed much valuable timber was wasted in the attempt to clear the land for farming. For example, Dickson's small farm below the Brown Mountain (Karoola) Road was finally all cleared, but none of its excellent timber was sold. The farm income always had to be supplemented by paid work, including on the neighbouring Olson property; by the time the land had been laboriously cleared by hand, Dickson was too old to farm it and in any case it was too small for profitable farming. The Dicksons' house remains but is not inhabited; it is now part of the Olsons' extensive holdings. It is of split timber paling construction in and out, with hessian and wallpaper linings and baltic pine ceilings. ¹⁷⁷

Around the turn of the century some by now valuable blackwood logs being cleared from Anders Olson's original 50 acre block, bought in 1898 to establish a farm as discussed above, were hauled by bullocks around the slopes of Brown Mountain through the bush to the Karoola station, but this is thought not to have been a common practice. ¹⁷⁸

After the closure of the Grubb and Tyson operation in 1871/2, there were no further machine-operated sawmills in the Pipers region as a whole until the 1880's. Timber continued to be split or hewn at Underwood whether for local use, to be sent to Launceston or for the construction of the railway line. Some boards were also cut in a sawpit on the farm; some of the timbers in the relatively substantial house built on the Brown Mountain Road by the North-Eastern railway line contractor Boland (mentioned above) show the marks of sawpit cutting. ¹⁷⁹

One of the earliest of the next phase of sawmills (steam operated) in the Pipers region was located between Underwood and Lilydale on the slopes of Mount Arthur. In 1888 Lewis Bardenhagen established his mill on the 313 acre block taken up by J. Campbell in 1860. Later this was the site of J. B. White's sawmill, which was shifted to the Lilydale township in the 1890's, probably because of the railway station there. Underwood men worked at several other sawmills operating mainly around the western and southern slopes of Mount Arthur and Eaglehawk Tier between 1904 and 1920, or contracted to cart the sawn timber to Launceston. ¹⁸⁰

In terms of transport and access, Underwood had both advantages and disadvantages compared with other districts in the Pipers region in this period. It was the closest settlement to Launceston on the main road through the region, which by the late 1880's had been upgraded somewhat from the rough track of the 1860's. This meant that it was relatively economical to cart the abundant timber and firewood of the district and the much more modest quantity of farm produce to the Launceston market, but in turn the increasing cartage of heavy loads resulted in considerable damage to the road. For these reasons in 1911 the suggestion was made, but not acted upon, that the former Grubb and Tyson tramway should be re-opened to provide for cartage for the Underwood and Prossers Forest district. ¹⁸¹

Particularly during this late 1880's-1920 period, the economy of the Underwood district was hampered by the fact that it did not have the benefit of the North-Eastern Line railway service, unlike neighbouring Turners Marsh, Karoola, Lalla and Lilydale. In 1888 the Tankerville Road Trust proposed a government road from Underwood to the as yet unopened railway line "to catch settlement on Browns Mountain" (minutes, 27 March 1888); the route eventually decided upon appears to have been the high-level existing Brown Mountain (Karoola) Road. A road was surveyed along the northern bank of the Pipers River from Underwood as a continuation of the present Glenford Farm Road through to Karoola station, but was never completed beyond Cute's farm despite a 1900 residents' petition. ¹⁸²

Stagnation and experimentation: 1920-70

After World War 1, E. Weston of Lilydale started a motor service bus for passengers and goods which included Underwood in its runs, thus overcoming some of the district's transport difficulties. Sawmilling was increasingly the major source of income in the district, the sawn timber still being carted by road, at first by horse and wagon and later by truck. Some of these mills were too remote for daily travel from Underwood, so the men lived in huts on site during the week. Some mills were seasonal, the men earning their living largely from hunting during the winter months. ¹⁸³

Generally speaking this was a period of stagnation or decline for farming. Only a trickle of new dwellings was built over the fifty years, mostly to replace a very early one on the same property. For example, on the old

Lilydale Road (now Underwood Road) the old Campbell house (considered by some local sources to have been the former hotel) was replaced, probably in the 1920's. In about 1967 a small cottage was built on the Brown Mountain Road property on which Jackson's blacksmith shop and house had stood earlier, marked by a group of willows.¹⁸⁴

Some other houses built in this period include one to the south of the Hollybank Reserve, built in 1941/2 and now with mature gardens; there is also a shingled hut near the house which was a single man's dwelling. Another house to be built around the time of World War 2 on the Underwood Road also now has extensive mature gardens. Both of these houses were built by families involved in sawmilling which was prospering at this time. The two houses on the former Grubb and Tyson block at the southern end of Garcias Road were also built soon after the war and gardens planted; this is now a Forestry Tasmania depot.¹⁸⁵

Several houses were destroyed by fire during the 1920-1970 period and another built on the site. For example, on Brown Mountain (Karoola) Road an old house burned down and was later replaced (c 1936-7) with another in a different site on the property, and another on Garcias Road burned down in 1966 and was later replaced. However, not all burnt houses were replaced. The old house on the Lilydale Road originally held by Campbell was burnt down around 1960 but not replaced; a few holly trees mark the site. Another Campbell house nearby also burned down and was not replaced.¹⁸⁶

Rather than replacing an inadequate early dwelling, many owners took the cheaper alternative of building onto or renovating the existing house. A well-documented example showing the evolution of the built landscape of a farm is the two-roomed dwelling originally built by Harry Jones in about 1900 on the northern side of the river. The Jones added on two more rooms at the rear, built several outbuildings and planted exotic trees. In the 1940's the trees were removed and a dairy was built by the new owner, but the next owner pulled down most of the outbuildings apart from the barn with stable skillion (still standing; the barn may pre-date the dwelling as there was a hut, older than the house under discussion, next to it) and added a room across the back of the house. From the mid 1950's the Dents added on to the back of the house yet again and built on a shop to the side, as well as adding a carport and sheep pen onto the barn. The house is still in use.¹⁸⁷

Another way of obtaining a dwelling on a site was to shift one from elsewhere. There are three examples of this practice in Barnards Road, two moved to this area and one away from it. The oiled board cottage on the eastern end of Barnards Road incorporates a very early one-roomed hut shifted by Tomkinson in the 1940's from his (former Harry Jones) farm to the north of the Underwood bridge (discussed in the preceding paragraph). He may have used the rebuilt cottage as a base for timbergetting and milling. Near this dwelling there was a cottage, probably built at the turn of the century, that in this later period was shifted westwards along Barnards Road. On the same property is a former HEC house, shifted to this site in about 1969.¹⁸⁸

In the 1920's mixed farming continued on small holdings as before, with some further gradual land clearance. The amount of cleared land was probably greater at this time than at any other, before or since, but much of it did not have the manicured appearance of today's cleared land. For many years there were still standing ringed trees in the paddocks; it was only after World War 2 that bulldozers came into use.¹⁸⁹

The Depression of the 1930's affected both farming and sawmilling and made the already marginal local economy untenable for many. Owners walked off their properties or rented them out cheaply. A number of people moved from one rented property to another around the district throughout this period, trying to make a living from paid work and subsistence farming. Tea-tree harvesting for oil extraction at Barnard's property was a valuable source of a little cash for some local people. The sawmilling industry recovered and expanded in the 1940's and 50's, but farming at Underwood never really recovered and the extent of cleared land has never been as great again as in the 1920's. Formerly cleared land gradually became covered with bracken, blackberries and scrubby regrowth.¹⁹⁰

Small scale mixed farming continued on many properties, albeit not very profitably in most cases. A small number of farmers attempted to increase the viability of their operation by buying up neighbouring titles. A successful example of this is provided by the Olsons as discussed below. Another example is the Cameron family who ran James Bennie's former property with its turn-of-the-century house together with the other blocks along Camerons Road; even so the combined holdings could only support small-scale mixed farming. The early farm at the western end of Camerons Road was run separately by Bill Cameron as quite a good mixed farm with dairying until the late 1940's. The new owner did not continue to run it as a viable farm, but worked on converting the old dwelling into a Tudor-style cottage.¹⁹¹

Tom Rush ran a mixed farm on an early-settled 100 acre holding on Brown Mountain together with the adjoining

former Boland farm, but even so it was marginal and the 100 acre block was sold to the Wulfs in 1953 as discussed below. Mavis Thorpe bought up several blocks along the Pipers River near her Glenford Farm property in the 1930's and ran cattle on them, but could not obtain a good return.¹⁹²

On a much larger scale, the Archers of Landfall (Tamar region) bought up tracts of largely undeveloped land between Holloways Hill and Hollybank. They cleared some of it for grazing sheep in the 1950's, including at land at White Bottom where there was an early dwelling, its site now marked by a group of willows, and at Barbers Bottom where the former dwelling has also gone.¹⁹³

Farm activities at Underwood were varied. By 1921 at least a dozen farms across the district had a small orchard of up to about 8 acres, but Underwood was never more than a minor fruitgrowing area. The Olsons had planted an orchard of several acres on their Brown Mountain property by the 1920's and in 1933 a well-constructed packing shed was erected on the slope above it; this is still intact. However, the orchard was never very successful and was removed in the early 1950's, apart from a few trees that still remain. At the Burns' mixed farm, the soil and conditions were better suited to fruit growing, and the initial half dozen cherry trees suckered. In about 1950 the cherry orchard was planted and gradually enlarged to about three acres; the Cherry Farm still produces for the pick-your-own market.¹⁹⁴

As in other parts of the Study Area, dairying on a modest scale was common, especially after World War 2. The Olsons built up a Jersey herd to about 60 or 70 head, feeding the skim milk to their poultry and selling the cream in Launceston.¹⁹⁵

After the war there were some newcomers to the district who took up properties under the soldier settlement scheme, but the holdings were small. One returned soldier, George Prince, took over a 40 acre property on Brown Mountain with McGaughey's 1917 house (only foundations remain), but this was not a viable proposition and was later acquired by the neighbouring Olsons. Another returned soldier, Max Branagan, set up a poultry farm on a very small holding in the Underwood village. This property was originally owned by William Crabtree, the former Grubb and Tyson sawmill manager, and in the 1930's had been run by Cash as a market garden using irrigation from the creek running through the property.¹⁹⁶

The Underwood district was best suited to these intensive farming activities requiring only a small acreage and/or proximity to markets, so during this period there were several farms specialising in poultry and/or market gardening, while others went in for horticulture or pig raising. All of these specialised intensive activities were on early-established farms with old cottages (apart from the Wulf's property on Brown Mountain, as discussed below) that are still standing and most of them are still in use today.

There were other market gardens in the 1930's in addition to Cash's, including one at the Cherry Farm and another on Brown Mountain (Karoola) Road. At the latter, Tynan's productive market garden filled the area between the early 1900's cottage (still in use) and the stone walls along the roadside. Later another market garden was established nearby by the Wulfs. In 1953 the Wulfs bought a rundown farm high on Brown Mountain, which had been one of the earliest small holdings to be taken up in the district because of a patch of red soils. There was no existing dwelling here because for many years the property had been run in conjunction with the Boland mixed farm mentioned above. The Wulfs established their market garden after restoring the soil fertility and began building their house using surface stone from the paddocks, echoing the earlier Underwood settlers' use of it to build walls.¹⁹⁷

At around the same time as the Wulfs' venture, the Dents started a series of horticultural lines on the small farm of less than 40 acres to the north of the Underwood bridge, originally established by Harry Jones from the late 1890's as discussed above, incorporating four of the small village blocks and three other titles fronting onto the Brown Mountain (Karoola) Road. Starting with polyanthus, vegetables and cress in the 1950's, the Dents later moved on to apple tree stock, silver birches (their most successful venture), freesias in heated plastic houses, and hazelnuts that in the 1990's were still growing within an old stone-walled paddock. Also in the early 1950's, Garrett took over the early small mixed farm with small orchard, now known as the Cherry Farm, and planted an enlarged Kentish cherry orchard as discussed earlier in this section.¹⁹⁸

Tynan also ran poultry in conjunction with his Brown Mountain market garden, the manure being used as fertiliser. The poultry sheds still stand here, as they do beside another early cottage on the Lilydale Main Road, dating from another attempt at commercial egg production by Powers at this time between the wars. Poultry farming was boosted by egg market improvements after World War 2; as well as the returned soldier Branagan's enterprise mentioned above, another poultry farm was established in the 1950's to the north of the Underwood bridge on the old Caberfeidgh property, marked by the sheds near the cottage. The Olson brothers continued to

run their family's long-established and successful commercial poultry farm on Brown Mountain; from the mid 1950's they started to buy blocks additional to the original 50 acres owned by their father and expanded their production. ¹⁹⁹

Pig raising was another intensive activity suited to the district; this was practised at Underwood, particularly from the 1960's, including two properties near the Underwood/ Camerons Road junction. ²⁰⁰

In this 1920-1970 period there were three visionary yet ultimately unsuccessful attempts to set up unusual enterprises at Underwood on long-established farms.

When Ash Plantations Limited bought the Hollybank property of 170 acres from the Orr family in 1933, it presented an established farm landscape with two homesteads and mature exotic trees and was one of the better farms at Underwood as discussed above. Like many other properties in the district, it had been leased out to tenants (since about 1917); they had lived in the more recent of the two houses. Company director and nurseryman W.A.G. Walker supervised the planting of exotic trees (ash plantations and experimental plots of a wide variety of exotics and the ornamental avenues) over most of the cleared land including the three orchards. Plants were obtained from Walker's nursery at Lalla; the ornamental specimens were brought and planted gradually as stocks and time permitted. ²⁰¹

However, Walker did not remove the cluster of ornamental exotics immediately around the older homestead (lived in by workers on the plantation, but burned down in the late 1930's) although the level site would have been convenient for experimental and commercial plantings. Perhaps this was for a mix of aesthetic and sentimental reasons: firstly, he was obviously impressed with these trees as specimens with exceptional growth, and secondly, he may not have wanted to obliterate the girlhood home and garden of his wife, Mary Orr.

This continuity between the farming and the ash plantation phase is reflected in the present cultural landscapes, in which the landscape elements of the latter phase have been superimposed on, but do not obliterate, those of the farming phase. Because of these farm landscapes the Hollybank House and Farm was one of 49 State-wide sites selected for documentation in the Sample of Place Types in Forests study in the Cultural Heritage section of the Regional Forest Agreement, based on the 1996 Tassell study. The site was considered to have historic National Estate value. ²⁰²

As noted in an earlier section, the rapid growth of the exotic trees planted in the farming phase at Hollybank was a significant factor in establishing the Ash Plantation Ltd venture here. Between 1933 and 1940, around 109,200 ash trees were planted over 78 acres, as well as experimental plots of Corsican pines, larch, Douglas fir, Californian redwood and western hemlock. However, the ash trees, planted largely for the manufacture of tennis racquets, did not thrive in the acidic soils. ²⁰³

After the Forestry Commission took over the unsuccessful plantation in 1955, the second house (built by William Orr's son Thomas as discussed in the preceding section) was shifted to the Commission's Retreat plantations and the remaining buildings were demolished. The Ash Plantation phase has nevertheless left its unique mark on Hollybank's multi-layered cultural landscapes: a few ash trees, the plantings along 'The Avenue' and at the original house site, and the arboretum within stone walls formerly surrounding the vegetable gardens. ²⁰⁴

Hollybank continued to be used for exotic plantings, this time for a softwood plantation (57 acres of *Pinus radiata*); part of the Reserve is still under pines. People made outings to Hollybank informally until a picnic area was cleared in 1964/5, marking the beginnings of the improvements towards its formation as a Forest Park in 1972. ²⁰⁵

Another non-built element of the settlement landscape of Underwood dates from the 1930's. As well as supplying the Ash Plantation at Hollybank with ash trees and large numbers of other exotic trees for experimental trials and ornamental avenues as mentioned above, Walkers nursery supplied trees that are now growing along the Underwood road near Powers Road and north of the bridge. These plantings were to be the beginnings of an avenue all the way to Launceston, similar to the Pioneer Avenue concept for the Midlands highway for which Walkers supplied the trees, but the project was never completed. ²⁰⁶

In the mid 1930's with the assistance of Mr Fred Hart, Miss Mavis Thorpe who was a district nurse from Launceston bought up numerous blocks in the district and set up the Glenford Farm tea-rooms on an early farm. This property was originally taken up by Matthew Cute on end of the road on the northern bank of the river in the early 1860's. The old house is thought to have been largely or totally replaced by Miss Thorpe with the present structure. She also added extensively to the gardens (since removed) which became an admired feature of her

establishment. However, her tourist venture was not profitable, probably because it was too remote at a time when private vehicle ownership was restricted. Miss Thorpe also tried unsuccessfully to run a rest home for elderly ladies on the western side of the house. She is thought to have lived in another early cottage to the east of this one, formerly owned by Robertson, in the winter months.²⁰⁷

A third visionary yet unsuccessful enterprise was attempted after World War 2. Woods planned to set up a health sanatorium high on Brown Mountain, his family owning a large acreage here. However, he never succeeded in raising the necessary capital in the USA as he had expected. In the 1950's other family members started to build a concrete block house (unusual in that up to this time almost all houses in the district were of timber) high on the eastern side of the mountain; eventually it was completed. It was built on the 27 acre title originally taken up by William Crabtree, manager of the Grubb and Tyson sawmill. Crabtree may never have used the block to any extent, but Harry Jones (senior) had built a hut on it by 1885 and later a house.²⁰⁸

Two existing shacks are thought to have been built for recreational purposes during this period. The oiled board cottage on the southern side of the river to the west of the Underwood bridge was built on one of the small village blocks in about the 1940's for fishing. Another weekender was built in the 1960's in Cherry Farm Road in a clearing that had recently been the site of a sawmill.²⁰⁹

Hobby farms and commuters: 1970 - 1990's

By the early 1970's it was clear that very few properties in the Underwood district were suited to providing adequate income solely from farming activities because of their small size, compounded in some cases by rocky soils, steep slopes and short growing seasons, particularly on the higher hillsides and hilltops.

One of the few properties to succeed as an economically viable farm was the long-established Olson family's farm on Brown Mountain. The Olsons were able to continue to run their enterprise, still centred on their large commercial poultry production that was commenced in a small way by Anders Olson in 1898 on the initial 50 acre block as discussed in the preceding sections. The expanded poultry farm required labour additional to that provided by the family, so that in the early 1970's a sawmill worker's hut was moved from a mill at Rocherlea (in suburban Launceston) to the Olson property to provide a dwelling for an employee; it is still by the road side but is no longer in use.²¹⁰

The Olson brothers themselves lived in two modern brick homes on the property. However, both for increased viability of their operation and for control over the future development of their local area, by the mid 1990's the Olsons owned more than twenty titles in the wider district, some of these blocks running their large beef cattle herd (replacing their pre-1973 Jersey dairy herd) and others acquired to preserve bushland. Some have tenanted houses, others have uninhabited derelict farmhouses.

The Olsons' enterprise may have been the only fully viable farm in the Underwood district in the 1990's. The property preserves many elements of the changing farm landscape, numerous of which have been discussed in earlier sections of this discussion and elsewhere, as it evolved over the century from its beginnings as a small pioneer holding to become one of the largest poultry farms in the State.²¹¹

Other farms had been proven non-viable well before the early 1970's, and the decline in bush sawmilling reduced the options for obtaining a cash income while working the farm in a small way as had earlier been the common practice. However, such properties were attractive to a new wave of settlers, some from Launceston but others from elsewhere in Tasmania, interstate or overseas. The hillsides and valleys around Brown Mountain were amongst the earliest and most popular districts near Launceston for the city dwellers seeking an alternative rural lifestyle.²¹²

Underwood in particular had the added appeal of being the closest district in the Pipers region to Launceston, as well as there only being a few kilometres to travel along the main road to the local service centre of Lilydale. The area became increasingly accessible as improvements were made to both the East Tamar Highway and the main road, with the advantage that much of the Underwood settlement retained its quiet rural character when it was bypassed from about 1985 by a new route for the main road (the present Lilydale Road) less than a kilometre to the east of former main route (this old Lilydale Road is now known as the Underwood Road).²¹³

Underwood offered attractive small acreages at affordable prices, many with a quaint old timber house in an attractive setting with the desirable mix of cleared land and bushland and often a view of Mount Arthur. By 1973 newcomers were moving into the district, many of these early arrivals being city dwellers who wished to live in existing former farmhouses. In the twenty-odd years of this movement into the district, many old cottages that

had become dilapidated have been renovated. Some are mentioned elsewhere in this section, but there are many other instances. For example, a cottage on Brown Mountain (Karoola) Road that was used as a shearing shed for some time has now been renovated as a dwelling. A cottage on the Underwood Road that once housed a shop has retained its style but has been reclad in a modern material, namely Western Red Cedar. ²¹⁴

However, not all old houses that had survived until the early 1970's are still in use or even still standing. An early pioneer farm cottage, Burnside, that was being used as a barn was destroyed by fire in about 1991; this had become a prominent landscape feature for travellers on the new main road to Lilydale. Another timber house (on the Underwood Road) was greatly damaged by fire around the same time and was rebuilt. ²¹⁵

In some cases a new house was built to replace an early cottage, often with the tell-tale signs of early occupation remaining. For example, the old cottage which had always housed the post office was pulled down and replaced with a new house in 1973, but mature exotic trees remain. In the 1980's a house was built on the farmlet that had been owned by the Garcias on the former Grubb and Tyson mill holding; the old cottage has gone but there are old stone walls and mature exotic trees including orchard remnants. A modern house in steep bushland on the southern side of the river replaces an early cottage built there by pioneer settler Jack Linton. The new bridge here is one of many replacements since Linton's time to give access from Glenford Farm Road. ²¹⁶

Some of the newcomers of the 1970's aimed for economic self sufficiency on their property, but few if any of these people fully succeeded. Others sought the rural lifestyle and possibly a related hobby farm, craft or tourist activity but many also commuted to full or part time jobs in Launceston. ²¹⁷

The Wulfs continued their enterprise at The Stonehouse, high on Brown Mountain; as noted in the preceding section, they started here in 1953, well ahead of the alternative lifestyle movement of the 1970's. The Wulfs developed their organic market garden and glasshouses, fattened cattle and operated in the tourist industry as a host farm. The Dents also started new horticultural lines - silver birches, freesias and hazelnuts, as noted in the preceding section - as well as continuing to run the small shop attached to their house on the northern side of the river in central Underwood. The silver birch enterprise may well account for the large number of wild birches to be seen in the Underwood village area in the 1990's. ²¹⁸

In the late 1970's the Johnsons renovated and converted a dilapidated farmhouse into a modern house and set up an apiary that for some years was open to visitors. On derelict farmland on Brown Mountain, the Farrells established a plant nursery from around 1978, with associated gardens, bonsai displays and a gallery that continued into the mid 1990's as a commercial retail/ tourist venture. ²¹⁹

While the earliest newcomers often chose to buy an existing farmhouse, by the late 1970's increasing numbers were choosing to build new houses. The supply of desirable farmhouses was dwindling, and many opted for building their own rural retreat. In the mid 1970's the Kavics built a substantial home on a long-established small farm, where they were running the existing cherry orchard (discussed in preceding sections) and a vineyard as a hobby farm sideline in the 1990's. ²²⁰

From the 1970's, some owners of properties consisting of several smallholdings that had been aggregated in the past decided to separate and sell individual titles. In Camerons Road, the Halls owned the former Cameron farm aggregate of half a dozen blocks and lived in a turn-of-the-century timber house, on the site of an earlier dwelling that had been the home of pioneer settler James Bennie who had taken up land in the early 1860's. In around 1973 the Halls sold their farmstead block with house and their other Camerons Road blocks separately, since which time commuter homes in a variety of styles have been built here. One property has a German styled house and has been run as a hobby farm with deer and pheasants on a small scale. Several outbuildings remain as landscape reminders of the former small mixed pioneer farms on these commuter properties, both on the homestead block and others: for example, a woodshed and tanning shed; a cowshed of pole construction and a pig shed. ²²¹

Likewise in Cherry Farm Road several blocks have been sold since the mid 1970's and commuter houses have since been built on them. However, along this road there has never been farming of significance apart from the Cherry Farm itself (mentioned above) and a little in the low-lying watered valley. An old laurel tree on Vallemore is suggestive of an early dwelling, possibly the hut built by original owner Reid, but it was gone by the 1930's. An oiled board shack-style retreat was built here in about the mid 1970's, and more recently a modern house. There were also early huts but never more than small clearings on two other blocks at the northern end of Cherry Farm Road; one of these was probably selected by Ryan because it was flat and swampy, but only about an acre was cleared. For years some fruit trees and flax marked the site. Middle Earth herb nursery and a modern house were established here. ²²²

Thus most blocks on Cherry Farm Road were bought for building bush retreat homes rather than for rural farmland settings or hobby farms. This is also the case on the Fingerpost Hill and on Goullees Road (to the south of Hollybank). Planning policies of 1985 allowed for serviced rural residential subdivision on Goullees Road, but the demand over the next few years was slow, possibly because of the lack of reticulated or readily-dammed water. ²²³

The large quantities of surface stone that have contributed to the unsuitability of much of the land at Underwood for farming is being put to use in the recent phase of settlement by commuters, particularly in the form of feature walls and entrances on bush retreat properties on land that had never formerly been cleared. In some cases stone has also been used in house construction, often as a decorative facing, as in a former school building shifted from Newnham to Goullees Road as a house. Freestone facings have been added to the lower parts of the walls of an old farmhouse on the Underwood Road. On Holloways Hill, extensive mortared stone facing in the style of a mediaeval castle has been used to transform a post-war weatherboard dwelling. Some bush retreat commuter houses have been largely constructed from local stone, including one on the Underwood Road and a hilltop house off Cherry Farm Road. ²²⁴

The number of dwellings at Underwood in the 1990's is probably greater than in any previous era, the district and its small blocks proving to be better suited to supporting a rural commuter lifestyle than it ever has been to providing for a prosperous farming community. At the same time, much land that was in use for small scale farming in the 1930's has since reverted to bush regrowth. Probably a smaller proportion of the early land-owning families remain in this district than any other in the Study Area. ²²⁵

Services

Introduction

Underwood is now simply a rural district with no functional service centre, its residents needing only to take a few minutes' drive to Lilydale or to Launceston's northern suburbs. However, over its long period of settlement it has offered a range of central place functions, including hotel and coach services, post office, store, schools (State and private), three or four churches, hall and recreation ground. Some structures associated with these former services still survive in Underwood's present rural landscapes.

The majority of these services were first provided in the period of population increase from the early 1880's to about 1910, and most were located in or not far from the village of Underwood as surveyed at the Pipers River crossing in 1860. However, this central area has never been more than a rather 'higgledy-piggledy' loose cluster of small farms and services, despite its orderly appearance on the map with surveyed and named streets. It has never presented a truly village-like landscape. The 1996 Launceston Planning Scheme designated Underwood as a rural zone rather than a village zone, and the district has no reticulated sewerage, water or stormwater systems. ²²⁶

Churches

No churches remain in use in Underwood today, but religious services were probably the first central place services to be provided in the district. Church services have been conducted by several denominations and in various buildings, purpose built and otherwise.

Some sources have assumed the Roman Catholic St Margarets Church, opened at 'Upper Piper' as early as 1863, to have been at Underwood, but the district names were used broadly at that time and it is generally accepted that this chapel was in fact built at the largely Irish Catholic settlement of Turners Marsh/Karoola. Underlin and Branagan (1959) referred to the site of a Roman Catholic church built at an unspecified date on a property at the northern end of Underwood, but other local sources have no knowledge of this. ²²⁷

Methodist services may have been the first to be conducted at the Underwood settlement as William Crabtree is said to have given them at the Grubb and Tyson sawmill (founded c1854, closed c1871). A Methodist church was built in the township in 1882 by missionary Mr Thomason. Some accounts claim that the church itself was originally erected at the mill by Crabtree and was later moved to the township by Thomason, others that Thomason shifted some materials from dwellings at the former mill settlement for re-use in the church. (By around this time Thomason was the owner of 620 acres at Underwood, almost certainly the former Grubb and Tyson mill property.) ²²⁸

Underwood then became the head of the Methodist church in the region until the Lilydale Methodist church was opened in 1890. Mr Thomason's circuit included Patersonia on the other side of Mount Arthur in the St Patricks region. The Underwood building appears in 1905 and 1937 photographs and still stands here. In 1905 it was noted that the building needed renovations, and it was decided that the Salvation Army could have free use of the church. Renovations in 1939 included lining the interior with hardwood. The building is no longer used as a church, having been sold into private ownership in about 1967 and converted into a dwelling in the 1990's. ²²⁹

St Stephens Church of England Parish Hall was not built until about 1905, some years later than Anglican churches in other small centres in the region such as Tunnel and Wyena, where churches opened in 1895. One possible factor was that Underwood was not on the railway line; in 1895 the Bishop intended that Reverend Breguet at Scottsdale should extend his services to centres accessible by rail. When establishing rules and regulations for the new church/hall in 1904, the wardens noted that the 'Vicar of the Scottsdale line' would have the use of it. ²³⁰

St Stephens Parish Hall was situated on land purchased about 50 metres to the north of the Methodist church and was served by the same access track from the main road. It was so close to the Methodist church that an Anglican ladies toilet was mistakenly built on the Methodist property, after which arrangements were made in 1933 to share it. St Stephens was used for church services, Sunday school and social functions. A women's guild was formed in 1906 and held numerous functions - balls, dances, bazaars, sport events. Funds were used to assist with transport costs of the rector at Lilydale and maintenance of the rectory. ²³¹

In 1913 there were about 17 regular church-goers, and services were generally conducted monthly until the late 1940's except during periods in which there was no rector at Lilydale. In 1951/2 the building, by now unsound, was acquired by the Underwood Progress Association in order to recycle part of its fabric in extensions to the nearby hall. ²³²

The Presbyterians also established a church in the district in the first decade of the century, on Brown Mountain between the Underwood and Karoola settlements rather than in the township itself. It was built by the strongly Presbyterian McGaughey family on their property. This original site can be discerned as a flattened area. At first Mr Campbell of Lilydale included this in his circuit that also included Lisle Road (Nabowla), Ferny Hill (outside the Study Area, to the north of Golconda) and North Lilydale. He covered this large circuit on foot or pony. By about 1930 the church on Brown Mountain was no longer in use and it was hauled by bullocks to the Brooks' property in the flourishing orcharding district of Lalla where it still stands. ²³³

Schools

Underwood was not provided with a public school until 1885, well after the neighbouring settlements of Turners Marsh/ Karoola and Lilydale, which had both had a school since 1871. The need for a school by 1885 was certainly very real, as the enrolment in its first year was thirty. Before the school was opened, some children living in the northern parts of the district may have gone to the Lilydale school which was situated at the southern end of that settlement, while some living on Brown Mountain or downstream of the Underwood village on the northern bank of the Pipers River may have taken the tracks through to the Turners Marsh school which was situated at the closest, south-western end of Karoola. ²³⁴

Initially the Underwood school was conducted in the Methodist church until a combined schoolroom/ school teacher's residence was erected in about 1894 at the top (southern) end of the school reserve which ran down to the Pipers River on the eastern side of the bridge. This building appears in a 1905 photograph taken from the northern side of the river. A local source suggests that in one early period the school may have been conducted on some days in the cottage (still standing) on a property well to the south near the Fingerpost Hill belonging to the Box family. Later some children from this area walked to the Underwood school. ²³⁵

There was some local resistance to the move to the new Area School which opened in Lilydale in 1939, and the Underwood school remained open a further year. This meant that, unlike many of the other small rural schools in the region, its building was not transferred to the new Area School and remains on its original site where it is now a private residence. The building, thought to be the original 1894 structure possibly with modifications, retains the characteristic appearance of the former school as shown in a 1925 photograph, but trees planted by pupils over the years have been removed. ²³⁶

Another school opened in Underwood in 1981. The Mount Arthur Family School was established by local residents seeking a particular style of education for their children. Many of these families had moved to the Pipers region in search of an alternative rural lifestyle. The school first opened in a purpose-built two-storeyed

structure (still standing) next to the Smiths' house on their Underwood Road property, but later it was run in a new, purpose-designed building high on the slopes of Mount Arthur between Underwood and Lilydale. This site, unlike many earlier schools in the Study Area, was certainly not chosen for ease of access by local children on foot; in fact, some of its pupils travelled out from Launceston. At the end of 1996 the Mount Arthur Family School closed because of declining enrolments, but the site has continued to have an educational role. In 1997 the property became an annexe of Brooks High School for short programmes for gifted and talented students.²³⁷

Post office and store

The Underwood post office opened in 1885, the same year as the school. Mrs Thomason, wife of the Methodist minister, ran the post office and a shop at their home. The postal service, but not the shop, is thought always to have been conducted here by a series of occupiers of the property until it was closed in 1971. The house was pulled down and replaced in about 1973, but some mature trees survive.²³⁸

Since the time of Mrs Thomason's shop at the post office, a small shop has been run at times by various residents in the central Underwood area. During the 1930's (and probably earlier) it was at Mrs Fisher's house, during World War 2 at Ern Cash's farm opposite the school, and finally from 1955 until about 1984 in an annexe built on the southern side of the Dent's old farm house. Although the Dents ran the shop for this long period, it was never very profitable because they were unable to secure the post office as well. All of these houses are still standing and in use.²³⁹

Hotel and transport services

John Campbell (senior) obtained a licence for the Caberfeidgh Hotel in late 1881 but this establishment was apparently not licensed beyond that year, and no other licensed hotel was ever opened at Underwood. The Junction Hotel at the Fingerpost (Pipers River /Lilydale Roads junction) was also first licensed in 1881, continuing until 1893. This latter hotel was well placed for serving custom on the two routes, possibly making the Underwood hotel unprofitable as licensed premises. However, the Caberfeidgh is said to have also provided coaching stables on the weekly Launceston-Lebrina run around this time, possibly for a longer period. Local information as to the location of Caberfeidgh is inconsistent, there being two schools of thought; both sites are to the north of the Pipers River, and in either case the building no longer stands.²⁴⁰

In the 1910-20 period J. Fisher ran a buggy service to Launceston, carrying passengers as well as collecting supplies for his Underwood shop (still in use as a dwelling, although now cedar-clad). Around this time there was at least one blacksmith in the district, run by Jacksons on Brown Mountain Road. The original dwelling and other buildings have gone, the site marked by a group of willows. After World War 1, E. Weston ran a motor service bus from Lilydale to Launceston that was used by Underwood residents for transport of passengers and goods.²⁴¹

Recreation facilities

A public hall was one of the later services to be provided at Underwood, before which dances and other events were held in barns around the district, including those at Hollybank, F. Benn's and T. Box's properties on Brown Mountain (Karoola) Road, and Harry Jones' north of the bridge. The latter two are still standing.²⁴²

The Coronation Hall opened in 1911 at the junction of the old Lilydale road and Bridge Street in the north-eastern corner of the recreation ground, which was gazetted in this same year and situated in the township area to the south of the bridge. The council-owned hall was a pine-lined galvanised iron building which, together with the recreation ground, was run by a hall committee until a progress association was formed in 1929. The Underwood Progress Association soon started improvements, buying 60 *Lambertiana* trees from Walkers' nursery at Lalla for an avenue which was opened in 1930 as the Soldier Memorial Avenue. This ran from the hall southwards up the hill as far as the school. A section of it remains near the former Methodist church on the western side of the road.²⁴³

In 1930 the association also enquired into clearing the four small riverside township blocks to the north of the recreation ground and improving the area as a picnic reserve, but this apparently did not eventuate at the time. However, after the bridge was washed away by floods in 1937, the land at its northern end was converted into a small park with tree plantings.²⁴⁴

After World War 2 the association applied for and was granted £100 as a subsidy for extensions to the hall under the war memorial fund. The extensions were made in 1952 using the fabric of the former Church of England which was now an unsafe structure, and the building was renamed the Underwood Memorial Hall. In 1965 it was

destroyed by fire and was not replaced. The site is marked by a copse of wild birches. ²⁴⁵

Cricket was played on a concrete pitch at the recreation ground from 1904, and in 1908 the Underwood club was given free use of the ground for ten years in return for paying the survey fee. There is still a pitch at this site. Earlier games had been played on natural turf at Hollybank and then on a board pitch at Caberfeidgh. Since 1977 when it became a Forest Reserve, Hollybank has once again become a popular recreation venue, with the difference that it now attracts visitors from much further afield, especially residents of Launceston. ²⁴⁶

Forestry Tasmania information boards on site suggest that the popular cricket pitch in use at Hollybank may be the oldest in northern Tasmania, but an Orr descendant believes that the earlier pitch was near William Orr's homestead rather than here near his son Thomas' homestead. Whatever the case, the site of a pitch identified at Entally House (Hadsphen) is older, having been in use by 1838 and remade in the 1860's. ²⁴⁷

LEBRINA

The Lebrina district lies to the north of Lilydale on the watershed between the settled fertile upper tributaries of the Pipers Brook catchment to the north and west, and the unsettled rugged terrain of the Denison River, a tributary of the Little Forester catchment, to the east and south. To the south-west of the Lebrina settlement and continuous with it is the district of Tunnel.

Lebrina owes its origins and much of its subsequent growth to its situation on major transport routes, namely Hall's Track (later becoming the main road) and also the railway line from Launceston to the North East. As well as being a transport service centre, the township came to provide several central place functions for a small but quite prosperous sawmilling and farming district. At various times the following services have been provided: railway station, post office, police station, general store with bank agency and petrol, butchery, service bus/carriers, tourist/craft businesses, hotels (possibly two at one time), school, churches (three denominations), public hall, rifle club, agricultural bureau and fire station. ²⁴⁸

Lebrina emerged as probably the second largest long-term village-style service centre in the Pipers region after Lilydale; the 1996 Launceston Planning Scheme policy recommended that Lebrina be designated a 'village zone'. Bangor offered quite a range of services to a larger localised population, but only for a few years during the peak period of operation of the slate quarries in the 1880's. Lebrina was ranked as a seventh order centre (meaning those offering two to nine central place functions) in a 1976 study of Tasmania's settlement patterns. ²⁴⁹

Despite this relative importance of Lebrina in the Pipers region, there has been surprisingly little research into its history. There was no published local history or substantial body of information readily available as a starting point for the present Study, so that little detail is known at present concerning many of the points raised in the following discussion.

Lebrina's early history is directly related to the history of transport routes; the settlement was even called Hall's Track until 1890, a year after the opening of the railway line with the station named Lebrina. Hall's Track was a section of a line of road from Launceston to the extensive good agricultural lands of Scottsdale and Ringarooma. In 1859 surveyor James Scott recommended the opening of a line of road to these areas, using the existing track via the Fingerpost to Underwood and Lilydale and then a new line via the patches of good soil in the future Lebrina district and the upper Pipers Brook valley. The proposed route then left the Study Area, heading north-east to Bowood near Bridport before turning south-east towards the high country around Scottsdale. ²⁵⁰

The section from Underwood to Bridport via Lebrina became known as Hall's Track, named after surveyor Richard Hall who in 1860 surveyed the line recommended by Scott. Apart from minor diversions and realignments, the approximate course of Hall's Track is followed by the present main road from Lilydale to Lebrina and then the first 1.1 kilometres of the Pipers Brook Road. ²⁵¹

At the time of Hall's survey in 1860, settlement in the Pipers region was confined to the better patches of soil in the Turners Marsh/ Karoola and Underwood/ Lilydale districts. There was no settlement in the Lebrina district despite its patches of good basalt soil, because of the lack of access to this remote region, surrounded as it was by rugged hills and tracts of poor soils unsuited to farming. The surveying and rough clearing of Hall's Track brought the first settler to Lebrina, but it was to be some years before the track was of a passable standard. ²⁵²

By 1864 there was just one settler, Chester, actually living on his selection at Lebrina, a 50 acre block by Hall's Track (now the main road) at the southern end of the present Lebrina settlement, although others had purchased

land in the district. At this time the track in either direction was only a bridle path rather than a cart track. Geologist Charles Gould suggested that the terrain was such that it may be easier initially to open up the Lebrina district by improving the road to the north to the shipping port of Bridport rather than in the other direction to Launceston. Improvements were slow, and in 1866 purchasers of land adjoining or near Hall's Track submitted a petition to parliament, claiming that they had bought land in 1862 on the understanding that the government would form the road, but it had only been cleared of scrub. ²⁵³

At this time the government was giving priority to the track via Myrtle Bank in the St Patricks River region as the major route to the North East. However, gold discoveries at the Denison and other Little Forester fields led to increased traffic and improvements on Hall's Track. Chester was running a hotel, the first central place service here, on his holding at Lebrina in 1872 when gold was discovered at the Denison field. Indeed the publican Chester was reported to have made one of the first gold finds himself, uncovering ten nuggets. ²⁵⁴

By 1877 much of the better land on the eastern, upper tributaries of the Pipers Brook catchment at Lebrina had been surveyed for selection. Goods and produce had to be transported over Hall's Track, although like Chester other local settlers would have found that travellers provided a ready market for their goods and services, particularly those going to and from the goldfields. In 1879 the Road Trust removed logs from Hall's Track between Lilydale and Lebrina after a request from Chester. ²⁵⁵

The best land in the district was purchased by surveyor Richard Hall himself; his 196 acre block included a tract of near level, well watered basalt soil. This small tract is one of only two areas in the entire Study Area to receive a Land Capability rating of Class 2 (suitable for intensive cropping and grazing); there is also a small area of Class 3 land in the western part of the district between Lockharts and Adams Roads. Other patches of basalt soil in the Lebrina district are more limited for agricultural usage because of steeper slopes, but a greater proportion of the settled areas are Class 4 or better than in most other districts of the Study Area. ²⁵⁶

Most of the remaining land at Lebrina was surveyed and taken up during the 1877-93 period, but establishing a settled landscape took time. An annotated railway survey map shows that by 1885 most of the future village area was "partially cleared scrub". One dwelling known to date from this period is the Rees house, now derelict, a double-gabled timber house with brick bread oven. ²⁵⁷

In particular the district and service centre entered a new phase with the building and opening of the North-Eastern railway line (1885-89). The railway boosted the growth of settlement and services along much of its route, which included the small farming district later known as Lebrina. As noted there were some existing services here for travellers on Halls Track, and the Lebrina railway station was planned (with the proposed name of Denison station in 1885). ²⁵⁸

Because of its key location along the line, Lebrina was a centre that benefited from the railway even more than most others along its route. Lebrina township was situated between two major topographical obstacles which had formerly hindered the spread of farm settlement and now presented difficulties for both the construction and running of the railway. These obstacles were the high country of Halls Tier to the south-west, necessitating the only tunnel on the line, and the steep and winding grades and river crossing of the Denison Gorge to the south-east. ²⁵⁹

Thus Lebrina became an important railway settlement during both the construction and operational phases of the line. Large numbers of construction workers were based here, many of them at or near the hotel, next to the site of the clay pits and kilns for the tunnel bricks. Both the hotel and the brickmaking operation are thought to have been located on the block selected by first settler and publican. The site of this hotel/ boarding house is marked by two holly trees, and another former hotel/boarding house is still in use as a dwelling on Hextalls Road, half a kilometre west of the station. ²⁶⁰

With the expansion in the local population because of the railway construction, hotel trade flourished and a police station, post office and bakery were established, but little detail is known. The township/ service centre was clustered along about a kilometre of the road (still referred to as Hall's Track at that stage) and the new railway being constructed alongside and crossing it, stretching northwards from Chester's block with the hotel and brickmaking works in the south as mentioned above.

In 1888 the Tankerville Road Trust gave permission for railway contractors Boland and Scott to build a tramway alongside Hall's Track, from the brickyards northwards to "where the line crosses the track near the bakery" for the "purpose of getting of bricks from the kiln for tunnel work" (Minutes, 12 April & 4 June 1888). It is possible that the bakery mentioned was the surviving Rees house with bread oven as noted above, although this building is

about 300 metres south of the rail crossing. ²⁶¹

The Hall's Track post office opened in 1885 at an unknown location, transferring to the railway station after the line was opened and changing its name to Lebrina post office in 1890. In 1913 the Post Master General's department proposed to move the post office to Traill's store. However, according to Orchard's compilation, the post office was at the station until 1958, since which time the service has been run at the general store. ²⁶²

In 1887 a Territorial police residence and cell was erected in the township; the site on the western side of the main road is known but the residence has been shifted to a property at Tunnel. A duty book for the period 6 June 1887 until 25 May 1891 has survived and may well cover the entire period of operation of the police station, as no reference to its being open post-1891 has been found. It is likely that a major reason for establishing a police station was that during the construction phase of the railway there were large numbers of railway labourers were based in Lebrina and two hotels were trading. The policeman made frequent visits to the railway tunnel site and the Denison Gorge during the construction period, as well as travelling to the Golconda and Panama goldfields (Little Forester region) to serve summons. After the opening of the line in 1889, he often attended excursion trains to Denison Gorge and also went further afield, presumably by train, to Lisle Road (Nabowla) and on to the Lisle diggings, and even to Turners Marsh for duty at the races. ²⁶³

In his duty book the police officer recorded visits to Backfield's (or Bashfield's) Hotel near the tunnel and the Hall's Track Hotel in 1887; these are one and the same hotel. Backfield's was the hotel next to the brick works as discussed above; licensing records show that this was called the Hall's Track Hotel, for which a licence was first granted in 1886; in that year the Road Trust referred to it as Backfield's hotel. This licence was taken over by Proctor in 1888. In 1887 a second licence for the district was granted to O'Rourke for the Premier Hotel; this could possibly have been the hotel/ boarding house on Hextall's Road as mentioned above. ²⁶⁴

Both Hall's Track hotel licences were re-granted in 1889, after which there is no record of any further trading; in 1892, the Road Trust mentioned the "old public house". Thus these hotels were very much a product of the railway construction phase. As well as providing for railway labourers and local settlers, these hotels may have offered changing stables and other services for travellers. By this time the present main road from Lebrina to Scottsdale via Golconda was in place, departing eastwards from the old Halls Track at the present Pipers Brook Road turn-off. ²⁶⁵

The township of Lebrina continued to flourish after the opening of the railway. New services were provided and houses were built in a village-like fashion with the railway station as the focal point of the township in every sense. As well as enabling a cheap and reliable method of transporting people, supplies and produce, it provided jobs for linesmen and platelayers. Most of the township's services and dwellings were situated within little more than half a kilometre to the north or south of the station. The township was linear, ranged along this particular stretch of the main road (Hall's Track) and also the new railway line running alongside it. ²⁶⁶

The railway station landscape has undergone changes. The station building itself was to the south-east of the line but has been moved to serve as an outbuilding on a farm off Pipers Brook road. Likewise the goods shed, previously to the north-west of the line, has been shifted a short distance onto the former Rees farm property. The stockyards have also gone, but the station master's cottage is still in place. In the north-eastern corner of the railway reserve there are still two railway cottages but the more northerly one was moved to this site from the Denison Gorge station. ²⁶⁷

Additional services and businesses were soon established. The government school opened in 1892 with an enrolment of 46, rising to 75 in 1898. After the Lilydale Area School opened in 1939, the Lebrina school continued to cater for lower grades into the 1950's and, unlike most district schools which closed in 1939, the building was not shifted to the Lilydale campus. The Lebrina school building on the hill at the northern end of township has been converted to a private dwelling. ²⁶⁸

To the south of the school is St Andrews (Church of England), built of timber a year earlier in 1891. According to the papers of Anglican pioneer settler Mrs Atherton of Bangor, a church (almost certainly Church of England) had been opened at Lebrina as early as 1887, during the railway construction phase of the settlement. In 1895 the Reverend Breguet spoke of his work in the North East and the problems for one person in providing services for the small scatter of population over a large area. The Church of England congregation in Lebrina at this time was about 17 or 18 families. ²⁶⁹

The sites of former Methodist and Roman Catholic churches are also known but few details are known. Lebrina was one of the centres listed on the 1902 and 1916 preachers' plans for the Lilydale Home Mission Station, and

services were held in 1949 but not 1950. The Methodist church and cemetery were located at the southern end of the township on the western bank near the railway crossing; the cemetery is still here. The timber church building was sold in 1970 for \$50 and recycled as materials for a house in Lebrina, about half a kilometre to the north. This house was built on the former site of the Roman Catholic church, which in turn was built on the site of the former football club after World War 2, on the corner of Hextall's Road opposite the railway station. This Roman Catholic church was shifted to the north-eastern part of the township to be used as the Church of England Sunday School and later as a shearing shed. ²⁷⁰

The first community hall was probably the Church of England parish hall which burned down in 1901. At least one and possibly three other halls were built: a public hall was built towards the northern end of the township opposite the present one, between the road and the railway line, at some time before 1918 when Council minutes record that it was to be used as a polling booth. References have also made to Lebrina hall, where a concert and ball was held in 1907; Beattie's hall, where a Young Men's Club was conducted in 1907; and Mr Bernard Shaw's hall, a photograph of which was published in 1908. ²⁷¹

The present hall was opened in 1933 on 8 acres of land purchased for a recreation ground by the Lilydale Council in 1929 from the Closer Settlement Board, which had earlier acquired it under the soldier settlement scheme. After World War 2 a war memorial subsidy was granted for additions, the final installment being received in 1972. When the hall was under threat of closure by the Launceston City Council in 1997, local community members set up an arts and crafts market over the 1997-8 summer in order to raise funds for maintenance. ²⁷²

The number and nature of shops and related services in Lebrina in the railway construction era is not known. In the early 1890's there was a storekeeper and a shoemaker; since that time to the present a general store has been a more or less continuous feature of the centre, with one local resident knowing of five shop locations including the present one. The store has usually been run as an adjunct to a private dwelling in the central township area; the present modern shop/post office structure (c1987) adjoins a c1910-20 timber house. At least two of the houses which formerly had shops have gone and other houses have been shifted to the sites, but one of the longer term shop/ post office sites (shop 1961-87, post office 1961-79) is still in use as a dwelling. At least one of the shops had an associated butchery and slaughterhouse. ²⁷³

The Lebrina township centred on the new railway provided services for a district with an economy based on rich timber and farming resources. After the railway had opened, feeder roads serving the district were opened up. Here as in most other forested districts, early settlement was primarily for agricultural purposes. From the early 1860's until the period of the construction and opening of the railway, much good timber was wasted in the rush to clear land for farming. Timber was split or pit sawn for local use, but Lebrina was too distant from the Launceston market which was only accessible by rough track. In the southern part of the Lebrina district the location is known of a former sawpit near an early cottage, the latter still being in use. ²⁷⁴

However, timber came into its own as a valuable commercial commodity with the arrival of the relatively cheap and effective rail transport. Commercial logging could now precede farming, at the same time assisting with land clearance. Little detail is known specifically for Lebrina, but in the early years prized blackwood logs would have been dragged by bullock teams to the railway station from potential farmland as well as from stands along the rugged Denison River valley. Sawmills were set up by the late 1890's, and at least five were operating in or near the township area in the early 1900's, four of them being amongst the longest running in the Pipers region. Local farmers were able to earn cash by working at the local mill while living on their property; there were probably few if any mill settlements. Farmers could also sell stock feed to mills. ²⁷⁵

Agriculture also benefited greatly from the railway from the time of its opening until its demise from about the 1960's. However, as early as 1904 high rail freight costs were limiting the amount of cropping carried out in the district, while even sending stock to the next station was too expensive - it was cheaper by road. Transport was a critical factor in the orcharding, dairying, vegetable cropping (especially potatoes, onions and peas) and market gardening industries, all of which could be supported in the Lebrina district as well as other general stock-grazing and cropping activities. More recent quite intensive activities that have proven to be suited to the soils and terrain of this good farmland are horse-raising and wine-growing. ²⁷⁶

The result of this history of diverse and fairly intensive farming practices was a sustained pattern of relatively close rural settlement in those areas with land capability characteristics suited to such activities. This contrasts with some other formerly forested districts in the Study Area, such as Myrtle Bank (St Patricks) where the early dense settlement pattern with large numbers of small pioneer farms could not be sustained because such holdings were not viable with the lower land capabilities. ²⁷⁷

The long term settlement pattern of the Lebrina township and surrounding rural district was stabilised by the turn of the century. Lebrina continued to offer a wider range of central place functions in a more compact village style of settlement than most centres in the region apart from Lilydale; only Underwood and Karoola offered a similar number of services, and today only Karoola, whose services are more dispersed. The hotels at Lebrina were lost relatively early, established as they were during the heyday of railway construction when transport was still by horse-drawn vehicle. Remaining services include St Andrews Church, a cemetery, the general store/ post office, the public hall and recreation ground. There is no sewerage or water scheme. Recent additions have been the galvanised iron rural fire station, serving a district of about 130 households, the Bark Hut craft shop/ museum (now closed), and the Clover Hill and Brook Eden wineries. Further development of the tourist industry is encouraged in the 1996 Launceston Planning Scheme. ²⁷⁸

The number of houses in the township area is thought by long term residents not to have changed greatly since early in the century. Several dwellings from that time or earlier have survived, including one large twin gabled house with a brick oven, thought to be the house marked on this site on an 1885 map as mentioned earlier. Numerous houses of a range of ages have been built in the township since the boom period, either replacing former dwellings or as further infill on small blocks. As mentioned in the above discussion, several have been shifted to or within Lebrina from other locations; an additional example is the Dadsons' house (c1920) at Retreat, which was shifted to the southern end of Lebrina township but has never been lived in. The pattern of buildings when viewed from the hill to the north of Lebrina has not changed substantially from that shown in a 1919 photograph. ²⁷⁹

However, this same photograph shows that there has been a striking change in the landscape of the farmland immediately surrounding the township, a change which also took place in the wider district and indeed in much of the Study Area. The many standing ringed trees have since disappeared, and the amount of cleared land has increased. Some properties were cleared using animal power, such as the Venns' farm at the north-western corner of Tunnel Road which was cleared using horses, but it was the widespread introduction of bulldozers after World War 2 that resulted in the much more complete clearance of farmland. At this time there were also still rocks lying in paddocks, many of which were subsequently used in road making. The amount and quality of pasture land has continued to increase. ²⁸⁰

Like in the township itself, numerous early dwellings and associated exotic plantings from the turn of the century or earlier remain in the quite closely settled farming district of Lebrina, together with many more recent houses of a range of ages. In some cases they replace an earlier dwelling as evidenced by plantings or have been built on the same block as a surviving old cottage. Another early cottage was destroyed by fire, leaving no discernible trace, the site having grown over with bush. Several houses in the Adams Road area date from the 1960's and 70's, reflecting the thriving dairying industry of that time on this good land. Some dairy farms persisted into the early 1990's here. ²⁸¹

As noted through this discussion, many service buildings have been shifted to, from or within Lebrina; this theme is continued with dwellings in the Lebrina district, some of which are buildings that have been shifted and recycled. For example, the Hagley railway station is now a house on the south-western corner of Tunnel Road; one of the Green family houses from their Yondover property has been shifted from the Tunnel district to the north-western corner of the same road, and another cottage also from Yondover is now on Clover Hill ; a house has been shifted from Launceston onto a Lebrina farm, together with the Lebrina station as an outbuilding, as already mentioned. ²⁸²

As in most parts of the Study Area but perhaps to a lesser extent than elsewhere, Lebrina has had a phase of aggregation of farms to form more viable units. Any resulting drop in the population or the number of dwellings has been offset by the district's popularity for commuter, retirement and hobby farms since the 1970's. As well as those on former fully productive farmland, several have been built in poorer bushland or recently cleared bushland not suited to farming, for example on the Pipers Brook Road. ²⁸³

LALLA

Lalla has had two phases in its history as a tiny service centre. In the first, it provided the local rural community with a railway station, church, post office and school. These have all passed out of usage in the second phase from the 1970's to 90's and Lalla is zoned 'rural' and not as a 'village', but several tourist/ alternative lifestyle services have been or still are available.

Lalla is a small, hilly, densely settled district with much small -scale local topographical relief provided by the

systems of small tributaries, some feeding into the Second River and others directly into the Pipers River. Lalla lies to the north of Brown Mountain on the shortest route between the much larger settlements of Karoola/ Turners Marsh to the west and Lilydale to the east. There is no clear-cut demarcation from these settlements, but in line with common local usage Lalla is considered here to extend along most of Lalla Road, a distance of about four kilometres from its departure from the main Pipers River valley in the west to its crossing of the North-Eastern railway on the outskirts of Lilydale to the east. ²⁸⁴

Lalla's history of settlement, services and landuse is directly related to its position on this connecting corridor between the two early and major Pipers region settlements at Karoola/ Turners Marsh and Lilydale.

The Lalla Road started as a timber splitters' track skirting to the north of the heavily-forested steep slopes of Brown Mountain, between the main Pipers River valley (now Karoola) and the main track (which became known as Halls Track) from Launceston to the North-East via the crossing of the Pipers River at Underwood. A map of 1861 (OSG: Roads Dorset 12) shows a splitters' hut on the north-western corner of the junction of the "cart track from Turners Marsh" (now Lalla Road) and the surveyed line of road from Underwood to Lilydale, near the present right angle bend in Lalla Road situated about a kilometre south-west of its present junction with the Lilydale Road. ²⁸⁵

This hut was probably one of the earliest habitations in the wider Lalla/ Lilydale district. In 1861 settler Daniel Downie purchased the 103 acre block which included this hut and track junction, and in the same year David Scott and David Fernice (or Fernie) selected the adjoining block to the west, traversed by the cart-track to Turners Marsh (now the Lalla Road). At 319 acres this was a particularly large block, considering that most titles granted in the Pipers region at this time were only of 40 to 70 acres. (This 319 acre selection encompassed the later Seafield and Woodstock properties.) Further selectors followed within a year, taking up land a little to the east where the main Upper Pipers River (Lilydale) settlement subsequently developed. The earliest services for the Upper Pipers River (school, post office, store, hall, church) were located at the Lilydale/ Lalla Road junction, meaning that they were conveniently close for settlers such as Downie at the eastern end of Lalla. ²⁸⁶

The western end of Lalla developed as an extension of the Karoola/ Turners Marsh settlement, which was first occupied by timber splitters and then by pioneer farmers. In 1860 settlement was confined to the western side of the Pipers River, along the route of the track to the north coast, but during the next decade settlers began to take up land eastwards into the district now known as Lalla. ²⁸⁷

By 1877 most land in the Lalla district had been alienated. Because most settlers lived no more than about three kilometres from the services provided at either Lilydale or the Karoola/ Turners Marsh settlements, including their railway stations from 1889, Lalla did not come into being as a tiny service centre with this name until about 46 years after the first land had been alienated in the district. Before the opening of the new North-Eastern railway station named Lalla in 1904/5 to serve the now-thriving and densely settled orcharding and horticultural district, properties here were considered to be part of either the Lilydale (formerly Upper Pipers River) or Karoola (formerly Pipers River, then Turners Marsh) districts. ²⁸⁸

Railway survey maps of 1885 show that several settlers - for example, J. Brooks, Mrs Pollock, E. Kowarzik and D. Downie - had by this time built farmsteads and outbuildings, cleared land for grass pastures and cultivation, and planted small orchards. However, clearance of the hilly, heavily forested country for farming was slow. Much of the country was described on the map as thick or uncleared scrub, or as partly cleared or rough pasture. ²⁸⁹

As in other heavily forested areas in the Study Area, even the main road would have still been little more than a rough track in 1885, although the Road Trust had been busy here in the 1870's and 80's with road works, including deviations and bridges. As noted, timber splitters had been active in the area before pioneer settlement but it is probable that here, as elsewhere in the Study Area, much valuable timber was wasted in land clearance for farming because of the difficulty of transport. Some of the timber would have been used for local construction; on the above-mentioned 1885 map, the watershed at the boundary between the Downie and the Scott & Fernice (by now E.Kowarzik) blocks is named "Sawpit Saddle". ²⁹⁰

The opening of the North-Eastern railway line in 1889 meant that commercial fruit growing could now be viable at Lalla on the sheltered slopes with clay bottomed soils that offered "some of the best apple growing land in Tasmania" (Tasmanian Nurseries, Karoola, c1910). ²⁹¹

One of the earliest and most successful commercial orchards was that planted by John Abel at Seafield which he purchased in 1894 (formerly Kowarzik's and originally part of Scott and Fernice's 1861 land grant as mentioned

above). In 1904 Abel's was the largest orchard in the Lilydale/ Lalla district at 17 acres, part of it hedged in by hazel nut trees, "an unusual sight in the district" (*Weekly Courier*, 13 February 1904, p7); this orchard was later extended to 40 acres.

Also by 1904, the first 10 acres of the Woodstock orchard had been planted by Abel's father-in-law, J. MacLaine, across the road on another part of the same original selection; this property was later acquired by the Abel family. MacLaine had just built Woodstock (still in use):

"a handsome new house on the hill, and is having the surrounding ground tastefully laid out in ornamental trees and terraces" (ibid).

Abel's neighbour J. McGaughey was another of the earliest orchardists, winning many prizes for fruit from his five acres. His homestead (still standing, but uninhabited) "nestles prettily among willows, fruit trees, and flowers, one and all evidencing an almost exuberant growth" (ibid).²⁹²

Other settlers, including members of the Brooks family, had also established orchards in the Lalla district by the early 1910's. Most ran their orchards as part of a mixed farm, alongside oats, hay and potatoes. The exception was Frank Walker's orchard; here, fruit and berry production was associated with a large plant nursery producing orchard stock and general nursery and flower lines.

Walker, a nurseryman of Sandhill in Launceston who never lived at Lalla himself, bought his first 50 acre block at Lalla in 1902, selecting it because of the cool climate, water supply and lack of insect pests in this new orcharding district. Walker immediately started clearing the block for the beginnings of the Lalla Nurseries. The family was to become widely known, nationally and internationally, for this venture which was to greatly influence both the economy and landscapes of the district.²⁹³

Although the original owner, William Burke, had bought this 50 acre block and built a house on it by 1872, the land was still heavily timbered 30 years later. The distance to the Karoola station may have been too great to haul logs from this and other nearby properties. However, the forest on the property on the other side of the valley, purchased later by the Walkers for their Mountain-side Nurseries (generally known as 'the flower farm'; discussed below), is said to have been selectively logged around the turn of the century. It is possible that these logs were hauled up to a sawmill known to have operated on the adjoining property on the slopes of Brown Mountain around this time. No other sawmills are known from this period.²⁹⁴

The early orchardists could cart their fruit to either the Karoola or the Lilydale railway station. However, the density of settlement and the quantity of produce of the district led to the opening of a new railway station at Lalla in 1904/5; the newcomer Frank Walker was a leading force behind this. By 1909 Walker was sending cartloads all year round - apples, pears, peaches, strawberries, tomatoes and fruit tree stock - to Lalla station. By 1914 more cases of apples were being sent from the Lalla station than from the neighbouring Karoola station which served a much larger district. The Lalla station was erected on the southern side of the road crossing about midway between Karoola and Lilydale and became the functional as well as the geographical centre of the Lalla district.²⁹⁵

In 1921/22 Frank Walker paid for a railway siding to be installed at the Lalla station and built a large apple packing shed of modern concrete construction on the north-eastern corner of the road/rail crossing, across the intersection from the station. The station and packing shed were conveniently situated between the Walkers' established Lalla orchard/ nursery to the north-west and their new Mountain-side flower farm and plant nursery site on the other side of the valley to the south-east; the latter commenced in 1927 and for this reason was sometimes known locally as 'Canberra'.²⁹⁶

To the east of the Lalla station the road and the all-important railway line run close together for much of their course to Lilydale, traversing many of the landowners' properties, so that the line itself was, and is, a more conspicuous element of the landscape here than in other districts. Two additional official stopping points were listed for this stretch of the railway at the Seafeld and Downie properties.²⁹⁷

Minor roads serving properties with no Lalla Road frontage fed into that road near the station. These included the Collins/ Quills Road connector from Karoola and another road from this joining Lalla Road to the west of Quills Road; Brooks Road connecting the Second River Road to Lalla; and a track from the Karoola/ Underwood Road across Brown Mountain to the Lalla station. As well as giving ready access to the railway for farm produce, these minor roads also enabled timber and firewood, cut on the still-forested back blocks on the hillsides, to be sent from the Lalla station. These roads are no longer in use as public through-roads.²⁹⁸

It is possible that Presbyterian settlers at Lalla may have used the last-mentioned track across to the Brown

Mountain (Karoola - Underwood) road to attend the church built there in the 1900-1910 period, although for many it may have been easier, if longer, to travel to the Lilydale Presbyterian church. By about 1930 the church on Brown Mountain was no longer being used, and it was hauled by bullocks to the Brooks' land on the Lalla Road, next to the Lalla school. A vestry was added in 1940/1 and other renovations were carried out in the 1940's and early 1950's. The church was no longer used after about 1972, but the building is still standing on the bank above the road. ²⁹⁹

At the time that the church was shifted to Lalla, three other central place functions had already been provided for the thriving little community since about the time of the construction of the Walkers' large packing shed, despite the proximity of Lilydale and Karoola. A post office was opened in 1921 by Mr R.G. Brooks (junior) in a small purpose-built timber structure near his house, on the southern side of Lalla Road less than 200 metres east of the station. The Brooks also ran a small shop in this building in the 1920's until motor delivery services took away the trade; they continued to run the post office here until its final closure in 1968. The building, with posting slot, is still standing by the road. ³⁰⁰

The Lalla school opened with an enrolment of 21 in 1922. At first it was conducted in an old house (no longer standing), about 300 metres east of the station. Judging by the dimensions listed for the room, classes were probably held in an enclosed verandah or skillion. This classroom was soon found to be unsuitable and overcrowded, and in 1924 a new purpose-built school was opened about 300 metres further to the east again on the southern side of Lalla Road. The site on the steep bank was not ideal, and there was only ever a small clearing around the building to serve as a playground. As noted above, the Presbyterian church was shifted to a its present site on the bank next to this school in about 1930. ³⁰¹

For the Olson family on the Brown Mountain (Karoola-Underwood) Road, it was easier for the children to attend this school, walking along the track mentioned earlier and through the Walkers' flower farm/ nursery, rather than to the Karoola or Underwood schools. Both the building and the children of the Lalla district were transferred to the Lilydale Area School when it opened in 1939. The former Lalla building still forms the office at the Lilydale site. ³⁰²

Thus from the early 1900's Lalla flourished as a small, closely settled rural settlement, so that by the 1920's it was served by some central place functions despite its closeness to the established service centres at Lilydale and Karoola. Its economy and settlement landscapes were increasingly dominated by orcharding in the district and especially by the Walkers' large plant nursery, orchard and flower farm enterprises. In 1909 their nursery/ orchard employed ten workers, some from other states or England. Later they employed about eight on each of the two sites, as well as providing valuable casual work for local farmers. ³⁰³

By the late 1920's quite a proportion of Lalla's dwellings, of varying styles, were located on three Walker properties, namely the original Lalla Nurseries property, the railway station complex and the Mountain-side nursery/ flower farm.

The original Lalla homestead (still in use, now named The Pear Walk) is discussed below, but there were also several other dwellings on this property. About 250 metres to the south was a cottage, its site now marked by some rubble, built for the ploughman and family but also used at times to house a few single men working on the property. Near the main house were several 'camps' used by staff, who were generally shifted seasonally from the Walkers' Launceston operations. Two of these camps consisted of blocks of four quarters, one of these being known as the 'Tin House'. Recycled materials were used, and the huts were shifted as needs changed. One hut with chimney remains on site near the house, while the block and chimney of another can be seen near the garage - the hut itself had been shifted here from its original site as an annexe to the 'Tin House' block, and was shifted again to a more distant site, near the railway station. ³⁰⁴

At this latter site the hut served as quarters for Harold Walker (one of W.A.G. Walker's sons) from 1948 when he worked on the flower farm. The hut still stands, between the former Walker packing shed (1921/2) and the adjoining house built by the Walkers in about 1920; this is mentioned below. No Walkers ever lived at the Mountain-side flower farm property, but a hut was erected on the original 1927 block for the ploughman/ labourer and later extended into a house; its site was near the large elm tree below the surviving stable/ nursery shed. The adjoining property to the east was owned by B. Dickson who built a hut on it, probably in the 1920's, and lived here while earning a living from contract clearing and working at Hammersley & Dixon's steam packing case mill. The Dickson property was purchased by the Walkers after World War 2 as an extension to the flower farm; the hut still stands. ³⁰⁵

Although overlain with a scatter of later houses, the basic settlement pattern of houses, mature exotic plantings

and farms to be seen at Lalla today was in place by around the turn of the century and its landscapes well established by the 1920's. Many dwellings of the 1920's and earlier remain at Lalla, including a split timber cottage probably dating from the pre-1890's pioneering phase and the adjoining sawn timber cottage (c1900). Both of these were on the J. McGaughey grant as discussed above (neither now in use as dwellings), together with remnant exotic plantings which probably date from the early orcharding years, as quoted above from the *Weekly Courier* in 1904. The Woodstock homestead, described when newly-built in the same 1904 article as quoted above, is one of several early dwellings to have been maintained or restored in close to the original exterior style in recent years.³⁰⁶

Other houses now presenting an external appearance of a later style are known or thought to have early cottages at the core of later extensions. An example is the former Walker homestead on the original Lalla Nurseries property, which according to one source was created by additions to the former owner Burke's dwelling soon after it was purchased by Frank Walker. At least two further additions were made; architect Alexander North was involved with some phase of the house design.

Some early dwellings have been reclad in modern materials, including the now brick-clad timber cottage (c1920; built by the Walkers for the manager of their flower farm, just before the adjacent packing shed) next to the railway line, and also the now cedar-clad house on the site of the pre-1861 timber splitters' hut mentioned near the beginning of this section. Many of these early dwellings are flanked by the mature exotic plantings that are so much a feature of the modern Lalla landscape.³⁰⁷

Although many of the existing dwellings in Lalla were in place by early in the twentieth century, the present pattern of cleared land was established much more gradually. The district's small gullies and often steep hillsides were heavily forested, and as discussed above, clearance was necessarily slow. In about 1910 a reporter wrote that the district offered great potential for orcharding and a few settlers had succeeded in this line, but continued:

"What has been done? Most of the land has been occupied for many years, but much of it has not yet been cleared of the primeval bush, and the efforts at cultivation leave much to be desired"(as quoted by Tasmanian Nurseries, Karoola, c1910)³⁰⁸

Land clearance may have proceeded somewhat slowly at Lalla as elsewhere in the forested districts of the Study Area, but the settlers were quick to plant the ornamental exotics that were found to flourish here around their farmsteads. Many of these plantings survive in their maturity, perpetuating the park-like aspect for which Lalla has long been renowned.³⁰⁹

At Lalla there were additional significant elements to this garden landscape, contributed to a large extent by the Walker family in two main ways. Their large Mountain-side Nursery and flower farm, established from 1927 on the slopes across the valley from their original Lalla Nurseries, added new textures, shapes and patterns to the existing orchard landscapes of the district. So did the now-mature avenue of oaks on the Lalla Road about half a kilometre to the west of the station, the gardens planted by manager 'English Bill' Walker (no relation) at the house built by the Walkers next to the packing shed, the flower gardens at the railway station, and the extensive purely ornamental garden plantings near the original Walker homestead. All of these garden projects were largely undertaken by Frank's son W.A.G. Walker who lived here at the homestead and managed the property until 1925.³¹⁰

The Walkers' contribution to the garden landscapes of Lalla was well under way by 1909, and by 1914 the Pear Arch was a striking feature:

"One of the prettiest fruit gardens and nurseries in Northern Tasmania is that owned by Mr Frank Walker... The approach of the orchard from the Lalla Station has been planted with various ornamental trees, including Elms, Planes, Cedrus deodara, Cypress, and Maples, forming a truly charming picture... One of the features of the Lalla orchard is an avenue of Pears, with large trees planted 20 feet apart, and the boughs, trained to form a complete archway. At any time of the year this is a wonderfully pretty sight ... In the lake at the lower portion, Nymphaeas (Water Lilies), are growing, adding an indescribable charm to the already beautiful scene. The property is further beautified by the growing of many handsome English trees, also Rhododendrons, Ericas, Azaleas, and Dracaenas.." (*The Fruit World of Australasia*, June 30, 1914, p42)³¹¹

These scenic garden qualities of the Lalla district, together with the visual appeal of the many orchards, became a well-known tourist attraction. Orchard landscapes are always distinctive in terms of their linear patterns, seasonal variations and relatively close networks of roads and farmsteads with gardens. Although there are now only fragmentary remains of the commercial orchards, the former nursery /flower farm (now the W.A.G. Walker Rhododendron Reserve) and the ornamental plantings of the Walkers and others retain this particular landscape quality, with the additional appeal of the mature, historic character of the plantings and many of the homesteads.³¹²

The spread of settlement and the provision of services had reached their limits in their 1920's, and few new dwellings were built in the next two decades. An exception was the Seafeld property, where a new house was built in 1937 to replace the earlier one which had been destroyed by fire in about 1924. Several houses in the district date from the 1950's and early 60's, associated with the period when orcharding was still viable and dairying was also a significant element in the local economy. It was also at this time that La Provence (since renamed Providence) vineyard was established, playing an important role in the history of the State's modern wine growing industry. However, the original existing farmhouse was destroyed by fire and replaced by a brick house. ³¹³

From the 1970's orcharding and dairying declined in the district, and the Walkers began to scale down their nursery/ flower farm, finally leasing the property to the State government; since 1982 it has been open to the public as the W.A.G. Walker Rhododendron Reserve. In the Lalla district the chief commercial agricultural activity of the 1990's has been viticulture. Providence vineyard has extended plantings and the Lalla Gully vineyard has been established on Brooks Road; a new (and potentially misleading) element in the settlement landscape here is an old church shifted from Pioneer. ³¹⁴

Lalla's own Presbyterian church was the last survivor of the older central place functions, ceasing services in about 1972 as noted above. However, from the mid 1970's Lalla became a key area in a new settlement phase in Tasmania. For city people seeking an alternative lifestyle, Lalla had much appeal with its attractive historic rural and bushland settings and its closeness to both Launceston and the local service centre of Lilydale. ³¹⁵

By 1976 there were reportedly more than twenty 'alternative' households in Lalla, some of the newcomers living in old farmhouses and some building new retreats. Properties were subdivided, and new houses on small holdings have continued to be built in a variety of styles and materials. Some are suburban-style commuter houses, others are retirement homes or hobby farms. The Rural Residential Living Strategy adopted by the Council in 1982 recommended no further extension of rural residential subdivision westwards along Lalla Road from the outskirts of Lilydale. In the 1996 Launceston Planning Scheme, Lalla was considered to be a rural area lacking infrastructure and community facilities, and was zoned rural. ³¹⁶

With the new settlement phase there have been some new services since the 1970's, generally relating to the tourist and 'alternative lifestyle' market and often quite short-lived or changing hands; the 1996 Launceston Planning Scheme recommends that rural based tourist activities such as those at Lalla should be encouraged. ³¹⁷

The Lalla Appleshed market started in the 1970's in the Walker apple packing shed near the former station; this was one of the first of its kind in the State, 'alternative lifestyle' from Lalla and further afield selling their fresh produce and handcrafts to each other and to trippers from Launceston. It has since changed somewhat to house a small business; in the late 1990's it was a tearoom and craft shop. The Lalla Woolshed sold quality handknitting and weaving in a purpose-built roadside shop until the mid 1990's, and the Providence vineyard has door sales. ³¹⁸

For a few years from 1976, the Stuga Restaurant ran at the retreat-style home of the Embergs, who were amongst the early 'alternative lifestyle'ers. More recently at least three property owners have offered visitors the opportunity to sample their own lifestyle by staying with them under a host farm arrangement. The three all provide or have provided modern accommodation in attractive settings. One of these is the Pear Walk property, where the units in the mature Walker gardens were built with exterior styling reminiscent of pickers' huts. The Pear Arch, which had for some years been neglected, has been restored and the gardens have been maintained and extended. ³¹⁹

NORTH LILYDALE

Most of the land in the forested North Lilydale district was alienated for farming during the period 1878-1893 under the 1870 Waste Land Act. As mineral discoveries were made in the Little Forester region and beyond in the North-East, farm settlement in the Pipers region benefited from the economic improvement, the new markets and the more active role taken by the government in road building. ³²⁰

During this phase of rural expansion North Lilydale emerged as a small one of the new outlying rural centres, about four kilometres from the main Lilydale settlement and continuous with it. New land was surveyed and alienated as a northerly extension of Lilydale. Unlike some other centres to emerge or expand during this period, North Lilydale was not a railway settlement. Compared with settlers in or near centres on the North-Eastern line (opened 1889), inhabitants of North Lilydale were at a disadvantage as cartage of produce and supplies over

rough and hilly tracks to the nearest railway station at Lilydale was difficult and costly. ³²¹

The name 'North Lilydale' came to be applied to a farming and sawmilling district and tiny cluster of services in the upper Second River valley and catchment, with its main access being the North Lilydale Road leading off the Main Road north of Lilydale. In 1888/9 the Road Trust found that this road needing upgrading to serve the new settlement. While today this is the only public access road to the district still in use, in earlier years there were roads and tracks connecting North Lilydale with Doaks Road to the south, Wyena to the north and Bacala to the west. Thus North Lilydale functioned as a service centre for a larger district than is apparent today. ³²²

The size of the lots alienated in the North Lilydale district was above average for the Pipers region as a whole during the period 1878-93, many of the blocks measuring around 100 acres or more. This may have come about because of the nature of the terrain; most of the larger blocks include steep hillsides of limited use as well as much more desirable land on the river flats. ³²³

Because of the numerous mineral discoveries being made in Tasmania at the time, the surveyors' notes included comments on the mineral as well as the agricultural potential of the blocks in this district. When the Mahnkens took up two recently surveyed blocks in 1882 (the future Green Hills and Summerlea farms) adjoining the gorge-like stretch of the Second River which came to be known as 'Devil's Den', the survey notes described the land as "fair average, not auriferous" (as quoted in QVM: Mahnken papers). While the surveyor's observations proved to be correct, it was gold that had brought J. H. Mahnken to the region. He was a German immigrant who came from the Victorian goldfields to those at Lisle and then took up land for farming at nearby North Lilydale. He combined the two occupations, travelling frequently to Lisle by a rough track (probably via Wyena), both to prospect for gold and to sell produce. ³²⁴

Other Germans took up land on North Lilydale Road, including G. Kelp, H. Erb and W. Staubi who were the sons and in the latter case, the nephew, of pioneer settlers in the Lilydale district. The North Lilydale district became a northerly extension of the Doaks Road settlement known as German Town. Although no longer connected by road, the two areas are continuous and were once linked by tracks across the hills. ³²⁵

These younger members of German settler families benefited from first hand experience of pioneer farming and were able to pass on their knowledge to neighbours who were newcomers to farming, such as J. H. Mahnken as mentioned above and B.D. Green, a former British merchant navy seaman left behind by his ship in the 1880's. Therefore getting some land into production and a relatively permanent dwelling built were probably achieved more quickly here than in the earlier settled districts, but these were still laborious tasks. Mahnken felled trees eight to ten feet in diameter with an axe when clearing his land. ³²⁶

In contrast to many pioneer districts at this time, not all of the excellent timber was wasted in the rush to clear the land. One of the earliest steam-powered sawmills in the Pipers region was operated by the pioneering Lowe family, who took up 88 acres at North Lilydale in 1880; this was later to be the site of the Bridestowe lavender farm. From 1885 or earlier, the Lowes continued in sawmilling (with at least one break) until at least 1917, possibly on the one site. No doubt this provided local settlers with a market for their standing timber and stock feed, a supply of sawn timber, and paid employment. Settlers also sought to bring in cash by working on roads and taking on contract work on other farms. ³²⁷

Something is known of both Mahnken and Green as pioneer settlers in the early years at North Lilydale. In both cases there were temporary dwellings before a more permanent house was erected, and earlier structures have been shifted to new locations. Mahnken's first dwelling was built on Green Hills on the hillside and was valued at £15 in 1885; the site of the split paling structure is marked by the original holly tree. In later years, the cottage was shifted to another Mahnken family property nearby where it forms part of the stables. The second house on Green Hills was built in around 1890-1 on top of the hill, its site marked by elderberry and cherry plum trees. Part of this house is now incorporated in a hut near the third and present house (c1902), still owned by the Mahnken family. An orchard was planted below this house, as evidenced by a few remnant trees. ³²⁸

In 1887 the Road Trust was making specifications for a road to "Green's selection". This was probably a road, no longer in general use, that travels east from the main North Lilydale Road at a point about 800 metres south from the Browns Road turn-off; the latter road was not opened until after petitions in 1893 from settlers for a road through Lowes' property to their own selections. ³²⁹

Green lived in a tent on his 163 acres at first, then in a hut and finally in a house. The house and large barn of split palings with shingled roofs, together with the roughly cleared ground with many very large standing ringbarked eucalypts, are shown in photographs of about 1893. Green was so well pleased with his new life here

at North Lilydale that he persuaded his half brother R.H Green to migrate from England and take up land at nearby Tunnel in the Pipers region. Green's North Lilydale house as pictured (or possibly a later one) was moved from the exposed hillside to the roadside on the adjoining block next to the former North Lilydale school site; this early cottage is still in use as a residence. ³³⁰

Like Mahnken and Green, other settlers had built their more permanent weatherboard house and established ornamental exotic trees and a kitchen garden by the early years of the twentieth century. Paddocks had been cleared and fenced, and small orchards of less than four acres were planted as the commercial fruit-growing industry became established in the Pipers region. Several other farmsteads with mature exotic plantings and in some cases, orchard remnants, add to those of Mahnken and Green to form an intact settlement landscape dating from this early established farming period at North Lilydale. ³³¹

On North Lilydale Road, several old farmstead landscapes can be seen, including the farm house (on the southern side of Browns Road) which was already on the property bought by the Denny family for the Bridestowe lavender farm (established 1922). The bungalow-style house built soon afterwards (on the northern side of Browns Road) by the Denny family has gone, but the earlier house and mature gardens form a prominent part of the former lavender farm and the wider North Lilydale settlement landscape. At the far (eastern) end of Browns Road, the Brown homestead dating from around 1895-6 and remnant plantings are still in place. An early cottage that once stood on the slope below this house is also still in use, but not in its original landscape. In the 1920's this already-old cottage was cut in two and pulled by bullock team to a property back along Browns Road where it was re-erected on rock piles by the roadside. ³³²

By the time that C.K. Denny had bought land and set up the Bridestowe lavender farm from 1922, North Lilydale was a well-established farming community. As discussed below, basic central place functions were provided locally - a school, regular church services and a post office. However, much of the land in the district remained either uncleared or roughly cleared with a scrubby undergrowth, and standing ringbarked trees still stood in the paddocks. So much land remained uncleared that sawmilling was still an important element in the local economy. A large sawdust heap remained for years between the factory and the bungalow-style house built in the 1920's at Bridestowe. This heap is thought to have marked the site of Lowe's early steam sawmilled mentioned earlier; this land was originally owned by Lowe. ³³³

The Bridestowe property contributed new elements both to the local economy and to the cultural landscape. Land was cleared and planted with the distinctive colours and patterns of the orderly rows of lavender, and a striking cluster of unpainted (now oiled) timber factory buildings, tearoom, dwellings, roads, paths and gardens gradually appeared on the property. C.K. Denny built a rustic-style timber bungalow and planted much-admired gardens with extensive paths, terracing, trellising, weather station and a croquet lawn. This house no longer stands, but remnants of the garden structure can be distinguished. One son lived in a house that is believed to have been the Lowe homestead before the time of the Denny family as mentioned above; this house and mature garden are prominent in the landscape. The third Denny house, still standing, was built around 1940 between the main bungalow-style house and the factory.

The combination of the Bridestowe lavender plantation, its orderly buildings and beautiful ornamental gardens, together with its setting in the pretty rolling hills of the North Lilydale farmscape against the back drop of the forested Mount Arthur made for a landscape that was widely admired by the many tourists who came to the estate. By 1929 the Council was requesting that the government tourist office mark the good road to North Lilydale and the lavender farm on its new map. Local people were employed on the property during its years of operation, and some from further afield. As a young girl in the 1928-31 period, Irene Bird travelled from as far away as Bacala to work here, walking via the Lilydale Falls and Kempeners Road. By 1973 all production had been shifted to the Nabowla site. ³³⁴

During the years of operation of the lavender farm, further land was cleared in the district for mixed farming. During the Depression of the early 1930's, Fred Kelp was one property owner who applied for assistance in clearing land on his holdings in the North Lilydale/ Wyena area under the Unemployment Relief Act. At this time the Council investigated the tracks linking North Lilydale and Wyena. As well as farming, Kelp was involved in sawmilling, including a post- World War 1 mill on one of his heavily forested holdings in this area. ³³⁵

In North Lilydale as in other parts of the Pipers region, dairying became an important element in the mixed farming economy. The present modern house on the pioneer settler B.D. Green's original 163 acre lot is on the site of one built in about 1928 and owned by G. Bowron; the cowshed in the valley behind the house and the barn by Browns Road are still standing. The mature plantings on this property are a prominent feature of the North

Lilydale landscape: the roadside laurel hedge, the silver birch avenue and the blackwoods, pines, pittosporum and poplars were all planted by Bowron. Dairying and the associated pig-raising expanded further after World War 2 and on some farms continued into the 1970's. In the post war years Hugh Wilson of Maxwellton (Lilydale) grew certified (disease-free) seed potatoes on the cooler, higher ground at Brown's farm. ³³⁶

In these post-war years the district was still a cohesive community with some central place functions. The school was lost as a part of the government's State-wide centralisation policy, but a church and hall were gained.

The school had been the first central place function in the small farming and sawmilling district. It opened in 1903 in a building erected by local residents with government assistance on land high on the hill on Browns Road, donated for the purpose and roughly cleared by parents. Some children walked to this school on tracks or across country from the northerly parts of the Lilydale district; around 1930 Merv Kelp walked from the family home, Hawkspur, on upper Doaks Road. At this time the teacher rode daily to the school from Lilydale. ³³⁷

In addition to housing 30 or 40 odd pupils on average, the school became the central focus for community gatherings. Before 1910 Mr Campbell, Missionary for the Free Church of Scotland (later the Presbyterian Church), who was based at Lilydale, travelled by foot or by pony to conduct regular services in the school building. In 1935 the Lilydale church became a Home Mission Station combined with North Lilydale, Lalla and Nabowla. ³³⁸

Dances and other events were also held in the school, which for many years was the only public building in the district. When the school building was removed to form part of the Lilydale Area School (opened 1939), North Lilydale residents pressed the Lilydale Municipal Council to agree to the erection of a small hall on the former school grounds to replace its church-related and social functions. Work soon started on the timber hall, but in 1953 it was still not completed. In 1956 a farmer was using it for storing farm produce and was charged rental by the Council. Finally the building came into use for social events but it is no longer standing; however, the site of the school and then the hall is marked by plantings of pines and bulbs. ³³⁹

A major reason for the hall's languishing in a part-finished state was probably that meanwhile a Presbyterian church had been built less than half a kilometre away along Browns Road on land donated by Mr G. Bowron. There were plans to erect a church at North Lilydale as early as 1940, and possibly for that reason the Lilydale Presbyterian Church noted the following year that it was unable to help with the building of a public hall in that district. Records again mention in late 1944 that a small church was to be built. The church was opened in 1945, services having been held in the Bowron home for the six years since the removal of the school. In 1955 a new vestry was added. By 1973 the church was no longer in use and was put up for sale and removal. ³⁴⁰

North Lilydale did not have its own post office until 1922, at the time that work started on establishing the Bridestowe lavender farm. The postal service was closed in 1968 in a period of extensive closures of rural post offices in Tasmania. At least in latter years the post office was run from a private home on North Lilydale Road on the Second River flats, about 1.5 kilometres from the school/ hall site on the Browns Road hill. The early timber cottage is still in use as a residence. ³⁴¹

Since the 1970's this district like many others in the Study Area has gone over to livestock grazing as the main farming activity, and there are few viable if any viable farms. Most former farm houses, many of them renovated, and several newer dwellings are occupied as commuter holdings or rural retreats in this attractive rural setting. A 1970's milking shed has been converted to a dwelling. There are no longer any local central place functions and, as mentioned earlier, some minor roads and tracks connecting with other districts are no longer in public use. ³⁴²

Sawmilling has long since ceased, but modern forestry activities have added a new element to the North Lilydale rural landscapes. To the north along the Snake Track and on the hills to the east, tree-farming and extensive clearfelling and regeneration operations are prominent. Retired sawmiller Jock Nichols won the title of Tasmanian Tree Farmer of the Year in 1998 for his private eucalypt plantations and natural forest regrowth. In 1979 he bought from the Kelps a former dairy farm as part of his 350 ha property between North Lilydale and Wyena, and commenced an intensive planting regime two years later. ³⁴³

BANGOR

Today Bangor is a small rural community, usually considered to be the area lying in the vicinity of the Second and Third Rivers near their junctions with the Pipers River to the west, and divided from the Tunnel district by a range of wooded hills to the east.

Without the slate quarrying operations of 1873-5 and 1880-88 (especially after 1885), largely centred on the prominent hill on the north-eastern side of the junction of the Second and Pipers Rivers, the Bangor district would have had no specific identity nor even its name, derived from the Welsh slate quarrying district. Bangor and neighbouring Lower Turners Marsh, about two kilometres to the north-west, would have developed more slowly as rather remote outliers of the earlier Turners Marsh/ Karoola settlement which spread along the Pipers River valley and on the southern side of the Second River valley.³⁴⁴

A block of about 40 acres fronting onto the southern side of the Third River had been granted as early as 1843, possibly to a retiring army officer, but was not occupied. This and two other blocks just south of Bangor on the Karoola flats, also granted to army officers in 1843, were by far the earliest land grants in the Pipers region.³⁴⁵

Until the second slate quarrying era (1880-88) there were few pioneer farmers in the Bangor district itself, which was served at best by rough tracks. Access was the key to settlement of the district, whether for the purposes of timbergetting and farming or for quarrying. Had surveyor James Scott's 1864 proposal for a tramway been acted upon by the government, settlement of the Bangor and Lower Turners Marsh districts would have proceeded more quickly. Tramways were more suited than rough cart tracks to carrying heavy loads across rugged, heavily timbered and high rainfall terrain.³⁴⁶

The proposed tramway would have run from Egg Island Creek at Dorchester (now Hillwood; to the north of the Tamar region of the Study Area) on the eastern bank Tamar via Mount Direction to cross the Pipers River (and the main Pipers River route from Launceston to the north coast) at Lower Turners Marsh and on to the Ringarooma district. The tramway would allow the transport to a shipping port of heavy loads of timber from all along the line, and notably from near the Pipers River in the vicinity of Bangor and Lower Turners Marsh. Scott also pointed out that the (unworked) reserves of slate in this district could be carried by tram for shipment.³⁴⁷

Finally a tramway was constructed from Egg Island Creek to the Pipers River along the general route suggested by Scott, but not for another decade, and by the Bangor Slate Quarry Company (a Launceston syndicate formed in 1873) rather than by the government. The construction of the tramway (horse drawn, on wooden rails) made the Bangor and Lower Turners Marsh districts a more attractive prospect for settlers, with the promise of both easier access and local markets for farm produce. However, the company soon ran into financial problems, partly because of the large capital cost of the tramway construction and the lack of income from slate sales during its construction period as the roads were too poor to use for carting slate to market. The company's assets, including the tramway, were sold in 1875, the year after work commenced on its construction.³⁴⁸

Activities at the Bangor slate quarry and the associated tramway were confined to two short periods in the 1870's and the 1880's, totalling only about ten years. Nonetheless the impact of this relatively brief interlude is stamped on the development and subsequent settlement landscape of the Bangor district.

Little detail is known concerning the workers' huts of the first phase (1873-5) of the quarry and tramway construction. In January 1874 there were 150 to 200 men working on the tramway, and 19 at the quarry itself in June 1874. The quarrying village in the latter part of the second phase (repairs and preparations took place 1880-5; active quarrying only 1885-88) was essentially a 'company town' of over 50 cottages, manager's house, boarding house, club rooms, hotel, police station, school, post office, butcher's shop, store and an assembly room used for church services (possibly including the Salvation Army). Bangor was the only mining settlement in the history of the Pipers region, as well as being the only mining company town and (briefly) one of the largest nuclear settlements in the entire Study Area.³⁴⁹

As has often been the case with mining settlements, the quarrying village of Bangor largely disappeared as quickly as it had come into existence. The village itself has left only subtle landscape reminders. However, the spatial pattern of the post-quarrying farm settlement and the very unusual hilltop location of its small service centre were a striking legacy of the quarrying settlement. These features of post-quarrying Bangor were determined by the existing road network, which in turn had been largely determined by the location of the earlier quarry and settlement, which had been the spatial and economic focal point of the district. The central place functions for the farm settlement, including new ones, continued to be clustered at the road junction on the hilltop next to the quarry. Here the Bangor Road, the Paling Track, Gundagai Road and formerly the tramway had converged within a small area.³⁵⁰

The interests of the quarrying operation and those of the pioneer farming community of surrounding districts had always been interlinked. Skilled labour was imported to work at the quarry, from Victoria in the first phase and from Wales in the second, but local settlers probably worked for much-needed cash on the construction of the quarry buildings, tramway and associated structures, although few details are known. Sleepers were cut locally in

1874 in the first phase of the quarrying operation, and wooden rails for the four miles at the Bangor end of the tramway were hand-sawn. There was difficulty in obtaining the large number of milled rails required to start from the Tamar end; one early resident of the district understood that some rails were imported from other States. ³⁵¹

Apparently no local entrepreneur from nearby districts managed to set up a sawmill using the readily available timber to provide for this market. However, in both phases of quarrying local settlers worked on the completed tramway. In 1874 G. Barrett, probably of the pioneer settler Barrett family of Turners Marsh, obtained the contract to supply horses and convey slates along the tramway for shipment, while in the second phase one of the tram drivers was W. Hammersley, who owned land next to the quarry. ³⁵²

Both the 1874 Act enabling the original construction of the tramway and the 1884 select committee report proposing its re-opening made provision for the company to carry people and goods for a charge. The latter noted that this would be a "great convenience to settlers", and that the re-opening of the quarry had already been "a godsend to the district, as the settlers have been able to dispose of much of their produce on the spot at satisfactory prices, instead of sending it to Launceston, the cartage to that town costing as much as £2 per ton" (JPPP 1884/134). ³⁵³

According to memoirs of the pioneering Smith family at Lower Turners Marsh, Mr Windsor brought meat to the store to be collected by quarry workers, while Mr Murray brought vegetables with two bullocks and a sledge from Timperon's garden at Turners Marsh. Other local businesses benefited from the custom of quarry employees, including the Bangor Hotel (1883-88) at Lower Turners Marsh and the All Nations Hotel (1886-92) at Karoola. There is no record of any local sawmill, but Somerville's mill at Lilydale cut timber for the construction of 90 cottages. The sawn timber may have been carted along a track from the mill (now Turners Lane) which once continued to the north-west to join the Paling Track and so on to Bangor. ³⁵⁴

Despite the interdependence of the earlier pioneer settlers and the newer arrivals at the second quarrying operation, there were considerable tensions between the two groups based largely on their differing national origins. In early 1885 the quarry lease-holders arranged for the assisted immigration of 175 Welsh and Cornish quarrymen. By July 1885 there were about one hundred men at the quarry itself, many of them Welsh, and a further eighty skilled Welsh quarrymen were on their passage as immigrants. The quarry manager had little respect for the Irish as a group, and at times refused to let the predominantly Irish settlers of Turners Marsh on to Bangor quarry land to sell their produce. Settlers retaliated with blockages on the tramway, letters to the press and some animosity towards Welsh choir performances. ³⁵⁵

Pioneer settlement of the Bangor district progressed during the 1880's alongside the second phase of quarrying. Amongst the settlers taking up land at Bangor at this time were Mr and Mrs J. Atherton who migrated from Britain in 1880 with limited capital to take up farming in the colony. They recorded their experiences of taking up land and establishing a home in letters and diaries, some of which are available as transcripts. Some of their observations are recounted here as a case study of a pioneer farming in the district. ³⁵⁶

On their arrival in Launceston from England the Athertons intended to look for a block of cleared land with a house on it, noting that they were following the advice of *A Recent Letter*. This was probably the practical guide for migrants *Emigration to Tasmania* by 'a Recent Settler', published in London in 1879. However, they soon found that such properties were in short supply and costly in the German Town (Lilydale) area that had been recommended to them by a contact. As instructed by this contact and armed with letters of introduction, the Athertons sought the assistance of Mr Sulzberger who ran the post office at Lilydale. Mr Atherton stayed at Sulzberger's house and was shown around various blocks. ³⁵⁷

Those near the Lilydale settlement were unavailable, but Atherton met a person who showed him land which he had been using as a bush run and was due to be made available for selection. This settler remarked that he would rather have a gentleman like Mr Atherton as a neighbour "than perhaps a number of old hands with 50 or 30 acre lots, and who would probably not be averse to jumping a fat sheep now and then" (letter, 10 September 1880). The settler was referring to ticket of leave men.

Atherton decided on selecting this block of about 200 acres stretching over the ridge between the Second and Third Rivers with frontages onto both rivers, rather than a heavier 50 acres that was also available. He intended initially to raise sheep which should soon give a return on lambs and wool, rather than the more labour and capital intensive cattle or cropping. After some arguments over other land applications, the selection was sorted out with the government surveyor. ³⁵⁸

Mrs Atherton was horrified at the condition of even the so-called main road to the Pipers River settlements, but enchanted by what she learned to call 'the bush'. There were very few houses on the way to their land in October 1880. Their first home until June 1881 was a tent, made by Mr Atherton on the sea voyage from England, and pitched on the ridge top in a small clearing amidst piles of felled trees. Even at this early stage they had brought rose and geranium cuttings. ³⁵⁹

The neighbouring Reids, with whom the Athertons became friendly, built a temporary house very quickly using a log framework for the foundations and uprights and a branch for pegs. Contrary to the usual practice, the Athertons decided against building a temporary split timber dwelling because of the problems of shrinkage. With three good local men as labourers, they started work on their weatherboard home Gresford near the tent site, for weatherboards using timber from their block that had been 'rung' some time and sawn by Sulzberger, and buying floorboards from Launceston. ³⁶⁰

Their own house design was unusual but much admired, giving more effective space in its 27 feet square structure than most larger houses. The central room had a kitchen and bedroom opening off it, then a 'sheiling' or lean-to skillion across the back as a workshop, and across the front with an opening in the middle as a verandah and rooms at either end. The steep pitch of the shingled roof allowed for an attic room. They were obliged to build a wooden chimney because of the expense of carting bricks from town. The stone fireplace was plastered over with mud. In the following years the Athertons made additions and improvements to their house and acquired furniture to replace their makeshift items.

The Gresford building cluster landscape has not been investigated in this Study, but warrants further research because of the architectural interest and considerable associated documentation, including a wooden scale model of the house. ³⁶¹

As new arrivals the Athertons needed to learn where services and supplies could be obtained. One of the men working for them pointed out another post office (possibly Turners Marsh, as discussed in that section) and another store, closer than the Sulzbergers' post office/ store at Lilydale, which made them feel less isolated. They brought as much as possible with them from Launceston, including flour with which they made johnny cakes because at first they could obtain no bread. They found that eggs and butter could be bought quite cheaply, but the more perishable milk was expensive. A woman came to take orders for raspberries and blackcurrants. For a time Mr Windsor sold them meat, until in 1883 they arranged for regular supplies from Barretts. In 1884-5 they were able to collect their mail from the 'Quarry Post' at Bangor instead of Lilydale, after which there was no local office until 1889. The Lower Turners Marsh post office opened in 1887, little more than two kilometres north of Bangor. ³⁶²

Soon after setting up their tent on their arrival, the Athertons had cleared a track to the river for carrying up water and started establishing their own farm. Their records from 1881 to 1887 show that with the help of local labour they cleared and fenced more of their land, planted a vegetable garden and fruit trees, dug a well near the house, built sheep pens, reared poultry, took bee swarms and made possum skin rugs.

In 1887 they could afford to buy a horse and a pony for which they built a stable. They could now haul logs and they travelled more. At first they had walked to town when necessary, and arranged with Mr Sulzberger or Mr Reid for occasional cartage. From 1885 they sometimes travelled to town by the quarry tram and then the river steamer. By 1887 they were moving about through other districts more, going on a camping trip to Mount Dismal to the west of Turners Marsh and to the opening of the Lebrina church. ³⁶³

The Athertons became community leaders in the Bangor district during the second phase of quarrying. As early as 1881 they had run a Sunday School in their tent. In September 1887 Mr Stephens conducted the first service in their kitchen, although some services had been held at the quarry in 1885. In 1886 Mr Atherton chose the site for the police station. In the following year he first acted as a coroner and visited the Bangor school with the inspector. ³⁶⁴

When the financially-troubled quarry closed in 1888, the Bangor settlement suffered an abrupt decline in its population, social diversity, local economy, level of services and built landscape. Many of the Welshmen are thought to have moved to the Lefroy goldfields. The whole of the quarry and tramway plant and the following dwellings and service buildings were offered for sale by auction:

Galvanised iron cook house with iron range, coppers etc (15ft x 12ft); boarding house (60ft x 40ft) ; nine cottages each with three to four rooms ;15 cottages, slate roofed each with three rooms; 25 iron-roofed three to four-roomed cottages; one four-roomed cottage occupied as police station; schoolhouse (30ft x 18ft) with ante room; butcher's shop and gear; one and a quarter acres freehold land with three-roomed cottage next to tram

bridge, Pipers River; Bangor Club with three acres leased from government, and furniture including billiard table and piano; manager's house and outbuildings. (Auction list, from Morris-Nunn & Tassell, p129). ³⁶⁵

The fate of most of these buildings is unknown. The greater number were probably bought for removal to other sites, some possibly going to the flourishing gold town of Lefroy to the north. In any event there were few signs of the former quarrying village remaining in 1918 when government geologist Twelvetrees inspected the quarry, there now being only a tiny settlement on the hilltop consisting of the post office and store, the school, and the Anglican church. As outlined in the following discussion, even these few buildings were changed in function or built since the quarrying era. It was the quarried hill itself that Twelvetrees noted as forming a striking and highly visible landscape contrast with the farmlands below on the river flats. ³⁶⁶

The school mentioned by Twelvetrees in 1918 was probably a later State school rather than the company-built (but probably State-run) schoolhouse that was listed for sale in 1888 and later referred to as the 'Welsh school'. This latter school was in the 'Welsh village'. Most of the Welsh workers' cottages are said to have been located on land now covered with regrowth bush along the existing original track running west from the Bangor Road to the top of the quarry, and along the ridge running north from it. The manager's house, marked by exotic trees, bulbs and bricks was in this vicinity. The Welsh school's location is said to be marked by a mulberry tree. The Bangor State School opened in 1885, probably in this school house erected by the company at this time of commencement of the second phase of quarrying. Some of the initial 20 pupils were probably children of quarrying families. ³⁶⁷

A photograph shows the school in 1893 (five years after the quarry buildings auction) when Mrs Atherton was visiting monthly to supervise the sewing class. According to the inscription on the photograph, this building was formed by joining together two of the old quarry houses side by side. The cottages appear to have been of split palings with iron roofs and brick chimneys. The school was neatly presented, with a small picket fence in front and some tins with geraniums, and a paling fence around the yard. ³⁶⁸

The site of this school building is uncertain, but is likely to have been one of two adjoining school reserve blocks shown at the north-eastern corner of the Bangor Road and the Paling Track junction. This school was later replaced by another building on the southernmost of the two school reserves, with the school residence to the north as shown in a 1930's photograph. The school was later closed and moved to form part of the Domestic Arts building (still in use) at the Lilydale Area School in 1939. The school residence was later the site of a house with the final Bangor post office attached, closing in 1971. ³⁶⁹

As mentioned above, the earliest settlers of the district had to travel some distance to a post office. The Athertons initially used the Upper Pipers River (Lilydale) post office, run by their friends the Sulzbergers, while some others may have used the Turners Marsh post office. The Bangor 'Quarry Post', which was probably a forwarding and collection service run by the company, operated during 1884-5 at an unknown site, followed in 1887 by the opening of the Lower Turners Marsh post office a little over two kilometres to the north at the intersection of the Bangor tramway and the main Pipers River Road. ³⁷⁰

The Bangor post office re-opened in 1889 to serve the rural district, the quarry having closed the previous year. This post office may have been the one with a store noted by Twelvetrees in 1918. A 1930's photograph shows this or a later post office on the hilltop at the Paling Track/ Bangor Road junction, opposite the school of that time. This post office/ store was conducted in an old public building from the quarrying days, possibly the Bangor Club rooms as argued below. Only foundations and plantings remain. ³⁷¹

In recent times this old building site is sometimes referred to as the old hotel, but there was never a licensed hotel on the Bangor hill itself. In the quarry years entertainment and social gatherings were held at the Bangor Club in the village, known to have been located on a three acre government lease. The block with the old building used as the post office was indeed three acres and was purchased by Crowder. In the 1890's functions were held in Mrs Crowder's hall behind and to the west of the old post office & store (ie. probable former Bangor Club). This hall was probably the building which had been used for Salvation Army meetings in the quarrying years. ³⁷²

By 1910 entertainments were held in Hammersley's barn with stage, one of a conspicuous cluster of surviving old buildings on a farm on the Pipers River flats. This barn is annotated 'Barn in which all our entertainments are held' in a photograph in the Atherton papers, believed to have been taken from the Gresford property in the late 1910's. At an unknown but later date a large corrugated iron Sunday School hall was built next to the All Saints church, where it still stands. From 1946 the local community negotiated with the church authorities to buy the hall using a government war memorial subsidy to enable it to become a public memorial hall, as it was quite new and in good order. However, negotiations were unsuccessful. ³⁷³

As early as June 1886 the Bangor Wesleyan (Methodist) Church was opened, but this probably was the Methodist Church known to have been in use in the quarrying years only a couple of kilometres to the north at Lower Turners Marsh. The Anglican church on the Bangor hilltop noted by Twelvetrees in 1918 was not built until the post-quarrying period. The foundation stone was laid in 1893 and the church was consecrated in 1895. Before it was erected, Bangor church services and related activities had been provided at times at the Athertons' home and at the quarry as noted earlier in the discussion, and after the quarry closure in Mrs Crowder's hall.³⁷⁴

James Atherton was the moving force behind All Saints' Church of England. He designed it, donated £100 towards the building fund, conducted fundraising and was involved in its construction. As his own design for his Gresford house was unusual, so too was his church design. The galvanised iron exterior, uncommon in a church, contrasts with the polished Baltic pine and decorative details of the interior. However, the question as to the desirability and heritage value of its simple vernacular exterior on religious and aesthetic grounds has sometimes been debated in recent years. The building is registered by the Australian Heritage Commission and classified by the National Trust, but was closed as a church in 1979 and sold into private ownership.³⁷⁵

When the new church was opened, a church newsletter reported that it served about 25 families and a total of about 200 people. Even if somewhat exaggerated, this is far more than the likely population of the immediate Bangor district, suggesting that people came from nearby districts. There was no other Church of England church in the combined Karoola/Turners Marsh/Lower Turners Marsh districts.³⁷⁶

James Atherton chose an unknown site for a police station in 1886, and a cottage occupied as a police station was offered in the quarry auction in 1888. Perhaps this latter had only been a temporary arrangement, as the 1888 Public Works report listed the Bangor constable's residence and cells amongst government works completed. These structures are said to be incorporated into a much-altered dwelling with mature exotic trees and bulbs on site, not on the Bangor hilltop cluster but on the river flats to the south. There was a police constable based here until 1916/17, probably also serving the nearby districts of Lower Turners Marsh, Turners Marsh and Karoola. Twelvetree's 1918 map shows this block as a school reserve.³⁷⁷

Bangor race meetings were a feature of the wider district. They had certainly started by 1888 when *The Examiner* reported on entries for a Bangor Turf Club meet. In 1891 the police constable from Lebrina travelled by train for 'duty' at the races. The track, now largely covered with regrowth, was on the Karoola flats to the south of the hilltop settlement. An undated photograph (c1910's-20's) shows Isiah Barrett stationed on a fallen log collecting gate money.³⁷⁸

Many of the central place functions as outlined continued or commenced after the end of quarrying. The quarrying era had given the district a huge demographic and economic boost, but the end of quarrying was not the end of Bangor. However, this small mixed farming community was an outlier of Karoola and was long held back by poor roads to markets. Even after the North-Eastern railway line opened in 1889, Bangor farmers had to cart their produce about seven or eight kilometres to the Karoola station. After motor vehicles came into more general use after World War 1 a service bus operated from Bangor until about 1950. The truck's front section took passengers, while the back section carried freight, cream cans, produce and stock.³⁷⁹

The farmsteads of pioneer settlers such as the Athertons and the Reids gradually took on a more established appearance with numerous outbuildings and plantings. By the time Gresford was sold by Mrs Atherton towards the end of World War 1, the original shingled roof had been re-roofed with "the best brands of galvanised iron" (detail from 'Gresford, Bangor', sale prospectus & plan, nd), the wooden chimneys had been replaced by blue bricks and underground tanks had been installed. Near the picket-fenced house were a stable, cart shed, chaff house, sheep pens, small orchard and a garden.³⁸⁰

However, beyond this orderly cluster near the homestead, very little of the 196 acre property was cleared by modern standards. It was described as "open forest land suitable for sheep, cattle, or cultivation" (ibid). The 110 acre house block was subdivided with wire fencing, but only about 50 acres of it was 'rung' (meaning that the trees had been ringbarked). A 1920 photograph shows the standing ringbarked trees not far behind the house.³⁸¹

This was typical of farms at this time, as portrayed in a late 1910's Robinson panoramic view of the Bangor and Turners Marsh/ Karoola flats (with contemporary key), which appears to have been taken looking south-west from the ridge on the Athertons' Gresford property, with some of their own roughly cleared ground and a post and wire fence in the foreground. A small number of paddocks, especially those near early settler Hammersley's farmhouse, were fully cleared, some were cleared but with some standing dead ringbarked trees, while others still had scrubby growth.³⁸²

The early-settled former Reid property (named Bangor) in the Third River valley was also still largely uncleared when taken over by the Watkins in about 1927. The old split-paling house was still in use; it has since been reclad in weatherboards. However, some other obviously old farm buildings in the district are not what they appear to be in another sense. At some stage after the boom years of the Lefroy goldfields, some redundant old buildings were shifted to the Bangor district. The two conjoined old cottages on the Pipers River flats, forming part of a conspicuous early farmscape on the former Hammersley property, had their origins in a different cultural landscape; they had been dragged on skids from Lefroy. Another farm cottage, its site now marked only by ruins and plantings, also came from Lefroy.³⁸³

In the period between the wars the better farmland in the Third River valley supported a number of these largely uncleared small mixed farms, many of which were too small for much more than subsistence farming - a cow, a few sheep, poultry, vegetables and a potato paddock, supplemented by kangaroo shooting for meat, and snaring for skins and work on the roads or sleeper cutting for cash. Local butter was sold in town under the 'Third River' label.³⁸⁴

During World War 2 lucrative government contracts for growing peas and beans were taken up by some local farmers. After the war, land clearance progressed with the use of bulldozers. In the 1950's most of the farms went into dairying as in many other districts, but none at Bangor continued into the 1990's. As in other areas, smaller subsistence farm properties were aggregated into larger, more viable farms. The larger farming property Bangor (mentioned above) consisted of nine titles in the early 1990's, all of which formerly were separate small farms with houses. Some of these early dwellings survive but are unoccupied or much altered or no more than ruins; the sites of others are marked by bulbs.³⁸⁵

However, this trend towards a reduced number of dwellings through aggregation of titles for farming has been matched and probably overtaken by another, reversed trend. Bangor as with many other parts of the Study Area, has proved popular with people wishing to build houses on commuter properties and hobby farms in the attractive mix of farmland and bushland in the landscapes in the district. For a period during the 1990's tourist accommodation was offered at the Challamoor property in a valley on the Paling Track, a marketed feature being the organic farm produce and the wooded hillsides³⁸⁶.

However, many of the 'wooded hillsides' were tree plantations rather than native forests. At the end of the slate era there were still tracts of unalienated land. Further land was gradually taken up in the district, but some of the poorer land was not alienated until after 1900. Much of this land was recognised as being marginal for farming in the hillier areas towards the east along the Paling Track, and was not cleared until recent years. Some was put under pasture, but tracts of land have been planted under hardwoods in the 1980's and 90's and are a conspicuous element of the landscape.³⁸⁷

LOWER TURNERS MARSH

Lower Turners Marsh was the name originally given to the district to the north of and continuous with Turners Marsh in the Pipers River valley, at the junctions of the Old Bangor Tram Road and Bangor Road with the Pipers River Road. From here it extended perhaps two or three kilometres to the west towards the Mount Direction district and at least six kilometres northwards beyond Lewis Road (outside the Study Area) where it merged into the Pipers River district. However, in present common usage if used at all the name applies only about 1.5 kilometres to the north of the Old Bangor Tram Road at the Glen Road turnoff.³⁸⁸

A map by surveyor James Scott (OSG: Roads Dorset 2) shows that as early as 1844 there was a "branch track towards Mt Direction" leading westwards from the main Pipers River track (in the vicinity of the later Bangor tram route). In the south-western corner of this junction were marked a house, stockyard and hut. The only viable sheep and cattle farm in the wider Karoola/ Turners Marsh/ Bangor/ Lower Turners Marsh district in the 1990's is thought to occupy the approximate site of this early habitation. No owner or occupier's name is marked on the 1844 map, and it seems likely that this settlement was established on leasehold land rather than a land grant at this early date, although by this time two grants had been made only a couple of kilometres up the Pipers valley to the south-east. This is 1844 cluster at Lower Turners Marsh is the earliest confirmed habitation in the Pipers region of the Study Area and warrants further investigation.³⁸⁹

In 1860 no land in the Lower Turners Marsh district had been surveyed for alienation, but by 1877 river frontage blocks had been surveyed, together with a block owned by the slate quarrying company along a section of the Bangor slate tramway to a jetty at Hillwood (constructed 1874). Two small farm blocks had also been surveyed to the north-west of the junction, accessed by the now-minor McKenna's road which may have been a through road.

Maps and local sources suggest that there have been numerous roads and tracks in use in the past in the vicinity of the Lower Turners Marsh junction, and possibly subsequent changes in the route of the main Pipers River Road. ³⁹⁰

Stimulated by the intense but short-lived flurry of activity and the sudden growth of population associated with the second phase of the Bangor slate quarries in the mid 1880's, pioneer settlement flourished and the small service centre grew up at Lower Turners Marsh. This was situated at a transport node - near the intersection of the main Pipers River Road and the rebuilt slate tramway, only about two kilometres from the Bangor quarry village and seven or eight kilometres from the Turners Marsh/ Karoola centre. At a time when roads were of a very poor standard, the tramway provided a much more reliable option, transporting goods, produce and passengers to and from the jetty at Hillwood. The central place functions at the Lower Turners Marsh junction included a post office, hotel and a Methodist church. ³⁹¹

After the closure of the short lived slate quarry and tramway in 1888, this service centre at the junction languished. The hotel and church soon closed and these buildings did not survive into living memory; only the Lower Turners Marsh post office continued as a long-term service at the junction. The settlers also lost the use of the tramway. However, the Old Bangor Tram Road that was built was probably an improvement on existing roads as it used the tramway's built formation for much of its length. This was not the case for the first 1.5 kilometres west from Pipers River Road, where the tram road's route lies to the south of the former tramway. To the east of the Pipers River Road a length of the tram formation can be discerned in a paddock. ³⁹²

Produce from the settlement could be carted by the Old Bangor Tram Road to Mount Direction and thence to the mining town of Lefroy to the north, or by the Pipers River Road as far as the railway station at Karoola from 1889. Before this it was a two-day journey to Launceston by the Pipers River Road. The Lower Turners Marsh district's transport problems would have been greatly alleviated (and its local economy stimulated) had Climie's original 1882 survey line for the future North-Eastern railway been followed. This proposed route ran northwards down the Tamar from Launceston to Dilston and Mount Direction, then eastwards to Lower Turners Marsh and northwards down the Pipers valley. ³⁹³

In 1883 Gee opened the Bangor Hotel on the southern side of the slate tramway to Hillwood; this establishment traded here at Lower Turners Marsh until the demise of the slate quarry in 1888. The building has long since gone, but the site is referred to locally as 'the pub paddock'. William Smith, son of a pioneer settler who arrived in the Lower Turners Marsh district in about 1884, married a cook employed at the hotel, which had nine guest rooms. William Smith lived nearby with his family in a house with shingled roof and clay chimney on a 200 acre block fronting onto the tramway, the site now marked by an elderberry tree. ³⁹⁴

According to a local source a Methodist church was built at Lower Turners Marsh (on the northern side of the creek, to the east of the Bangor tramway/ Pipers River Road intersection). This is somewhat surprising as there was already a church of this denomination on Rowley's Hill at Turners Marsh, less than five kilometres to the south. This is probably an indication of both the boom in population because of the slate quarry and the considerable activity of the Methodist church in pioneer settlements at this time. It appears likely that this was the building known as the Bangor Wesleyan Church, opened in June 1886. It was destroyed by a bushfire at an unknown date, but probably before 1900 as it did not appear on the Lilydale Circuit preachers' plan for that year. ³⁹⁵

The Lower Turners Marsh post office opened in 1887 in a wooden paling building, possibly of two storeys, located on the north-west corner of the Bangor tramway /Pipers River Road intersection on land owned by the Freemans, opposite the Methodist church; spring bulbs mark the site. The postal service continued to be based this general vicinity until its closure in 1968. The Freeman family continued to run the service in a house still standing not far from the original site on the other (eastern) side of the Pipers River Road; in earlier times Mrs Freeman would take a horse and cart to Karoola station to collect the mail for the Bangor post office as well as for Lower Turners Marsh. ³⁹⁶

In the early 1890's William and Margaret Smith and young family moved from the original parental Smith family farm mentioned above to take up outlying land for themselves as pioneer farmers, on Lewis Road near the Pipers River /Montgomery Creek junction about six kilometres north of the Bangor tram/ Pipers River Road intersection. This lies outside the present Study Area and is now generally considered to be in the Pipers River district, but at that time was in the pioneering northerly extension of the Lower Turners Marsh district. ³⁹⁷

A Salvation Army barracks was built about 1.5 kilometres to the north of the tramway intersection, possibly in the early to mid 1890's (later than the other services), at the intersection of Glen Road and Pipers River Road. Its

construction was organised by Captain Mason and was built with the help of neighbours in this northern area. Church services, private school lessons with Mrs Shepherd and social gatherings were held in the barracks until the building was destroyed by fire.³⁹⁸

Amongst Mrs Shepherd's pupils were Ern Smith (born 1889) and his elder brothers, now living in the northern part of the Lower Turners Marsh district with their parents William and Margaret Smith (mentioned above). There was no local State school at this time. Children living in the earlier - established part of Lower Turners Marsh near the Bangor Tram intersection would have attended the nearby Bangor school. The Lower Turners Marsh school did not open until 1912/13, situated in the northern part of the settlement on the corner of Pipers River and Lewis Roads; in 1914 there were 17 pupils enrolled. The school continued until the opening of the George Town Area School in 1954. From 1945 the Bye family of Turners Marsh attended Methodist services held in the school building as part of the Lilydale Circuit. The building burned down in about 1971.³⁹⁹

Family records show that the Smiths lived in this northern part of Lower Turners Marsh district as typical pioneer bush farmers. First they sheltered in the bush while they made a clearing on which Fred Murray of Bangor built them a two-roomed house (no longer standing). The studs and palings were were carted from the old slate quarry. The roof was shingled and the chimney was of timber plastered with clay.⁴⁰⁰

William and the boys cleared ground between the standing trees and stumps by hand and tilled it with their horse and single furrow plough. As they cleared they made rough brush or log fences, later replaced by post and rail. Potatoes were the main crop, but they also grew oats, peas and a little wheat as well as fruit and vegetables. At first the crops were harvested and flailed by hand. They started with one cow, increasing to four or five which roamed the bush in search of feed. The Smiths skimmed cream from which Margaret made butter, much of which was sold all year round in the mining township of Lefroy (to the north of the Study Area) along with eggs and later fruit, but by 1914 this market was in decline.⁴⁰¹

The Smiths also bought or bartered supplies at Lefroy, and about every two months William would travel to Karoola by horse and cart and on to Launceston by train. William earned cash from splitting shingles when the work was available. Hunting was important for meat, hides and fat. Their son Ern worked from the age of 11 in nearby districts, doing general farm work, cutting and carting wood and stripping wattle bark.⁴⁰²

After the boost provided by the Bangor slate quarries and the continuing phase of pioneer settlement, Lower Turners Marsh became a small farming district similar to and merging in with Turners Marsh, Bangor and Pipers River (to the north of the Study Area). The district would have received a further boost to its economy, particularly orcharding, had a popular proposal (1914) for a rail link to Bell Bay been implemented, involving the construction of a Lower Piper branch railway going northwards from Karoola station. This line was surveyed but never built.⁴⁰³

In the absence of this branch line which would have favoured orcharding, the Lower Turners Marsh became a leading district for sheep and cattle raising, continuing as such into the 1990's. As noted at the beginning of this discussion, the only viable sheep and cattle farm in the wider Karoola/ Turners Marsh/ Bangor/ Lower Turners Marsh district by the mid 1990's (then owned by the Woodland family) is situated in the heart of Lower Turners Marsh. This modern farm probably includes the site of the first confirmed pre-1844 habitation cluster (with stockyard) in all of that wider district. The early homestead with additions, mature plantings and the large cluster of farm buildings and post and rail stock yards of the present farm is a prominent element in the local rural landscape.

Two other neighbouring farms were also successful stock-fattening enterprises into the 1990's. Other properties in the district are commuter holdings and/or hobby farms.⁴⁰⁴

TUNNEL

Introduction

The Tunnel district comprises the main valley floor formed by the main upper tributaries of the Third River, together with the quite steep hills to the west, east and north-east defining the catchment. The district merges into Retreat to the north, Lebrina to the east and north-east and Bangor to the west. The 'township' of Tunnel developed as a small centre on the North-Eastern railway line, opened in 1889. It took its name from the position of the station at the south-western (Launceston) end of the tunnel through Hall's Tier on the Launceston-Scottsdale railway. As well as the station itself, by the early 1900's the tiny service centre provided a post office,

school, two churches and a public hall for the established mixed farming, orcharding and sawmilling community.

Bacala station was opened less than a kilometre from the main Scottsdale road in 1913 -14, midway along the lengthy section of railway line between Lilydale and Tunnel. The station was listed in *Walch's Tasmanian Almanac* for 1914-22. Bacala did not develop any further services apart from a postal free bag for the period 1913-14. The tiny district lying in the valley to the north-west of the Bacala station as far as the Paling Track turn-off, in the valley formed by the stream tributaries of the Third River, has often been referred to as Bacala and is served by Bacala Road but in this discussion is considered part of the wider Tunnel district.⁴⁰⁵

Settlement

Most of the better farm land in the Tunnel district was surveyed during the period of outward expansion of settlement in the Pipers region from 1878 until 1893. Much of the district lay a considerable distance from the major through routes in the region, namely the Launceston to Scottsdale line of road (known as Halls Track) and the Pipers River road. For this reason land settlement at Tunnel did not make much progress until after the opening of the railway line in 1889.⁴⁰⁶

However, two or three pioneer settlers had taken up land earlier than this when the only access was by rough bush track. By 1885 the "track to Kirkham's (sic)" had been made (as marked on a railway survey drawing), passing through Lewin's block about 100 metres north of the present Bacala Road. Locally Mr F.J.S. (Frederick) Kerkham is considered the 'father' of Tunnel (and later of Retreat), and was said to have been the first settler in 1880. Details of his holdings are not certain at present because none appear in his own name on the versions of the Land Grant map that have been consulted, but assessment rolls and local and family sources have provided the following information.⁴⁰⁷

By 1885 Kerkham held 202 acres, probably including his 50 acre farm in the valley on which an early cottage is still in use, together with other adjoining blocks for which the purchase may have later been completed by his brothers R.P. (Percy) and C.H. (Charles) Kerkham. His brother C.F. (Clarence) Kerkham had also taken up an adjoining block to the north by this time. By 1885 Isiah Barrett may also have taken up his property in the north-western part of Tunnel, but this is uncertain as his 100 acre holding is listed in the assessment roll published that year as being at nearby Turners Marsh, where the Barrett family had long been settled.⁴⁰⁸

The building of the railway through the district greatly boosted both settlement and services near the Tunnel station. By the mid 1890's most or all of the Class 4 land had been surveyed (and much of it taken up) in the main valley and near the Tunnel and Retreat Roads (southern part), together with some Class 5 land on the northern parts of the Retreat and Yondover Roads and an isolated 25 acre block on the range to the west of the main valley; however, the latter block was apparently not purchased until about 1900-2 as discussed later.⁴⁰⁹

Over the period from about 1903 until the early 1920's there was a new phase in land occupation, stimulated in part by the State government's aim of closer settlement in rural areas. Some of these settlers, shown in assessment rolls as having 14 year lease or purchase terms from listed dates, were ex-Boer War soldiers according to local information. Unalienated poor quality land in the western range was surveyed and taken up. After World War 1, returned soldiers were resettled on land purchased by the Closer Settlement Board, including S.J. Barranger on the 50 acre block of good farmland believed to have been taken up originally by first settler Frederick Kerkham as mentioned above, and also the more marginal (Class 5) Yondover property, first settled by pioneer R.H.Green in about 1893. By about 1920 occupation of the land had peaked.⁴¹⁰

The railway enabled supplies and goods to be brought to settlers and, moreover, their produce to be transported easily and cheaply to markets. Rather than the forests in the Tunnel district being regarded largely as a hindrance to farming as in earlier years, and as they still were for some years in many districts not blessed with a railway, forest products became a marketable asset.

Logs, split palings and hewn timber were sent to Launceston by rail, and by the early 1900's sawmills were set up in the Tunnel district. J.B. White (formerly Manzoney), who was later to become a prominent sawmiller in the Lilydale district, settled at Tunnel and set up his first mills in the Tunnel/ Retreat district. In 1906 G.N. Sargent sought permission to construct a tram from his sawmill from his new timber selection at Tunnel alongside a proposed new road to Tunnel Road, pointing out that it would also serve others who had taken up timbered blocks in this new area. The Tunnel station allowed for easier transport of the growing amount of general produce from the district, but particularly the large volume, large weight timber freight as more mills were set up.⁴¹¹

However, the Tunnel station was difficult of access for heavy loads. As early as 1898 settlers from Tunnel, Bangor and the main road between Lilydale and Lebrina had petitioned the government for a new siding at the 23 mile peg (a few hundred metres south of the eventual Bacala siding). They saw its main purpose being "to deal with timber and firewood, because although near Tunnel Station, the formation of the country is such that expense of Cartage renders it unpayable"(AOT: PWD: correspondence re siding). L. Bardenhagen's steam sawmill was "in full swing"(ibid) at this time, about a mile from the proposed siding but its location is not known. A steam mill is thought to have operated later next to the Bacala siding when it had finally been opened (1913-14); the large tonnages being freighted out of Bacala certainly suggest that timber in some form was a major component. ⁴¹²

Most settlers made their livelihood from a variety of activities - timber harvesting, farming, labouring and contract work. Settlers lived on their small holdings in the valley, on the steep slopes or along the ridges, combining timber harvesting with clearing their farms. Some ran their own sawmills, were employed in them, or sold their own timber to them. Some people from the local or surrounding districts owned bullock teams with which they contracted to clear land and harvest timber. As the land was cleared, oats for feed for milking cows and mill animals and potatoes for the market were grown and animals were fattened for meat production, as in many other forested districts in the Study Area. ⁴¹³

The opening of the railway was the critical factor in the development of a flourishing orcharding industry on suitable farms in the Tunnel district from the 1890's. A newspaper correspondent who travelled from Bangor via Tunnel to Lebrina in 1893 commented very favourably on the improvements made and the orchards established on the Barrett and Geiss properties, the latter managed by Challender. The geographically similar Patersonia and Myrtle Bank districts in the St Patricks region did not support a significant commercial orcharding industry because of the lack of rail transport. The railway meant that Tunnel moved relatively rapidly from the pioneer subsistence stage to become a more established farming/ sawmilling community. ⁴¹⁴

As the timber was felled, the balance shifted towards farming (especially orcharding) at Tunnel itself, while logging and sawmilling operations moved further afield into the virgin forests of Retreat to the north. In 1908, at the time of the Tamar speculative orcharding boom, land was purchased with the intention of forming a syndicate to grow fruit on a large scale; the outcome is not known. By 1920 there were numerous orchards in the district, the larger of them being near the station, while most of the considerable loads of timber freighted from the Tunnel station were being milled and carted from Retreat rather than Tunnel itself. ⁴¹⁵

Employment and contract work on the railway provided cash, at first during the construction of the line and later in its operation and maintenance. In 1892/3 there were two plate layers living at Tunnel, while in about 1920 one government railway employee lived in the railway cottage and another in a house above the line (both houses are gone; the former site is marked by spring bulbs); there was also a railway worker employed at the Bacala station. Even salaried government employees were encouraged to provide for some of their own food requirements. The ganger living in the Tunnel railway cottage around 1920 ran a cow, fattened a pig, kept poultry, grew vegetables and planted the railway paddock to the west of the station with potatoes. ⁴¹⁶

Although the railway was a critical factor in the settlement patterns of the Tunnel district, transport by road and track was also of great importance. When the railway had opened, road routes were altered or introduced to form new transport patterns to make easier access through the hilly terrain to both the Tunnel station and Halls Track, the main road through the Pipers region from Launceston. In 1888 roadworks from Barrett's selection to the station were under way; this is the present South Retreat Road. By 1890, the present Bacala Road route from the main road at Walker's property was in use, while the present Paling Track also continued eastwards through Taylor's block (now largely State Forest) to the main road; this section of the Paling Track is no longer in use. ⁴¹⁷

Bulk freight such as timber and apple cases were largely transported to market by train, but local farmers often carted small-scale produce and supplies by road. Around 1920 Mr Sutor, who had an orchard across the line to the south of the station, would make the return trip by horse and cart to Launceston within one very long day, taking produce and collecting supplies for others as well as for his own farm. The ganger's family at the railway cottage could travel free of charge on the trains, but these ran only once or twice a day. For small errands they and others would walk along the line to the shop in Lebrina. People were also prepared to walk long distances for social occasions such as dances, even as far afield as North Lilydale. There were local cart and foot tracks that have since passed out of use. ⁴¹⁸

Some cottages and associated exotic plantings survive from the pioneer settlement and consolidation phase from the 1880's until about 1920, some of them no longer in use as dwellings. The earliest known is a split paling cottage with shingle roof still intact beneath the iron, standing on a spur on a hilly block formerly built and owned

by Percy Kerkham. A small but steep gully separates the cottage from the railway line as it sidles around the hillside. Associated with the cottage are remnant trees and a packing shed, reminders of the early commercial orchard on the property. A modern house is now in use. ⁴¹⁹

Several others of the surviving pre-1920 houses are also clustered near the all-important railway station: two disused simple cottages (possibly pre-1900) and orchard remnants next to the railway line across from the station; another house (c1910-20) also within sight of the railway station, and adjoining house (c 1900-10). Some early dwellings may survive but with later alterations rendering them almost unrecognisable; for example, a very early apple packing shed (possibly c1890's) remains intact alongside Tunnel Road, and the associated house from this period may well be incorporated within the older of the two dwellings (with essentially c1920 styling) now on the property. ⁴²⁰

Other early dwellings include: a cottage still in use on first settler Frederick Kerkham's holding; a former farmhouse (no longer in use as a dwelling) and plantings on the Yonderover Road, with a modern house nearby; a cottage still in use on the early farm originally owned by Isiah Barrett in Colgraves (or South Retreat) Road, built by Thomas Challenger, with associated shingled hut, outbuildings and orchard remnants; and a Bacala farmhouse still in use. ⁴²¹

Many other early farmsteads are no longer standing but their sites are known; over twenty such sites were pointed out by local informants during this Study. At least three are known to have been destroyed by fire. In several cases there is no obvious trace in the landscape, while in others there may remain associated outbuildings such as a milking shed on Bacala Road, two clusters of early sheds on Gundagai Road, and blackberry hedges and milking sheds still in use on Retreat road. In several instances the early dwelling was later replaced by another on the same property. Other properties, notably those bought up from the 1950's by Barringers for larger scale farming (as discussed below) have had no replacement dwelling. ⁴²²

In some instances, early pioneer holdings are no longer farms at all, attempts at farming having shown that the land was not well suited to this usage. Not only have the early dwelling and buildings left little trace in the landscape, but also the cleared farm land itself reverted to bush or was put to a different use - pine plantations .

Many of the more successful farms in the Tunnel district were established on Mathinna bed sediments of Class 4 soil capability, suitable for grazing and limited cropping, and situated fairly close to the all-important railway station. However, on the range to the west of the main valley and on the northern fringe of the district towards Retreat, some holdings were in high, cold country and consisted of heavily forested steep hillsides with sediments prone to erosion and are now considered only suited to grazing (Class 5 soil capability). These conditions, together with the greater distance to travel over rough tracks to the railway station, meant that farming was a marginal activity in much of the district. ⁴²³

Some of these small properties were never cleared to any extent and/or reverted to bushland after farming was abandoned. Others in the Tunnel/ Retreat area were acquired by the Crown, in at least some cases under the Closer Settlement Act for returned soldiers after World War 1 as discussed above. However, smallholdings on this marginal land did not make for success, especially if taken up by those with little farming experience. By the late 1930's the government recognised that much former forested land of this type, both in this district and elsewhere in the State, had proven unsuitable for farming and had become derelict and covered with bracken, blackberries and regrowth. In 1942 there were so many empty houses in the Tunnel district that there was a proposal to use them to accommodate many of the residents of George Town should a war-time evacuation be required. ⁴²⁴

Forestry plantations were now considered to be a more appropriate landuse for many of economically marginal farms. Farms of this kind were resumed or bought by the government and, together with additional bushland, were gradually acquired in the Tunnel/ Retreat district, and from 1948/9 exotic pines were being planted on these Crown holdings. ⁴²⁵

This process of farm acquisition and the subsequent planting of pines has had a dramatic effect on the cultural landscapes of the Tunnel and Retreat districts. An example is provided by a 100 acre block on Retreat Road, taken up by pioneer settler Sam Bassett and developed into a mixed farm. Some years after its acquisition by the government, pines were planted in about 1961. By the early 1990's the former farm landscape had been replaced by a mature pine plantation; a chestnut tree near the old house site was believed to survive in its midst. The block forms part of the Retreat State Forest. ⁴²⁶

Information from a range of sources concerning the nearby property, Yonderover, on Yonderover Road provides an interesting case study of a marginal farm from the time of pioneer settlement until the present. In the 1880's B.D.

Green was left behind by his British merchant navy ship and took up land at North Lilydale. Here he liked the life of a pioneer farmer and persuaded his half brother R.H. Green to migrate to Tasmania in 1893. In turn he bought the Yonderover property in the forest on the north-eastern fringe of Tunnel.

A series of family photographs shows this pioneer farm in the 1897-1900 period. By this time there was a substantial cluster of buildings on a rise: two adjoining shingle-roofed houses with additions, surrounded by a picket fence, and about ten huts, sheds and barns. Directly below this building cluster was a young orchard interplanted with a crop and surrounded by a paling fence. A track for horse drawn vehicles led up to the farm cluster, passing between the orchard and a roughly cleared paddock with post and rail fence.

While this landscape showed the results of considerable industry, it was still only partly tamed. There were still numerous large tree stumps in the home paddock, in the orchard and near the houses, while behind the farm cluster the hill top was covered with a forest of largely dead ringbarked trees. Another photograph shows men harvesting by hand a crop that had been planted amongst standing ringed trees with a chock and log fence around it. Contained by a crude brush fence, cattle grazed on a steep hillside, with rough grass and low shrubs between dead trees, stumps, and manfern trunks. ⁴²⁷

The son R.C. Green stayed on in charge of the Yonderover family property until around the end of World War 1. Letters (giving the postal address as Tunnel Station) written in the 1910's show that the condition of the roads to Yonderover continued to be a matter of concern. At that time the Green family farmstead was at the end of the Yonderover Road, which did not continue on to Retreat until the period of forestry development. In addition to the Yonderover Road there was a public road along the southern side of the property, no longer in use today. There were at least three other dwellings on Yonderover hill to the south-east of the Greens' home, the one below them on the western side of the Yonderover road being the Bird family home in 1917. ⁴²⁸

The Closer Settlement Board purchased the Yonderover property from R.C. Green and in 1919 it was leased to J.D. Beckett, a returned soldier, and at another stage to A.E. Lockhart, also a soldier settler. The property subsequently became one of the former farms in the Tunnel/ Retreat district to be turned over to Crown pine plantations from the late 1940's. The houses were sold, both continuing to be used as dwellings on farms in the district. One was shifted to Bassetts (or Geiss) Road, but has since been replaced with another house; the other is still in use and forming part of a farm landscape at Lebrina on the corner of the main Lilydale-Scottsdale road and Tunnel Road. Another cottage on the western side of the Yonderover road, below the Greens' on Yonderover Hill, was also removed and its site planted over with pines; it is uncertain whether this cottage was on the Yonderover property or an adjoining small holding. This cottage was removed and is still in use on Clover Hill, Lebrina.

At Yonderover the Greens' farmstead site in the pine forest could be still be discerned in the early 1990's - an early concrete septic tank, a few bricks, a couple of fruit trees and spring bulbs at the house site to the east of the road and a sheep yard to the west. As the trees grew, the plantation on the ridge formed a distinctive western backdrop to the Lebrina farmlands. By 1994 the trees had been harvested. ⁴²⁹

Even in about 1920 when the Tunnel district was near its peak of settlement in terms of the number of dwellings and a well-established local economy, the rural landscape was essentially one of bushland - tall timber on the hills and scrubby growth in the valley - with clearings of farmland, still with standing ring-barked trees, around the house and outbuildings. Clearing was slow and incomplete without mechanisation, but this was to change with the widespread introduction of bulldozers and tractors after World War 2. Some marginal farms of Tunnel/ Retreat were disappearing from the landscape under bush regrowth from the 1930's and pine plantings from 1948/9 as discussed above, but elsewhere in the Tunnel district farmland was being totally cleared for the first time from the 1950's. ⁴³⁰

In the 1950's and 60's much of the increasing acreage of fully cleared land was used for running more milking cows as the dairy industry expanded, for example along Bacala Road in the main valley and along the hills of Tunnel Road. In the main valley and up its steep sides, land was bought up and cleared by J. Barranger from about the late 1950's until the 1970's for larger scale farming, especially sheep and cattle grazing. ⁴³¹

Many of the early houses from around the turn of the century were still in use in the 1920's -60's period, often with alterations or additions. About half a dozen houses additional houses at Tunnel are thought to have appeared during this 1920's-60's period. 'To have appeared' is more correct than 'to have been built' because some of these were existing older buildings that were shifted to Tunnel from elsewhere during this period. Numerous instances are known in the Tunnel district of recycling of buildings, from local sites as well as from further afield, to serve as houses or outbuildings.

One shifted house serves as a good example of a general finding that has emerged from this Study as a whole, namely that a building may earlier have been part of another cultural landscape in another place. To the casual observer, the dwelling in South Retreat (or Colgraves) Road tells a simple story. A house was built here, probably around the turn of the century, and has recently been renovated. In fact, the house was probably built around that time, but in Golconda (Little Forester). As a Tunnel dwelling it dates from around 1942, when it was shifted to its present site. ⁴³²

Some old dwellings that were shifted have since gone. Another old house was shifted from Golconda to Bacala Road but has since disappeared, as has one that was shifted locally from Yondover property to Bassetts (or Geiss) Road. In both cases modern houses have replaced the earlier relocated buildings. No fewer than three buildings have been brought to a property on Tunnel Road for re-use. Two were formerly houses at Lebrina (one of them the Lebrina police cottage) while the third was built from the first Tunnel public hall on South Retreat (or Gundagai) Road. Other Tunnel public buildings to be put to a new use include the concrete St Wilfreds Church of England, recently converted to a house on site, and several Tunnel station buildings that are now in use as farm outbuildings as mentioned below. ⁴³³

With the decline of the orcharding industry and the trend towards fewer, larger dairy farms, the number of viable farms decreased in the Tunnel district as elsewhere from the 1970's. As mentioned above, from the late 1950's Barranger had been buying up farms at Tunnel and consolidating them into a large, economically viable sheep and cattle grazing property, and few dairy farms continued through the 1970's. By 1980 when it was sold (much of it still as a going concern), the Barranger property had expanded from the 50 acre soldier settler block (which had originally been owned by first settler Frederick Kerkham as discussed earlier) to about 20 titles totalling about 1200 acres, 1000 acres of it cleared for grazing. One of the two old cottages on the original block is still in use (the other has gone) and the old shearing shed with loft still stands. ⁴³⁴

Aggregation of titles meant that many of the early dwellings in the Tunnel district were now redundant as farm dwellings and fell into disuse, were used for other farm purposes or were removed or demolished. As mentioned above, over twenty former house sites are known, as well as some early houses still standing but not occupied. On the other hand, in the period from the 1970's until the mid 1990's, around 15 new houses were built in the district. However, few of these are occupied by full-time farmers; many belong to retired local people, commuters who run a part-time farm or town people who have built a bush retreat. Recent improvements to the main road to Launceston have made the Tunnel district more appealing to prospective commuters. ⁴³⁵

The number of new houses of this kind is on the increase following the sale of the large grazing property. The farm was first built up (before selling in 1980) by Barranger by aggregating titles, incorporating much of the main valley and its western hills as discussed above. The property was then re-sold in 1993/4 in 21 titles, completing the circle as many of them had formerly been separate small farms. They were now promoted as prospective commuter or bush retreat holdings. New houses have been built on some of these titles including two on small acreages on the western slopes of the valley. ⁴³⁶

This most recent phase of settlement could see a return to a distribution pattern and density of dwellings similar to that of the peak 1910-20 period. Associated with this return to the individually owned small holding rather than the aggregated large property is the requirement for new access roads and the re-opening of old roads that had fallen out of use. In some cases there has been confusion for new owners as to the exact status of such roads. ⁴³⁷

Although this trend towards increased numbers of commuter or retreat houses on small holdings is well established, the pattern of land usage in the district is in a state of flux. The landscape patterns are changing as new mosaics of land clearance on the one hand and tree-planting on the other are emerging. The chief determinants of this pattern are the forestry operations on State and private land, and the requirements of prospective and new land owners. Some prospective commuter property owners looking at real estate in this and other districts wish to have a comfortable modern house and a small acreage suitable for intensive activities such as a vineyard or deer farming (although neither of these have yet been established at Tunnel), while others are seeking firewood blocks or a larger acreage for grazing. One prospective buyer of a Yondover Road property in 1993 was interested in planting for tree-farming on former grazing land with no requirement for a house, while on the other hand on the hills on the western side of the main valley some forested areas have been clear-felled. ⁴³⁸

A property in the western hills and its surroundings provide an interesting case study of several of these types of landscape changes. The isolated 25 acre lot was surveyed by 1893, the only land in the immediate vicinity to be surveyed this early, possibly because of a small area of well-watered good soil (later used for market gardening). Mary Wallace took it up during the period 1900-2; by 1902 the assessment roll records that a house had been built. Other blocks in the vicinity were later bought by family members. The Wallaces ran a small farm here,

clearing a few acres around the dwelling. According to a local source, the property was one of several in the vicinity involved in Closer Settlement/soldier settlement schemes. In 1929 Mr Rawnsley bought the property. He added on to the existing cottage, milked 8-10 cows, raised pigs, grew potatoes and grain and ran a market garden, drawing water from a dam on the creek. The house was burned down in about 1942 and the Rawnsleys moved to a new home (an old cottage shifted from Golconda as discussed above) to the north in the main valley. ⁴³⁹

In 1975 the Soccols of Launceston bought the property as a bush retreat/weekender. At this time the logs on which the cottage had rested and the stone chimney were still in place; the site is still readily discernible, as are the nearby well, a few fence posts, furrow marks, and the probable sites of the blacksmith shop and dairy. Mature oak trees, a laurel and naturalised bulbs still grow near the former house site. When the Soccols bought the property the formerly cleared farm land around the house site was overgrown with tall bracken, which they have re-cleared and since allowed native grasses to become established, together with some additional exotic plantings in the first few years. At the time of purchase the former market garden had already reverted to a regrowth of native grasses and tall wattles. ⁴⁴⁰

In 1980 the Soccols built a timber Alpine-style cottage in this clearing, using timber milled on site. Some recycled materials and fittings were also used, including stone from the original cottage's chimney for that in the new house, and a staircase from the old Bassett farmhouse (mentioned above, since demolished) on Retreat Road. From about this time the Soccols planned to develop a programme of blackwood planting for future harvesting using European tree management techniques. In conjunction with this they began to implement other landcare measures with the object of maintaining the property as a private bushland reserve for flora and fauna. ⁴⁴¹

The Soccols' commitment to this latter objective has been strengthened in recent years with the many changes on other properties in the vicinity, several of the bush blocks being amongst those formerly bought up by Barrenger and sold in 1980. Another property owner did start native tree planting, also near an early house site, until he discovered that he did not own that section of land; there has been much confusion over boundaries and road access in the area. Forests on blocks to the west and north of Soccols have been clearfelled for the timber, and the future usage - pasture, tree plantation or natural regrowth - is not yet fully apparent. To the east, land is being cleared for grazing, while to the south land is also under clearance on both sides of the Third River. ⁴⁴²

Further to the north on Gundagai Road, new commuter houses have been built on two titles from the former aggregated property discussed above, one already cleared and the other partly cleared. Westwards from here and to the north of Gundagai Road, an area of State Forest that forms a southern extension of the Retreat block was harvested in the 1980's and planted with pines. Immediately south of these pines and fronting onto Gundagai Road, an area of private land was clearfelled for the timber and dams made and then offered for sale. ⁴⁴³

Services

The Tunnel district's central place functions were all in place by 1907. Around this time orcharding was well-established and sawmills were operating, both at Tunnel and in the newly-settled outlying district of Retreat to the north. Freight and passenger usage of the railway were increasing, and the number of pupils at the school was growing. ⁴⁴⁴

The station itself was the first and the key service for the district, having operated from 1889 with the opening of the North-Eastern line from Launceston to Scottsdale. However, the exact siting of the Tunnel station was determined ultimately by railway requirements rather than the ideal location to serve the district; it was placed within sight of the western opening of the railway tunnel. The terrain in this vicinity is very hilly, as evidenced by the grades on the line and the very need for a tunnel. In about 1920 a loop was installed at the station on the southern side of the line to assist trains travelling over the steep grades in either direction. Part of the load could be temporarily left on the loop (dismantled about 1970). ⁴⁴⁵

Road access to the station is quite steep, presenting difficulties to animal-drawn vehicles in the early years and, as discussed earlier, this was a factor in settlers' bids for a siding to be installed at Bacala. Local sources suggest that the road may have originally been planned to run south from the Tunnel Road further to the west. ⁴⁴⁶

In the early 1990's, the gangers' or workmen's shed and a trolley shed remained near the platform area. Other Tunnel station buildings had earlier been shifted to serve as farm sheds on various properties. The station itself is possibly the shed on a property across the line, the railway cottage has been removed to Pipers River, and the goods shed is serving as a barn on Tunnel Road. There were also stockyards on the north-western side of the line. Postal services were available for the Tunnel district at the station from 1890 until 1969, often provided by the station master's wife. Mail for Retreat was collected from the Tunnel station. ⁴⁴⁷

Miss Montgomery conducted a private school at an unknown location near the station from 1893. The Tunnel State School was opened in 1903, situated about a kilometre west of the station so that it was quite centrally located in the farming and sawmilling district, near three road junctions and the two churches. A new building was erected in 1911. The school building was transferred to form part of the Lilydale Area School (opened in 1939), where it is believed to still form part of the domestic arts/ trades complex. This area school was thereafter attended by pupils from the Tunnel district; the school bus shelter is still standing near the original Tunnel school site. The local school was the first central place function to be lost from the district. ⁴⁴⁸

Mr Frederick Kerkham conducted Sunday school in the private school at Tunnel from 1893, and became a preacher with the Methodist church by 1902, both locally and on the Lilydale Home Mission Station circuit. The Tunnel Methodist Church may have been built on Bacala Road by this time, on land donated by Frederick Kerkham's son Clarence. The church burned down during the 1921-2 summer and was replaced with a structure of hardwood (using scantlings donated by Mr Sulzberger) with stone foundations and an iron roof. The cemetery remains at this site although the original fence was also destroyed by bush fires. In 1942 it was noted that services had not been held in the attractive church for many months, and in 1949 the church building was shifted to Lilydale to become the Sunday School at the Methodist church (now used by the Uniting Church). ⁴⁴⁹

Up the hill from the Tunnel Methodist Church was St Wilfreds (or Wilfrids) Church of England, first built in 1895, the same year that St Silas opened at Wyena. These churches were built on the railway line with a view to a minister being able to service them; he was even referred to as the vicar of the Scottsdale line. ⁴⁵⁰

The St Wilfreds building was replaced in 1914. This second St Wilfreds was destroyed by fire in 1922 - possibly in the same fire that took the nearby Methodist Church. This local history of church fires may have contributed to the decision, unique in the Study Area, to build the third St Wilfreds of concrete on the same site in 1925. Services were generally conducted monthly until 1963, with congregations typically of about 12 until the mid 1950's; members of the congregation contributing towards the travel expenses of the rector at Lilydale. However, from 1963 only a couple of families were interested and only the occasional wedding or burial service was held. The structure still stands but no longer serves as a church, having for a time been used for other purposes such as Masonic clubrooms, and has now been converted to a private house. ⁴⁵¹

The first public hall at Tunnel was built in 1907 in what proved to be an unsuitable damp position on the western side of the settlement. A little further west again was the sports ground, a paddock with no buildings known to have been in use for football matches around 1920. Cakes for the Saturday occasion would be sent out from Shepherds in Launceston on the train on Friday afternoon. ⁴⁵²

The hall was used for a variety of functions including dances, concerts and as a polling booth. By 1945 the hall's foundations had decayed and the building was inadequate in every way, leaving the community in urgent need of a suitable public building for social functions and to serve as a polling booth, the school having been removed to Lilydale in 1939. From 1945 there were plans to secure the former school site, shift the old hall onto new foundations to this more central and suitable site, and make improvements to it. A government contribution was approved under its war memorial scheme. Progress was slow, roofing iron for the hall was in short supply after the war and plans changed. Finally a new hall was built on the school site in the early 1960's, the timbers of the old one being recycled on a farm on Tunnel Road. ⁴⁵³

With the declining population and increasing mobility of residents of the district, the hall was used infrequently and in the early 1990's it was sold by the Council for removal. The Tunnel district now has no central place functions. ⁴⁵⁴

RETREAT

Retreat was a tiny and isolated centre lying to the north of Tunnel and to the north-west of Lebrina, its only central place functions being a school and a post office. Because of its remote location and distance from existing through routes, the rugged terrain, its generally quite poor soils and heavy forest cover, Retreat was the last district in the Pipers region to be taken up by settlers for pioneer farming. Much of Retreat was settled from around the turn of the century as an outpost of Tunnel, the settlement centre being about nine kilometres by poor road from the Tunnel railway station. (Many aspects of the settlement history of Retreat have been mentioned in the Tunnel section of this document.) Tracks and roads also connected Retreat to Lebrina to the south-east and the Pipers River district (outside the Study Area) to the west and north. ⁴⁵⁵

One of the earliest records of activity believed to be in the area that was to become known as Retreat was a

Tankerville Road Trust 1894 list of specification for road works which included a "road near Mr Green's house where timber carters usually come onto the road from Mr Campbell's bush" (Minutes, 3 September 1894). Mr Green's pioneer farm Yondover was at the end of the track on the fringe of the Tunnel settlement, while the Campbells bought land at Retreat and set up early sawmills in central Retreat and on the north-western fringe of the Lebrina district. ⁴⁵⁶

Certainly by the early 1900's sawmillers from Tunnel were penetrating northwards into the heavy bush country of the Retreat district, and timber was to remain the mainstay of the local economy for decades. Because attention was turned to this forested area so late in the history of land usage and settlement in Tasmania, the forests were recognised as a valuable resource rather than simply a hindrance to agricultural settlement as had happened in so many earlier-settled districts. Timber harvesting preceded farming at Retreat. ⁴⁵⁷

F.J.S. Kerkham, who is believed to have been the first settler in the Tunnel district in about 1880, went on to select and settle at Retreat in the early 1900's. As milling logs were taken from Kerkham's 95 acre block, known as 'The Retreat' or more usually 'Retro', so the land was cleared and sown. Kerkham lived in a hut on the property during the week with one of his sons during the clearing phase, and two daughters joined them when cows were brought to graze the new pasture. Later a house was built (no longer standing) and the whole family moved from Tunnel. ⁴⁵⁸

A few other pioneer settler families established small mixed holdings in the district in a similar fashion, many of them relying on mill work, hunting and road work to make a living. By 1909 settlers were pressing for a road from Tunnel "to the district known as the Retreat" (Lilydale Council minutes, 6 June 1914). In an effort to keep communications with this remote high rainfall area open in wet weather, the Retreat Road from Tunnel was corded with sapling spars. Ern Smith of Lower Turners Marsh worked on laying this cording for Charlie Haas who had the contract. In 1914 Mr Perger asked permission to cord Retreat Road near White's Mill, and in the following year George Harrison of Retreat earned payment from the Lilydale Council for repairing cords on this road. A later realignment of this road has left a section of the original formation, with indentations from the cording said to be visible in places. ⁴⁵⁹

The few pioneering families between them had a number of children who had to walk to school in Tunnel. The need for a local school became apparent and the government was petitioned. A government school started with an enrolment of 17 in 1915 in a building erected by local residents, but at times low enrolments meant that the Retreat school was classified as a subsidised school. However, probably because of the long journey to Lilydale, the Retreat school continued after the Lilydale Area School opened in 1939 until at least 1940 so that, unlike many other district schools in the Pipers region, the building was not shifted to form part of the new school. ⁴⁶⁰

The school building was centrally located on the south-eastern corner of the junction of Retreat and Kettle Roads, and became the focal point of the social life for the small but close-knit community, consisting of a group of families with similar age structure. Dances, concerts and Methodist services run by the Lilydale Home Mission were held here for at least the 1916-42 period. The founding pioneer Kerkham family were staunch Methodists, with F.J.S. Kerkham a lay preacher travelling around the Lilydale circuit on horseback, but most other families of any denomination also attended services. After the school's closure, the building was used as a dwelling for a time before being shifted across Kettle Road to the Kettles' farm. ⁴⁶¹

The other service provided for the Retreat settlement was a post office (1924-67), run in a local house with the mail transferred to and from Tunnel Station by horseback for some years. Its first location was the centrally situated Kerkham home, Retro, after which it moved a few hundred metres north to the Kettle farm. The final location for the post office was at the old Harrison homestead, run by Howe and then Keogh. This cottage, one of only two remaining from the Retreat farming settlement of the 1900-20 period, was put up for purchase and removal by tender by Forestry Tasmania in 1994. ⁴⁶²

Few features relating to this early phase of the former farming community remain in the Retreat landscapes, dominated as they are by forestry operations and plantations. The one surviving dwelling is the former home of the pioneering Corbel family at the eastern end of Kettles Road (earlier known as Corbels Road). Like other Retreat settlers, the Corbels cleared a little more land each year for cropping - oats for stock feed, and potatoes. Nearby, to the north-east of the Retreat/ Kettles Road corner, the Kettles ran a similar small farm, also milking a few cows and keeping a vegetable garden and a farm orchard. The Kettle home has gone, but the site is marked by orchard remains and other exotic plantings and sheds. ⁴⁶³

In the 1920's and 30's the Kerkham, Harrison, Kettle and Corbel families as mentioned were all living on their small farms within half a kilometre of the school at the Retreat/ Kettles Road corner. Further afield were the

Dadsons to the south (the house is now at Lebrina) and the Weeks to the west. Photographs of this period show that farmhouses and the school were surrounded by picket fences, beyond which the 'cleared' land was often a forest of standing ringbarked trees. Income from these farms was meagre. Bardenhagens of Lilydale collected cream and other farm produce, some of which was sold in their shop, and also delivered groceries to Retreat. The Retreat families would travel to Lilydale for special occasions such as the show, but a trip to Launceston was at best an annual event. Most of the local roads were no more than bush tracks. ⁴⁶⁴

From the time of first settlement through to the post-World War 2 period, the timber industry continued to be the major source of cash for Retreat residents. Because of their remoteness from sizeable population centres, some of the early sawmills provided living huts on site, an uncommon feature in the Study Area at this time. In 1912 Ernest Kerkham lived with his young family at his mill at Lone Creek, three miles from Retreat on the Platypus Creek, with the mill gang in single quarters also on site. In 1915 William Kettle and his new wife and a couple of other workers were living in huts at White's (Manzoney's) mill on White's Creek to the south of Retreat. Another mill of around this period, possibly one of the earliest, was run by the Campbells, less than a kilometre north of the Retreat/ Kettles Road intersection, but even here huts were provided for the workers. Ted Corbel was one local settler who supplemented his meagre farm income by working at Campbells' mill, but he was able to walk to work. This mill closed before 1919. ⁴⁶⁵

Even in the late 1920's there were sufficient local timber supplies for the Harrisons to set up a mill in the centre of Retreat, only about 300 metres north of the Retreat/ Kettles Road junction and south-west across Retreat Road from the Kettles' farm. The men of the Kettle family kept bullock teams and worked for cash at hauling logs to Harrisons and the other mills in the district. (Chaff supplies had to be bought in because the local supply was insufficient in this small-scale farming district.) Numerous other mill sites, together with at least one mill tramway, are known in all directions in the wider Retreat district. ⁴⁶⁶

Making a living from farming a small holding at Retreat had certainly proved difficult, as recognised by the government in the 1940's. Much of the land here and in other similar parts of Tasmania was now recognised as being more suited to supporting forestry than farming. The Retreat district and the adjoining northern part of Tunnel was one of several areas in the State, but the only one in the Pipers region, to be selected by the Forestry Department for the gradual resumption of marginal farms and forested land for the establishment of exotic pine plantations. The first 40 acres was planted in 1948-49, and by 1970 about 1200 acres was under pines, including much of the first settler Kerkham's farm. Some early plantings have been successively harvested and replanted. Harvesting of eucalypts has also continued to the present on both State Forest and privately owned land. ⁴⁶⁷

Since World War 2, Retreat has thus presented the ever-changing landscapes of a district primarily used and managed for its forestry - native eucalypt forest and both pine and eucalypt plantations - forming a landscape mosaic of tracts of land at various stages in the cycle of clear-felling, new plantings or regrowth, and mature forests. In the 1990's small non-forested enclave encompasses the Forestry Tasmania depot on Retreat Road on the original Retro block and the small tract of surviving farmland to the north and east of Kettles Road. In the 1990's the Forestry depot consisted of a purpose-built house (c1960's) and a large works shed on the eastern side of Retreat Road and a newer storage shed to the west. Several single mens' huts once situated were shifted some time ago to a private property at the Lilydale Main Road/ Pipers River Road intersection. A redundant early farm cottage from Hollybank (Underwood) was shifted to the Retreat forestry area in about 1956, soon after the Forestry Commission had purchased Hollybank, but its subsequent fate is unknown. The Forestry operation at Retreat provided employment for residents in nearby districts in the 1950's-70's period but to a lesser extent in recent years, particularly since the State level restructuring of the 1990's. ⁴⁶⁸

Two properties on the surviving better farmland on Kettles Road became dairy farms in the post World War 2 boom years for that industry, continuing into the 1990's in one instance with a piggery added. A house was built on this farm in about the 1960's, south of the old Kettle dwelling site mentioned above. Further east is a modern brick house. At the eastern end of Retreat Road, the old Corbel farm cottage is the only early house to survive, and is thought to be that advertised for sale as an ideal hobby farm in 1996, with renovations and extensions. On or near this property is another small cottage, possibly c1960's. A small number of modern commuter/ hobby farm houses have been built in the district, including those on the former Manzoney (White) forest block. ⁴⁶⁹

PIPERS REGION: LILYDALE

FOREWORD

As for other districts in the Study Area, the development of settlement patterns and the associated dwellings in the Lilydale district are considered here, with a separate discussion of services. However, certain problems have arisen when researching and writing this section, particularly in relation to the township of Lilydale.

Lilydale township has long been by far the most significant service centre in the Study Area in terms of its range of central place functions. More has been written about Lilydale than other centres or districts in the Study Area, and these sources as well as many others have been drawn upon in this section. Nevertheless the information thus obtained is uneven and incomplete. It was beyond the scope of this Study to research all relevant aspects of the township, with a detailed history of each service and site and the resultant changes in landscapes within the township.

Another problem has been that of how to present the discussion concerning the township. Because of Lilydale's size and complexity compared with other centres and the fact that the historical geography and landscape evolution of such a township is considerably more than a listing of the development of its individual services, more repetition of information has proven necessary than for other districts. Thus in each chronological division of the Settlement discussion for the district, the layout and stage of development of the township and factors affecting this are discussed, drawing heavily on information presented separately in the Services discussion.

SETTLEMENT

Introduction

The Lilydale district has had a sustained history as a relatively prosperous farming and sawmilling district, and the township itself (known formerly as Upper Pipers River and German Town) has long been the undisputed leading service centre in the Pipers region, now serving a sizeable rural commuter population. Settlers first arrived in the early 1860's, while the first central place functions date from the late 1860's and early 1870's. From the 1880's Lilydale began to emerge as the leading centre in the district, so that by the turn of the century it was a flourishing township and clearly the regional centre ahead of nearby Underwood, Turners Marsh/ Karoola and Lebrina.¹

Yet when European settlement was first reaching into the forested country of the Pipers region in the 1850's and 60's, Lilydale would have seemed an unlikely proposition for becoming the leading district and township of the future. The Turners Marsh/ Karoola and Underwood districts had earlier access routes to them, earlier population growth and were situated on the main Pipers River itself rather than on smaller tributaries. Underwood was selected and surveyed as the site for a village as early as 1860, while Lilydale grew later and in an 'ad hoc' fashion, no township having been envisaged here, let alone planned. Turners Marsh/ Karoola offered larger continuous tracts of farmland along the Pipers and Second River valleys, while in the Lebrina district there were patches of sought-after basalt soil. The following sections explore the factors influencing the emergence of Lilydale as the leading district and township as reflected in its cultural landscapes.²

The evolution of the present day townscapes of Lilydale has been investigated in this Study in general terms. The township of Lilydale has a somewhat haphazard appearance with no readily apparent old central area with civic buildings and a public park. The most obvious focal point is Bardenhagen's store (1888) at the Main/ Station Road corner. The casual observer might well conclude that this intersection must have been the original core of the township, the assumed cluster of early government and commercial buildings having been removed from the streetscape in subsequent development. However, this is not the case as discussed in the following chronologically-ordered sections.

For the purposes of this Study, common local opinion has been used in defining the extent of the Lilydale district. The Lilydale district is considered to extend southwards to merge with Underwood around Powers Road; south-westwards to merge with Lalla at Downie; north-westwards along the Second River Road to merge with Karoola at Merthyr Park; northwards along Main Road to merge with Lebrina on the northern side of Grandfields Hill; and eastwards along North Lilydale Road to its merger with North Lilydale. In addition, the settlement extends to the east to include the western and northern slopes of Mount Arthur accessed by Whites Mill Road and Mountain Road, and Doaks Road/ Mount Arthur Road as far as the merger with Patersonia (St Patricks region) at the watershed. The township itself extends along the Main Road from just south of the Lalla Road junction

northwards to the Doaks Road junction, as well south-westwards along Lalla Road about half a kilometre and about a kilometre west and east along Station and Doaks Roads respectively. ³

Settlement 1850's - 1879

Pioneer farms

The first European occupation of the Lilydale area was probably by timber splitters, although there is no known specific mention of the district in this regard. The route from Launceston to the north coast via Fingerpost Hill (on the Lilydale Main Road) and the Pipers River valley was known from the 1830's. Three blocks on or near it (at Turners Marsh and Bangor) were granted in the 1840's. Timber splitters moved out in greater numbers during the early 1850's along this route and also eastwards from Fingerpost Hill to the upper reaches of the Piper at Underwood. ⁴

Some of these early splitters may have ventured northwards from here into the beds of timber on tributaries of the Pipers River in the Lilydale district. However, the first permanent occupation of Lilydale was for pioneer farm settlement. This settlement came about as a result of firstly, the establishment of Grubb and Tyson's sawmilling settlement at Underwood from 1854 and secondly, the selection of the exact route of Hall's Track onwards from this Underwood settlement to Bridport in 1860/1.

Surveyor James Scott recommended in 1859 that a track with bridges be opened to the Pipers River and beyond to the North-East to enable pioneer settlement of the extensive tracts of good farmland around Scottsdale. However, from Scott's rather confusing description of the route and bridges, his proposed track may well not have passed through Lilydale at all, instead taking a longer route, possibly via the Pipers River track to Turners Marsh/ Karoola and the Second River rather than Underwood and Lilydale:

“... a bridge over Piper's River north of the Brown Mountain, and one another bridge over a second branch about one mile further to the east” (JHA 1866/52). ⁵

If the main track to the North-East had indeed been routed via Turners Marsh/ Karoola, the settlement of the Lilydale district would likely have taken place later and more slowly. In the event, surveyor Richard Hall took the rough timbergetters' track to the Underwood ford a little downstream of Grubb and Tyson's large sawmill settlement, set up camp and surveyed a village here in 1860. From here Hall laid out the line of road to the North-East, soon to be known as Hall's track, routing it via small tracts of good farmland at Lilydale and Lebrina. Government surveyors were very aware of the vital importance of access tracks and roads to the settlement of forested districts.

Although the alternative St Patricks River route was subsequently chosen as the main road to the North-East, Hall's track served as a catalyst to the further settlement of suitable agricultural land within the Pipers region itself, notably at Lilydale and Lebrina. Hall's track was to become the major road serving the Pipers region and remains so, with numerous local deviations and alterations. ⁶

By 1860 numerous small holdings had been taken up at Turners Marsh/ Karoola and several at Underwood under the 1858 Land Act (in addition to the earlier Grubb and Tyson sawmill holding). Few lots in these districts reached the maximum allowable of 320 acres, the average selection being less than 100 acres at this period. However, the earliest blocks on the outskirts of or within the Lilydale district were above this average for the combined districts, and two were close to the maximum of 320 acres. J. Campell's 313 acre block (1860) lay at the northern end of Underwood where it merges into Lilydale, but no land was taken up to the north at this time. In 1861 D. Scott and D. Fernice (or Fernie) selected 319 acres a little to the west of Hall's track where Lilydale merges into the district which later came to be known as Lalla. ⁷

For the purposes of this Study, the Lilydale district is considered to merge into the Lalla district along Lalla Road only a short distance to the south-west of the township. An 1861 map shows that the original surveyed route of Hall's track between Lilydale and Launceston was more westerly than the present, following the current Lalla Road route south-west from the township (from the present Lalla/ Lilydale Road intersection) as far as the present right angled bend in Lalla Road. Here the “cart track from Turners Marsh” (OSG: Roads Dorset 12; present Lalla Road) joined this main track, which continued southwards via Ryans Road to Underwood.

The hilly farmland (Class 4 and 5) near the original route was alienated early, with Downie having taken up his land in 1861 at the junction of this original Lilydale route and the Turners Marsh track; there was a splitters' hut here as shown on the 1861 map. ⁸

Land selection in the district of Lilydale proper soon followed, all titles being above the overall average in area for holdings selected in the Pipers region since 1858: W.Somerville (1861, 146 acres), W.Wilson (1861, 198 acres), A. Scott (1861, 110 acres) and G., J. & L. Miller (1862, 250 acres).⁹

All of these listed properties went on to become successful farms, all but one (Scott's selection, which was owned by Ludwig Bardenhagen from the 1870's) remaining under the ownership of the same prominent families for many years. Possibly the larger than average size of these initial holdings contributed to the success of these early pioneers. Much of the land in these early selections is good for farming (Class 4 mudstone soils suitable for intensive grazing and marginally suitable for cropping) although some of the holdings include areas of poorer soils and/or steep terrain.¹⁰

By 1867 a few more settlers had taken up land, mostly in lots of 100 acres or less scattered over the Lilydale district, but they did not all live on their holdings themselves. Many of the families taking up these small grants bought additional land as soon as they could afford it, often adjoining their original holding, in order to extend their farm to a viable size and/or to provide for the next generation.

According to the valuation rolls, most of these purchasers had built a hut on their bush block by 1867, as had all but one of the earlier arrivals listed above (W.Wilson). E.T. Dolbey's dwelling alone was described as a 'house', but it cannot be determined whether it really was more worthy of this name than other dwellings of the time. It was situated on the north-eastern corner of Main and Doaks Road.¹¹

From 1868 Robert Arnold and family were living on Dolbey's property (until their own dwelling on their 50 acre property in Station Road was built), and Arnold conducted a Sunday school and service here. This was one of a few central place functions already being provided in the 1860's by settlers in the district. Dolbey himself ran a small private school before 1870 in a building which may survive on the property. Around this time Dolbey's neighbour, James Scott, is claimed by one anecdotal source to have run a store on his 100 acre block on the south-eastern corner of the same intersection, now part of the Lilydale township. According to some anecdotal sources there may have been a small Roman Catholic chapel between Lilydale and Underwood by about 1863, and Presbyterian services in Lilydale from about 1865 on the instigation of elders Wilson and Somerville.¹²

By 1867 the Mullers (Millers), German immigrants who had taken up 250 acres in Doaks Road in 1862, had acquired further land and had been joined further up Doaks Road by other German settlers, the Kilb (Kelp) family; the Doch (Doak) family may also have been Germans. This was the beginning of the part of Lilydale that came to be known informally as 'German Town' as more German settlers took up land in Lilydale in the 1860's and 70's. Many of their holdings were in this same Doaks Road area, including those of the Dornauf, Erb and Staubi families. The first Sulzberger family farm of 100 acres was not far away, on the western side of the Main Road opposite the Main/ Doaks Road intersection and bounded to the south by Station Road.¹³

Many German families had arrived on ships including the *Montmorency* (1855) as bounty immigrants sponsored by landowners requiring labour in the Northern Midlands. Later several of them took up their own land in the new pioneering district of Lilydale, in turn attracting further German settlers. These Germans, as well as the British families mentioned thus far and others, were free immigrants without great personal wealth but with the motivation to become independent landowners and successful members of their new community. These founding families succeeded in their ambitions, they and their descendants going on to establish Lilydale as a prosperous rural district. Some of these families are still prominent in the district today.¹⁴

The origins of all settlers has not been researched, but there is little in readily available local sources to suggest that there were significant numbers of ex-convict settlers in the Lilydale district.

Land selection and progress in the Lilydale settlement, known as Upper Pipers River, was hampered by poor roads at this time. One of the biggest problems facing the settlers of the 1860's and 70's in Lilydale, as in other pioneer farming communities throughout the Study Area, was the transport of supplies and produce to and from their properties. However, two factors meant that this district suffered from this problem perhaps a little less than some others: the initiative of the settlers themselves, and the existing timber tramway from nearby Underwood to Mowbray on the northern outskirts of Launceston.¹⁵

The vital importance of roads was well-recognised, both by land owners along Hall's track, who worked together from the mid 1860's to petition the government on the matter, and by government officials at work in the region. An early petition presented to the Legislative Council calling for road improvements in the Dorset district was written in 1864 by Edward Dolbey, one of the first settlers in the Lilydale district as noted above. Dolbey, who also worked as a teacher at Hadsphen, pointed out that the government had allowed the districts to the west of

Launceston and the Fingal valley to prosper by opening up roads. ¹⁶

After the formation of the Tankerville Road Trust at Lilydale in 1872, settlers were more able to improve the roads themselves using the portion of the land purchase money required to be set aside by the government for this purpose. By 1876 one of the many travellers now taking Hall's track to the tin mines of the Ringarooma valley was able to report that the road, although still very bad in places, had been much improved in the last few years. At this time miners were also passing through on their way to the goldfields in the Lisle-Denison area of the Little Forester region to the North-East, probably buying farm produce and other supplies in the growing pioneer farming community of Lilydale. ¹⁷

In this era of very rough tracks and no railway, the Lilydale settlers had the advantage of the horse-drawn tramway which ran from Grubb and Tyson's sawmill at nearby Underwood to Mowbray until at least the time of the closure of the mill in about 1871/2 because of depressed timber prices. J.Scott is said to have used this to supply his store in Lilydale, and when settlers began producing surplus grain they packed it on horses or even cattle to be carried to the tram terminus. ¹⁸

After the closure of the tram surplus produce was taken on the settlers' backs, or driven in the case of fattened pigs, to Launceston, there being only a very small local market at this time. Despite the improvements to the main road in the 1870's as mentioned, it was still often impassable by vehicles so that most traffic was on foot, or horseback for those settlers who could already afford that luxury. A number of men and youths of the district, many of them Germans but also Robert Arnold and sons, returned on foot to the established agricultural districts of the northern Midlands during the 1870's (where they had earlier been employed as mentioned) for seasonal work to bring in much needed cash. ¹⁹

With the gradual road improvements the Lilydale district had progressed in several ways. More land had been alienated, with much of the best and more accessible land taken up by 1877, and the beginnings of the eventual network of roads and tracks was in place. Lilydale emerged as a small service centre, known as Upper Pipers River. The population at Turners Marsh was probably still larger as indicated by school enrolment figures for the two settlements in the 1870's, and at the end of the decade this settlement had similar basic services to Lilydale - a school, post office and two churches. ²⁰

Many of the growing number of settlers in the Lilydale district had worked together to build a public school (1870) on land donated by A. Scott, one of the earliest (but non-resident) landowners. Church services were also held in the school, but in 1879 the community-spirited residents were once again working together to build a church for the use of any denomination. From 1873 Gottlieb Sulzberger ran a post office on his property, and an associated store that may have been open by the late 1870's. Ludwig Bardenhagen also opened a small store and bakehouse on his property. ²¹

Although the Lilydale district had progressed considerably by the late 1870's, probably because of a larger than average measure of political action, self-help and cooperation amongst its settlers, it presented neither a well-tamed rural nor a village landscape. The district was still largely forested with rough tracks leading to a scatter of settlers' subsistence farms which were little more than small hand-worked clearings with standing ring-barked trees around their first hut or, in some cases, a more substantial timber cottage or house as discussed below.

Crude huts were generally the first habitation for pioneer settlers of virgin forest throughout this period and indeed well into the 1880's and 90's as new settlers arrived in the district. The existence of these huts was transient as they were never intended to be more than a very temporary dwelling while the first cottage or house could be built. None are thought to survive. For example, George Arnold's bark hut on the Summer Hill property was only used for a short time in the mid 1870's before the existing cottage was built. In the 1870's McLennan built a hut of log and mud construction with a roof of long shingles near the Lilydale Falls Creek. The hut has long since gone, and already warranted the titles 'Abandoned' and 'Ruined Hut' when photographed in 1894 by members of the Northern Tasmanian Camera Club. However, the already-large poplar tree next to the hut in these photographs was still standing until the late 1990's as a landscape reminder of this early pioneer dwelling. ²²

The settlers who were most quickly to prosper were those who supplemented their farming with their own businesses and/or paid labouring work. The first post man, the enterprising and successful German settler Gottlieb Sulzberger, was one who in the 1870's built his relatively substantial timber house with at least one guest room. He assisted the Athertons in many ways when they arrived from England in 1880 to look for a small holding in the general district. They commented on their stay at the Sulzberger establishment, their first experience of a pioneer bush farm:

"After about five hours [by chaise-cart from Launceston over a very rough track] we reached a small wooden

house with several wooden outbuildings nestling amongst a goodly number of ghostly tall trees, the bark having all fallen off. A few cows, pigs, fowls and dogs were to be seen in various parts of the rough land ... Inside I found a general sitting room with a large open fire place and an enormous fire." (Atherton journal 1880).

The simple but neat furnishings of this room and the Athertons' bedroom were described, with a particular note of the mattress stuffed with chaff husks. They observed that "our bedroom is very well ventilated, the wood having shrunk all around the floor" (ibid). As was the general practice, the house was built of split green timber palings between which cracks would soon form because of shrinkage. The floors, also sawn green, would develop half-inch cracks between the board into which another board would be wedged after about a year.²³

Split timber houses of similar construction, crude as they were, usually replaced a much more basic temporary hut as described previously. However, it is likely that Gottlieb Sulzberger would have built his house while living close by at his parents' homestead at the northern side of the Station/ Main Road intersection. His early 1870's house (no longer standing) was one of a number of more permanent dwellings being erected in the late 1860's, and especially in the 1870's, in small clearings on the best farmland in the Lilydale district. Most were situated inside or within about a kilometre of the present town boundaries. By the mid to late 1870's the basic framework of the core of the Lilydale settlement was in place.

Most settlers then lived in their first more permanent house for some years, gradually ring-barking and clearing a little more land near the house, planting trees, hedges and gardens, erecting fences and building additions and outbuildings of split timber as required and as their means allowed. Several photographs taken from the 1870's onwards depict such farmscapes with houses probably dating from the late 1860's and 70's.²⁴

The Wilson family was not able to progress gradually in this manner as they suffered the probably quite common set back of having their small house, Maxwellton, destroyed by fire. Earlier they had taken advantage of an existing dwelling on part of their holding at the northern end of the settlement. Brothers Robert and James Harper had been living here before the Wilsons arrived to occupy their Lilydale land later in the 1860's. They lived in this Harper dwelling while building their Maxwellton house to the south. After the latter was destroyed they lived on another property in non-resident owner A. Scott's hut for a time until the community-spirited local settlers formed a working bee to rebuild the Wilson's house, bringing the frame from James Crabtree's property at Underwood. A few stones, oaks and an old palm mark the site.²⁵

Few of these first more permanent houses of the 1860's and 70's are known to survive, many having been later replaced by a second house on or near the site as discussed in the next section. However, where a second house has later been built some of the existing mature exotic plantings could date from the period of the earlier temporary house; this applies to many of the dwellings discussed in the next section (covering the 1879-1918 period).

Some of these apparently later dwellings could have in fact come about by extensive additions and alterations to the earlier one, and so may incorporate the original cottage or parts of it at their core. For example, this may be the case with the houses belonging to early settlers R. Arnold and E. Dolbey. Like the Wilsons, Robert Arnold and family were also able to live in an existing dwelling, not on their own property but on E. Dolbey's land, whilst establishing their own home as mentioned above and so may have been better placed than many to build a more lasting dwelling. It is possible that either or both of the existing dwellings on these Arnold and Dolbey holdings may incorporate pre-1880's structures.²⁶

One structure that has survived with its original rooms intact (many later additions having been removed) but is no longer used as a dwelling is Summerhill, together with associated shingled barn, mature exotic trees, hawthorn hedges and bulbs. The farmstead is on a property taken up by George Arnold by 1872 and is still part of the extensive holdings of the Arnold family in this area to the north of the township, on the western side of the Main Road in the vicinity of Second River Road. In 1876 George brought his bride Amelia on horseback to live in a bark hut. The surviving split timber cottage was built shortly afterwards.²⁷

At least two other buildings in early-settled parts of Lilydale may have been built before 1880, although without detailed research it is not easy to date them confidently as similar structures continued to be built by the latest pioneer settlers over the next two decades. Judging from its simple style, the building (and associated exotic trees) on a knoll on Doak's original 99 acre lot in Doaks Road may date from this period, as may the cottage by the Main Road on W. Somerville's original lot at the southern end of the settlement. This latter cottage, now near the roadside hawthorn hedge and restored as a dwelling, is said to have been shifted from the site on the hillside above it and now occupied by a brick house (c1950's) which is approached by an avenue of mature pines. A

split-paling barn still standing near the site of Ludwig Bardenhagen's first home and store could also date from the 1870's. ²⁸

Some other early houses were not added to or replaced on the same site but fell into disuse and disrepair and have finally been demolished or removed, sometimes in quite recent years. Examples of former houses possibly of this early period, their sites now marked by mature exotic trees, include two German settlers' dwellings on Doaks Road, and early settlers Grandfields' home Sunnyside, just to the north of the township, which was destroyed by fire in 1985. ²⁹

Lilydale township

During this early period came the beginnings of the future township of Lilydale, superimposed on the pioneer farm settlement. Unlike nearby Underwood, no village had been planned and surveyed by the government. The earliest central place functions came about largely through individual or community enterprise, and their spatial distribution depended on which particular settler had taken the initiative or donated land rather than as the result of any formal planning. Thus the earliest small school and store, said to have been set up in the 1860's by Dolbey and J. Scott respectively as mentioned, were on those settlers' properties near the Main Road/ Doaks Road corner.

In the 1870's the new services - post office (and possibly an associated store), store and bakehouse, public school and planned church - were clustered further south near the Main/ Lalla Road corner because Gottlieb Sulzberger, who had successfully tendered for the mail contract, lived on a property in this vicinity, as did Ludwig Bardenhagen by the late 1870's. Some of Bardenhagen's land had originally been owned by A.Scott, who had earlier donated a small block for the school; in 1880 Bardenhagen donated another small block for the church. This area was to remain the functional centre until the siting of the railway station caused a shift in the township's main focus. None of the structures associated with these first services are thought to survive. ³⁰

Settlement 1879 -1918

Progress and consolidation

During this period the district went through a phase of rapid settlement and economic expansion followed by consolidation, to emerge as a stable rural community which was to remain relatively unaltered for a further half century. These formative years saw Lilydale change from a pioneering settlement with a few rudimentary dwellings in small bush clearings to a well-established and quite prosperous farming, orcharding and sawmilling district with a nuclear township offering a range of services for the district and the wider region. By the end of this period, most land had been alienated under a series of Land Acts and the long term settlement patterns, transport networks and economic bases of the district were largely in place. ³¹

Mineral discoveries and improvements in transport were two highly significant and interconnected factors in bringing about Lilydale's progress. While there were no significant mineral finds within the district itself, Lilydale's economy was boosted by mining in several other localities, some of which were relatively nearby such as the Bangor slate quarries, the Lefroy goldfields and the Lisle-Denison goldfields, while the tin and gold fields of the North-East were further afield. ³²

One gold rush proved especially significant for the Lilydale settlers, so that its boom time has been selected as the specific starting point of this key period. In late 1878 alluvial gold was discovered at Lisle, which as the crow flies was about ten kilometres to the east of Lilydale around the northern slopes of Mount Arthur in the Little Forester region. For its brief boom years of 1879-80, Lisle was the largest and most productive alluvial gold field ever in Tasmania, and was significant in the colony's mineral-led economic recovery of the late 1870's and 1880's. In May 1879 the population of Lisle peaked at about 2300, and in that year the field produced 50% of the colony's gold. ³³

This sudden influx of miners into the forested, hitherto unsettled Lisle district presented settlers at nearby Lilydale with opportunities to increase their own prosperity. Their main stumbling block was the difficulty of access to Lisle from Lilydale. The first rough tracks were cut to the goldfield from the main road to the North-East through Myrtle Bank and Patersonia, to the south of Lisle in the St Patricks region. However, these were often impassable and the government sought an alternative route via Lilydale. By August 1879 a line passing across the northern slopes of Mount Arthur was established by J. Somerville and a track was then cut, starting from the Somerville property; Mountain Road now approximately follows the first section of this route high up onto Mount Arthur. Enterprising Lilydale settlers, many of them from German families, were then able to use pack-horses to cart

stores and farm produce over this track to the waiting market on the goldfield.³⁴

Some Germans had already set up a temperance boarding house in Lisle by March 1879, only two months after the rush began. Details are unknown, but these Germans are likely to have been Lilydale settlers. However, at this stage there was nowhere for prospectors to stay at Lilydale itself on their way to Lisle because of the hostility of many of its residents to the notion of a hotel, according to a newspaper correspondent of April 1879.³⁵

In addition to providing access to new markets for Lilydale produce, the track around Mount Arthur to Lisle (opened late 1879) enabled settlers to supplement their farm incomes over a number of years by walking over to the diggings for some part-time prospecting. Indeed the lure of possible easy money from gold often proved more attractive than the hard, slow slog of pioneer farming. This was the case even before the pack track was cut through to Lisle. In April 1879 a newspaper correspondent noted that only half the ratepayers in Lilydale attended a meeting of the Road Trust because "some are carting their grain, and a good many more are prospecting for gold" (*Cornwall Chronicle*, 18 August 1879).³⁶

The chance of further mineral discoveries and the opening up of new agricultural land were also seen at the time as benefits of the track to Lisle, as were road improvements in general. Indeed this Lisle track was one of many road works at the beginning of a decade of widespread mineral-led optimism and government spending that did lead to rapid progress in closer settlement and farm clearance of the better lands which had already been alienated at Lilydale itself. Land surveying and alienation spread northwards and eastwards from the existing settled area, including a move into a more marginal areas for farming, high on Mount Arthur in the upper Second River catchment, served by the new Lisle track. The track was routed via Brewer's extremely isolated 100 acre farm, perched high on the slopes of Mount Arthur on the saddle between the Pipers and St Patricks River catchments.³⁷

At the time of the gold rush at Lisle, reports on the farming landscapes of the Lilydale district were favourable. A correspondent observed that this was considered "one of the leading districts" for farming, and that people were busily clearing their land and were "not idle in putting in crops":

..."A great scope of wild bush land has been brought under cultivation this season, and if a little more encouragement were given in the shape of new roads, this place would soon have the appearance of a clear country altogether" (*Cornwall Chronicle*, 18 August 1879).³⁸

A little later in the year:

"The crops are looking well and healthy, as also the pasturage and gardens. Great areas of scrub have been cut down, which, after being dried and consumed, the land will be fit for ploughing, and crop"(ibid, 26 November 1879).³⁹

In January 1880 the correspondent noted the first stooks of oats at Somerville's farm, at the Lisle track turnoff.⁴⁰

When the Minister for Lands passed through Lilydale in 1881, he remarked that he could see that the settlers here were an 'industrious class of people' by the "large openings", and the district was "apparently a rising and important one" (*Examiner*, 5 March 1881). However, the hard-working pioneer farmers also suffered setbacks, with caterpillars expected to lower oats and wheat yields in that season, whilst rust and blight decreased wheat yields and low prices affected animal sales at Mr G. Sulzberger's yards in 1881.⁴¹

One of the industrious settlers at this time was Isaac Arnold, son of pioneer settlers Robert and Eliza Arnold; his notebook jottings from 1878 provide valuable insights into the life and landscapes of the pioneer settlement. Isaac Arnold was born in England in 1856 and emigrated to Tasmania with his family in 1859. After working in the Hagley district, his parents took up 50 acres of Crown land at Lilydale in 1866. As mentioned in the previous section, the family moved to this block after an initial period in a dwelling on E. Dolbey's property in Doaks Road. During the 1870's Robert and his sons continued to travel to long-established northern midlands properties for seasonal work (such as shearing and harvesting) to provide cash income. Isaac recorded cash earned at White Hills properties as late as 1883.⁴²

By the time Isaac was a young man of 23 in 1879, most of the best farm land at Lilydale had been alienated although much of it was little developed. Some other, older, sons of original Lilydale pioneer settlers had earlier been able to acquire good Crown land in the district, including Isaac's elder brother George and the sons of Johan Jacob Sulzberger - Gottlieb and Johan jnr, whose second homes are still in use as houses, the former much modified, and Godfried, whose house no longer stands. The Dolbey sons acquired very small holdings of their own when their father divided his property between them on his death in the late 1870's, resulting in a closely settled landscape in Doaks Road.⁴³

In March 1879 Isaac Arnold acquired his own property, known as Holly Banks, by private purchase of 50 acres adjoining his brother George's farm. He did not live on his property until June 1880; the extent of any

developments by the previous owner is unknown. Like other second generation settlers, he presumably had the advantage of being able to live with other family members, possibly his brother George, while building a dwelling. After a further year during which he was probably clearing land, he was able to report sowing his first wheat crop, digging a water-hole, building a garden fence, planting willows and obtaining his first cow from his parents. In 1882 he was buying pigs from Sulzberger, selling butter and expecting calvings, while in 1883 he used a horse machine to thresh for the first time and extended the area under crop. The following year he was gathering apples of several varieties and planting further trees obtained from Mr Thomason (probably of Underwood) and selling the occasional pig, cow or bull locally to other farmers.⁴⁴

During these early years of farming his own land Isaac Arnold earned cash from seasonal work in the northern midlands (as noted above), from local road work and from labouring for other local farmers, including his brothers and Mr Bardenhagen - grubbing, scrubbing, ploughing and fencing land and shearing. Much of Arnold's cash was spent at Bardenhagen's first store, where his purchases in 1883-4 included blankets, lengths of cloth, haberdashery, clothing, candles, washing soda, writing paper, and a range of non-perishable food stuffs.⁴⁵

The Minister for Lands, Mr O'Reilly, acknowledged on his 1881 visit the urgent need of the industrious settlers of Lilydale for roads, using money from land sales under the Waste Lands Act. As money was spent in this manner in the following years, people were now able to more closely settle and farm land in the way that Isaac Arnold did, at first often on land that had been alienated some years before, but later also on less accessible land to the north and east as mentioned above.

Such settlement tended to proceed in a ribbon-like fashion determined by the lines of road - Doaks Road, Second River Road, North Lilydale Road, Station Road, Lalla Road and Mountain Road were the main lines and the so-formed settlement pattern is still evident today as discussed further below. But there were also minor interconnecting roads and tracks giving access to properties; many of these later fell out of use with the widespread introduction of motor vehicles and the aggregation of properties into fewer, larger holdings.⁴⁶

As road works proceeded, settlers benefited not only from the improved access and transport but also from the opportunity to earn cash from road building work. In his notebooks Isaac Arnold recorded considerable periods of road work from 1882, some of the time on jobs paid by the Road Trust itself, but more often paid by other local settlers including Bardenhagen and Somerville who had presumably successfully tendered for contracts.⁴⁷

With the spread of roads, a process of pioneer settlement similar to Isaac Arnold's was repeated successively on properties in the Lilydale district for more than twenty years; more remote parts such as some sections of Mountain Road (the old Lisle pack track) on the slopes of Mount Arthur were not settled until the early 1900's. The resulting settlement landscapes are discussed below.⁴⁸

Road improvements brought increased road traffic and with this came related services, including a blacksmith's shop at the northern end of town (1884) and Bardenhagen's regular coach service between Launceston and his store/ accommodation house (before 1886). Improved roads and transport services meant readier access to markets. From 1885 Isaac Arnold recorded selling pigs and a wide range of farm produce to shops and markets in Launceston, often using the services of a carrier.⁴⁹

In 1883 the government was also prepared to put money into erecting a new school and teacher's house for this growing settlement. The school was to be situated immediately to the south of the earlier, community-built one at the corner of Lalla Road. In 1879 local resentment had been expressed when the settlers had applied to the government to build a teacher's residence, only to find that unlike residents of Hobart or Launceston they would have to pay one third of the cost, despite having earlier built the school themselves.⁵⁰

This area near the Lalla/ Main roads intersection remained the hub of the settlement into the mid 1880's, largely through the continuing influence of two entrepreneurial and community-minded landowners here. Gottlieb Sulzberger's post office/ store and probably his sale yards, Ludwig Bardenhagen's store/ bakehouse/ accommodation house, the church (on land donated by Bardenhagen) and the first hall (on land donated by Sulzberger) were all situated here in a loose cluster. The Good Templars Lodge hall was also built nearby around this time in the paddock belonging to community-spirited Ludwig Bardenhagen.⁵¹

From the mid 1880's Lilydale entered a new phase. These times of widespread mineral-led optimism and resultant government spending in the colony, together with considerable local initiative, brought Lilydale into the railway era. The construction and subsequent operation of the railway was to underpin and shape Lilydale's future - quite literally in terms of its spatial layout.

There had long been calls for a railway line to the North-East, but when the route was first surveyed in 1882 the line was to go via Mount Direction and the lower Pipers River, by-passing Lilydale altogether. However, in 1883 the politically high-spirited settlers of the district successfully petitioned the parliament with a request to take the shorter route via Turners Marsh and Lilydale. Isaac Arnold considered this outcome as worthy of comment in his notebook.⁵²

The railway gave a great boost to the settlement of Lilydale, both during the construction phase and after its opening in 1889. Lilydale now had the double advantage of lying on both the railway line and a major (and improving) road to Scottsdale, although the main route went via the St Patricks region to the south. The neighbouring, slightly older settlements in this densely settled part of the Pipers Region were not so blessed. The large Turners Marsh/Karoola district was also served by the railway but not did not lie on such a major road route, while the smaller Underwood district was on the same road but not the new railway.⁵³

From the mid 1880's Lilydale progressed rapidly, both in terms of the population of the rural district and the range of services in the township, which emerged as the major centre for the region. Population growth is difficult to determine accurately because of a lack of data for a well defined and appropriate district for this Study. However, the school enrolment - a useful general indicator - at Lilydale trebled over the period 1884- 89, while Turners Marsh and Underwood schools only showed modest increases. According to a newspaper account, the population of German Town (with undefined limits) was about 120 in 1886, while the 1911 census recorded a total of 729 for the Lilydale district compared with 195 for Karoola, 270 for Turners Marsh and 184 for Underwood.

Lilydale's total probably included neighbouring Lalla, Bacala and North Lilydale, which are treated as separate districts in the present Study. Farm settlement (and orcharding in particular) had so prospered in those neighbouring districts through which the railway ran that new stations were opened at Lalla in 1904/5 and Bacala in 1913/14; there were also official stopping points at Downie and Seafield in Lalla Road.⁵⁴

The availability of rail transport then proceeded to shape the development and spatial patterns of the orcharding, dairying, crop growing and livestock raising, timber and tourist industries of the Lilydale district, as discussed in more detail in those sections of this report, by the World War 1 period bringing about settlement landscapes that are still evident today.

Likewise, not only the general progress but also the layout and landscapes of the township itself, which grew as an overlay on the farming landscape, were strongly influenced by the building of the railway. Although the development of the township and of the rural district it served were interlinked in every way over this period, for convenience they will be considered separately in the following discussion.

Farm settlement

Construction of the new railway line to the North-East began in 1885. The Lilydale settlement as a whole flourished due to the growth in demand for timber and labour for building the railway, related transport and accommodation services, and farm produce and supplies. In particular the earliest settlers and their offspring were now well placed to further develop both their original and additional land holdings, and to lead more prosperous lives.

Farmers on the relatively good farmland (Class 4) near the township were quick to flourish as the railway progressed. Isaac Arnold's notebook shows considerable sales of farm produce to "navvies" and the "survey camp" in 1884-86 including butter, eggs, honey, jam, ham and bacon. By 1886 Arnold was able to afford to build a new house on his property just to the north of the township, buying in materials including shingles and timbers, some of the latter from Gunns (Launceston). At least part of this structure is thought to be incorporated in the existing Holly Banks house, which is still in the Arnold family. Isaac's brother John Arnold, whose farm was on the hill to the west of Holly Banks, earned cash by working on the construction of the railway.⁵⁵

In 1887 Isaac Arnold received compensation from the government because the new railway line traversed his farm. He did not record details of methods of transport of his produce, but after the opening of the line in 1889 he would have made use of the railway, particularly for his increasing apple crops. In the early 1900's he was still running a mixed farm, with oat and pea crops, apples, sheep and cattle grazing, a few dairy cows (four in 1901), pig rearing, poultry, bees and vegetables.⁵⁶

Like Arnold, others on early-settled properties in the Lilydale district had also cleared sufficient land to be producing income from their farm, supplemented by paid work. They were becoming sufficiently prosperous to build a better, permanent house, often of sawn rather than split timber. Many such houses have survived, most

them still used as dwellings and some with associated outbuildings, mature exotic ornamental plantings and orchard remnants. These farmsteads of the 1880's to 1910's underpin Lilydale's present rural landscapes, contributing greatly to widely held perceptions of the district as closely settled farmland with pretty and charming old farmhouses.

The general progress of farm settlement, the building of dwellings and the resultant landscapes will be considered area by area around Lilydale. Other details of the impact of particular activities- road building, timber harvesting, orcharding, tourism - are related in the relevant sections.

North of the township

The area in the vicinity of Isaac Arnold's farm, on the quite productive flats and undulating country immediately to the north of the township, from Station and Doaks Road towards the Lilydale Falls reserve, is one in which the cultural landscapes especially strongly retain the character (and even the family ownership) of this 1880's -1910's period.

Although frequently since modified or enlarged, a large proportion of the existing dwellings in this area date from this time or earlier (as noted in the previous 1850's - 1879 section). Some examples will be mentioned in the following discussion. This tract of farmland is marked by its many mature exotic trees and naturalised bulbs, and numerous hawthorn hedges still delineate paddocks and border roads. However, there are few remnants of the numerous orchards that were well established by 1914 in this area.⁵⁷

Some of these early farm landscapes with surviving dwellings in this area were formed during this period by other members of Isaac Arnold's family, namely his father Robert's farm and brother John's farm with hilltop cottage. Another brother George's 50 acre farm on the flats adjoining Isaac's has been already been discussed in the previous section (1850's - 1879). Much of this land is still owned by Arnold descendants, together with neighbouring properties formerly owned by other small farmers of this period, including Offer and Conlan.⁵⁸

Also on the western side of the Main Road but nearer the township, Grandfield's substantial house of this period on the farm Sunnyside burned down in 1985, but plantings and some early outbuildings remain. Johan Jacob Sulzberger's property adjoining the township on Station Road (the original Sulzberger family farm, later passing into the Brooks family), was little altered by township development, the farm cluster still surviving with an early 1900's house (an earlier one having remained until recent years).⁵⁹

On the eastern side of the Main Road in this area to the north of the township lived the Wilson family who had been amongst the first settlers in the wider Lilydale district. They continued to develop their farms during this period. William and Grace Wilson lived in their second house on Maxwellton (built in about 1870 after the first was destroyed by fire as mentioned in the previous section) for over thirty years before building a new Maxwellton house in about 1903; this dwelling is still in use with minor alterations.⁶⁰

Meanwhile three Wilson sons - Archibald, John and James - had built houses, probably all in the early 1880's, on adjoining properties named Garfield Park, Middlefield and Maxwellton Braes respectively. In 1904 Archie was establishing a stud sheep and pig farm on his neighbouring property although he lived in NSW at the time; this farm was highly praised in the *Weekly Courier* (30 January 1904, p6):

"The homestead is perched on top of a hill, looking down on the village of Lilydale. Surrounding it are two acres of orchard ...The enterprise of Mr A. Wilson is calculated to give a very desirable fillip to Lilydale, as the district requires men of his stamp."

The *Weekly Courier* reporter provided photographs of the house as well as of some of the prize stock. The house has gone, although a nearby mature oak remains. John Wilson's house on Middlefield was pulled down in about 1966; a holly tree still marks the site and other exotic plantings remain on the small (45 acre) property.⁶¹

James Wilson's Maxwellton Braes house (c1880), together with many of the original outbuildings, farm layout and exotic plantings, form a cohesive and prominent farmstead landscape on the North Lilydale Road. The significance of this landscape is further increased by its associations with James Wilson who by the early 1900's was regarded as a leader, not only locally but in the State as a whole, in terms of his farm practices.

Most Lilydale settlers ran mixed farms with an emphasis on orcharding to which the district was generally well suited. James Wilson was exceptional in that by the early 1900's he had emerged as the only specialist dairyman here (although he also carried out a range of mixed farming activities) and was recognised as running one of the best managed dairies in the State. Commercial dairying became widespread in the district at this time, but for most farmers it was on a considerably smaller scale and no more important than the numerous other farming activities.⁶²

A rural reporter noted that Wilson's farmhouse:

"has a cosy situation" and "as is proper in Lilydale, is surrounded with a small orchard, looking promising just now. The outbuildings are numerous and in splendid order. There are the sheds for implements, the engine shed, the separator room, the dairy, the cowsheds, and the piggeries. Each is substantial, scrupulously clean, and has been erected out of the profits obtained from the cows." (*Weekly Courier*, 23 January 1904, p6).

A further report adds:

"He was making a good living from his cows on 95 acres of good land, about 15 acres of it in scrub at this time... Mr Wilson is a hard worker, and his homestead and its complete and stable surroundings are the direct monuments of his industry." (ibid, 30 January 1904, p6).

These 'direct monuments' are to a considerable extent preserved in today's cultural landscapes. ⁶³

The land northwards from the Lilydale Falls area had not been settled in the earlier, pre-1879 pioneering period for the Lilydale district, with the exception of the block taken up originally by Paterson and settled by McLennan in the early 1870's. Other blocks in the tract of land from Turners Road in the south to Grandfields Hill and Farrellys Road in the north were not surveyed and alienated until after 1879, although blocks of good land further north at Lebrina had already been taken up. ⁶⁴

Two properties in the Lilydale Falls area provide examples of yet another way in which the railway stimulated land settlement. Turners Road was named after Nicol Turner who purchased about 100 acres here and in the mid 1880's built a house, Birkenside, which is still in use but with extensive alterations. It replaced an earlier cottage in a small clearing on the otherwise forested property, possibly located by the road at a site marked by bulbs and mature deciduous trees and conifers. Turner was a stonemason who came to the district to build bridges on the North-Eastern railway line and later turned to farming his property on which he planted an orchard; by 1914 the latter was 10 acres in area. ⁶⁵

The land adjoining Turner's was also purchased by a railway worker. Lanoma, now known as Falls Farm and still in use with later additions, was built by White who was in charge of a railway repair gang. An orchard was also planted here. This property and the adjoining one to the north, Echobank (which had been settled earlier by McLennan as discussed in the previous section) harnessed the water power of a tributary creek and the Second River respectively to run waterwheels to run farm machinery and pump water for household use. ⁶⁶

The cottage on high ground on Echobank, which replaced McLennan's earlier hut below on the river flats with a poplar beside it (the latter still there until the 1990's), was itself later replaced by the present house (c1950's) but earlier plantings survive. However, there is little trace of McLennan's orchard which covered 5 acres in 1914. Earlier this property had been the site of the Somerville brothers' sawmill, said to have been one of the first in the district, which no doubt hastened the clearing of this and other nearby properties. Also in the Falls area was Dr Pike's well regarded orchard property, considered to have been one of the earliest in the district and apparently run by a manager for the Launceston-based owner. The house and orchards have gone. ⁶⁷

Land surveying and alienation continued apace during the 1880's in the hilly country to the north of the Lilydale Falls. Johan Jacob Sulzberger (jnr), eldest son of one of the pioneer settler families of Lilydale that already owned properties in the township area, extended the Sulzberger holdings by purchasing about 95 acres on this northern frontier of the settlement. This land had not yet been surveyed in 1877; assessment rolls suggest that by 1880 Sulzberger had purchased this land but in 1888 a house had not yet been built on it. The first Rosebrook dwelling was soon replaced with a substantial timber farmhouse with gabled roof, still in use by the Sulzberger family. A successful mixed farm and orchard and threshing machine contract business was established here on the well-watered undulating Class 4 country.

By 1885 Henry Walker had also taken up the adjoining 100 acres of farm land of similar quality to the north on the corner of Bacala and Main (or Golconda) Roads and had erected a hut. An early farmhouse remains on the cleared farm property as well as a 1970's house. ⁶⁸

By contrast, the several small holdings of around 50 acres in Kempeners Road were probably always marginal for farming (Class 5 capability) although they were also taken up in the 1880's. Kempener was occupying his 50 acre selection by 1885. The 47 acres originally selected by H. Haas on Kempeners Road was limited in its suitability for farming, as it was too small and much of its area consisted of the heavily wooded, very steep, gorge-like northern slopes of the Second River valley to the north of the Lilydale Falls. An early crude timber dwelling (long disused as the property has been aggregated with an adjoining one) still stands on the cleared relatively flat high ground. North of Kempeners Road on the slopes to the east of the Main (Golconda) Road is another small cottage, known to have been built by the turn of the century. This cottage was built on C.H. Grandfield's 99 acre selection, the pioneering Grandfield family already having earlier holdings near the township as discussed above. ⁶⁹

Further northwards on the fringe of the Lilydale district, much of the high terrain along the watershed of the Third and Denison River catchments was alienated during the 1880's. This land was surveyed as a few large properties at or near the upper permissible limit of 320 acres, contrasting with the holdings of 100 acres or less that were more typical of the Lilydale district at this time. One such holding was that of George Collins, who by 1885 had built a hut on his 320 -325 acres on the eastern side of the Main (Golconda) Road. A small early cottage is still in use with extensive additions, and the sites of an associated sawpit and forge are known to the owners.⁷⁰

Collins' property and the 321 acres to the north of it (taken up originally by Gladman) were both on relatively good farmland (Class 4) and were subdivided at some stage, probably by the turn of the century. This area is generally known as Grandfields Hill because of the farm established on the western section of the Gladman block by a member of the pioneering Grandfield family. Farrelly's small farm was on the eastern section of the original large holding, with the farm cottage and an early hut still surviving. Much of the Class 5 land on the western side of the Main (Golconda) Road is forested and may never have been farmed to any extent although alienated in the 1880's.⁷¹

Doaks Road, which had been settled earlier (in the 1860's), is a north-easterly part of the Lilydale district that retains much of the rural landscape character of this 1879-1918 period. The first blocks to be taken up were generally of Class 4 land capability, but there are tracts of poorer Class 5 and even Class 6, so classified because of their steep relief which has resulted in charming landscapes but difficult farming.⁷²

A family of early German settlers, the Millers, cleared their Class 4 land in Doaks Road "by hard work and perseverance" (*Cyclopedia of Tasmania*, 1900, p343) and had their permanent twin-gabled house, Woodland, built by Gunns of Launceston (1880's), complete with German-styled intricate decorative features on the barge boards and verandah posts. By 1900 it was "a fine farm, with a pretty and commodious homestead and outbuildings" (*ibid*), but even at this late stage, almost forty years after taking up the land, there were standing ring-barked trees near the homestead. This homestead, two early paling outbuildings and mature plantings and bulbs make a striking cultural landscape feature in Doaks Road.⁷³

Other early settlers in this area known as German Town built permanent houses and outbuildings from the mid-1880's onwards, often with high, steeply pitched roofs that are said to have been typically German in styling, designed to let the winter snows slide off the roof in the home country. However, few buildings of this type are known to survive.⁷⁴

The western end of Doaks road, nearer the township, has several cottages built in this era, some with associated mature plantings and remnants of small orchards. On the northern side these include the cottage on the site of the original E. Dolbey dwelling and possibly incorporating this building, together with other cottages built by Dolbeys of the next generation on subdivided blocks as discussed in the previous section. Procter the blacksmith had one of three small holdings on the southern side of Doaks road.⁷⁵

The Dornauf homesteads have gone, but this area near Blackball Line is marked by old hawthorn hedges surrounding small fields. On the northern side of Doaks Road the earlier Staubi dwelling was replaced by a weatherboard house still in use now. Across Doaks Road an early cottage (c 1880's) on land originally owned by Wolfe and later by the Millers was removed in the 1990's, but large mature oak trees mark the site.

Further up Doaks Road there are also numerous mature exotic trees and several houses from this period. Two dwellings on the original Doaks holding remain, one of them possibly earlier than the 1880's, while the site of a third (in which a private school was conducted around the turn of the century) is marked by conifers. The house on the former Erb property does not have the external appearance of a building of this period, unlike the adjacent tall Germanic-looking paling outbuildings and exotic plantings. The Brown property's cottage with the simple styling and mature exotics present an intact farmscape typical of this period, across the road from Lyndhurst with its Federation styling that was uncommon in the Lilydale district.⁷⁶

This rather stylish house contrasts with the split timber cottage, nearby but higher up on the ridge to the east on Hawkspur property on land that is marginal for many farming activities (Class 6). No doubt because of this, together with their relative remoteness, Hawkspur and other properties further up the road on the slopes of Mount Arthur were surveyed later than those lower down on Doaks Road. Hawkspur (formerly named Highfield) was originally owned by George Somerville, a son of William Somerville (an early Lilydale settler in the southern part of the district.)

The land on Hawkspur probably never supported fully viable farming. In the 1920's Fred Kelp and family lived in the split timber house (possibly built 1880's- 90's), his wife milking about 15-20 cows while he ran sawmills

on Mount Arthur. A new main brick dwelling was built in about 1964, and the split timber one was later renovated for host farm accommodation. The shingle roof has been replaced with iron and the roofline altered. ⁷⁷

Beyond Hawkspur on the upper reaches of Second River there was little more than marginal hill farming even at the end of this period. The W. and R. Somerville 75 acre block to the east of Hawkspur was purchased by H. Boulton, who was the original owner of the adjoining 99 acre block to the east again; assessment rolls show that he was occupying a farm here in 1917. Either little land was cleared, or much of it was later abandoned to regrowth which in 1994 was being cleared. In 1917 George Brown (jnr)'s 32 acre block remained bushland, but James McConnon (jnr) had built on his 100 acres by the 1890's. This section of Doaks/ Mount Arthur Road, high on Mount Arthur, was of more importance for timber harvesting and sawmilling than for farm settlement. A sawmill was set up here around the turn of the century and would have provided employment for local settlers. ⁷⁸

South of the township

As discussed in the previous section (1850's - 1879), an 1861 map shows that the original main road south of Lilydale initially followed the present Lalla Road route to the present right angled bend at Downie. The permanent Downie homestead, an early timber cottage with steep pitched roof at this right angled bend in Lalla Road on or near the site of an earlier trappers' hut, is still in use and a prominent landmark.

The early Kowarzik homestead on the Fairfield estate is likewise in a commanding position when viewed from the Lilydale Road, but the its original appearance has long since been dramatically altered by the removal of the upper storey. It was originally a two-storey house with dormer windows, said to have been similar to the surviving house at Underwood owned by the German settler Marx. By 1900 the Fairfield estate comprised about 600 acres on the northern slopes of Brown Mountain, much of it used for grazing, but Kowarzik had also established orchards here. ⁷⁹

As discussed in the previous (1850's - 1879) section, the land lying to the south of the Lilydale township, traversed by the present Lilydale Road, was also taken up very early and much of it by just two settlers: W. Somerville (1861) and J. Campbell (1860). Campbell's large grant of 313 acres straddles the generally accepted merger of the Lilydale and Underwood districts. These large grants included some areas suited to mixed farming (Class 4) as well as steep hillsides (Class 5). ⁸⁰

These two farm holdings were both later subdivided, including in Somerville's case numerous small (town-style) blocks. Nevertheless there are still discernible features of the farmscapes in this area of the 1879- 1920 period or possibly earlier, particularly plantings. Mature exotics can be seen on the southern part of Campbell's large holding. Whites Mill road (here considered part of the Lilydale district) turns off from the Lilydale Road in Campbell's block, but this area has been dominated by a history of sawmilling rather than permanent farm settlement from the 1880's, and the house here (c1915) probably relates as much to this activity rather than replacing an earlier pioneer farm dwelling. ⁸¹

The Somerville farm, Summervale, has left its mark on the landscape in terms of both buildings and plantings. As discussed in the previous section (1850's - 1879), the early farmhouse, thought to have been moved to its present roadside location, is probably one of the oldest buildings in the district, possibly pre-1880, while here and elsewhere on the former farm are hawthorn hedges and mature exotic trees. The *Weekly Courier* agricultural correspondent described the Summervale estate, just purchased by J. Pomeroy:

"... one of the most picturesque in the whole district. Embowered in willows and luxuriant fruit trees, the homestead is sheltered from the winds by an amphitheatre of small hills. In the intervening valley lies a portion of the orchard, fed by a constant stream of water, inhabited by trout. Up the slopes of one of the hills trails the remainder of the orchard. There are five acres devoted to fruit, the rest of the farm being utilised for oat cultivation, sheep, and dairy cows." (13 February 1904, p6) ⁸²

John Power was living in his farmhouse on James Crabtree's original holding of 97 acres by the 1880's; a photograph shows the farmstead in its early years. As at Summervale, by 1914 Power's orcharding and mixed farming activities were highly productive. The house has gone but its site is marked by several large exotic trees. ⁸³

As discussed above, in 1879 J. Somerville had found a route for a packhorse track to the goldfields at Lisle, starting from his family's property, Summervale, in this southern part of the Lilydale district and climbing up and around the side of Mount Arthur. A tenuous ribbon of pioneer settlement then proceeded up this track which later became Mountain Road. However, access and farming were always difficult in this terrain, now graded as low as Class 6 in terms of land capability. Although several simple dwellings were built here, little land was ever cleared for farming. ⁸⁴

By 1885 William Dornauf had purchased 96 acres high on Mountain Road. Dornauf was a son of pioneer German settlers and farmed with his father in Doaks Road. It is not far from that farm to the Lisle pack track (Mountain Road) going directly up the slope via the Blackball Line. Dornauf is said to have transported goods along the pack track to Lisle in the gold rush, this no doubt giving him the opportunity to identify and purchase the best land on it. By 1891 he had built a house (no longer standing) on his Mountain Road property. He cleared some of the land and ran cattle on the mountain pasture at an altitude of more than 500 metres to supply his butchery and smallgoods business. This land is now grassland once more, having meanwhile been cropped in the 1950's or 60's. ⁸⁵

Dwellings were also built on a few other holdings on Mountain Road around this time but few of the occupiers carried out more than small-scale farming, alongside other activities such as hunting and timber-related work. Near the foot of Mountain Road, W. Gibbins owned 22 acres of Class 5 farm land and a dwelling by 1896, the block adjoining Summervale and having originally been owned by G. Somerville. The weatherboard cottage is still in use, flanked by garden exotics and orchard remnants, but in 1995 the mature pine avenue was felled. About a kilometre up Mountain Road, W. Speirs had built a house on 63 acres by 1891. Higher up the mountain, adjoining Dornauf's block on the lower side, J. Waldron of Launceston had a hut that was occupied by a tenant in 1896. ⁸⁶

Any once-cleared land on these and other properties is now largely covered with regrowth, although those familiar with former house sites may know where to find the odd exotic tree in the bush. Readily-apparent old house sites high on Mountain Road are few. On the slope above Dornauf's block, the foundations of an early house and exotic plantings can be seen in a clearing by the road. Further on beyond the well-formed section of road in public use, the site of a house is marked by old pine trees. McGowan had a house on this remote 96 acres early in the twentieth century. He is likely to have made his living more from timber than farming, as he is known to have run a sawmill around the turn of the century on the upper section of Doaks Road, not far away from his Mountain road property. ⁸⁷

Lilydale township

The purpose of the following discussion is to consider the overall development pattern and landscapes of the township area, including the farms within it, from the time of the railway construction in the mid-1880's until around the end of World War 1. By 1918 the general long-term landscape character of the Lilydale township had been formed.

The details of the various central place functions are considered separately and sources listed in relevant sections of the Lilydale Services section; for this reason, sources are not generally listed in the present discussion. Much information was obtained from the numerous archival photographs of Lilydale, field observations, land grant maps and assessment rolls published in the *Hobart Town Gazette/Hobart Gazette* for the period 1879-1890.

The growth of the township itself was greatly influenced by the construction of the railway line, in terms of both the number and the distribution of dwellings and services. Gottlieb Sulzberger built his first Railway Hotel in 1884 adjacent to his first house and post office, near the railway line but not near the station itself. Probably because of the local topography the new railway station was sited, not near the existing tiny service centre at the Lalla/ Main (Lilydale) Road junction, but further to the north and west, more than a kilometre away by road from Sulzberger's hotel. The second Railway Hotel was still on G. Sulzberger's original farm block but now at its northern boundary and fronting directly onto the Main Road. With increasing prosperity G.Sulzberger's first house was replaced on the same block but nearer Lalla Road ; it is still in use but much altered.

This shift of hotel site was part of a general move in the township. As new businesses, services and township dwellings were established from the late 1880's, they tended to be located nearer the station site (further north in the township than the former hub near the Lalla/ Main Road intersection), especially near the Station/ Main road intersection and along Station Road. In 1888 the government erected a police cottage midway between Lalla and Station Roads on the western side of the Main Road, and two years later the Methodist Church was built a little to the north of it.

By this time Ludwig Bardenhagen had become a very significant owner of land in the township area, both in the earlier southern service centre to which he had been a major contributor as discussed in the section for the previous period, and also in the emergent northern centre. This particular settler and his family continued to play a key role in shaping the layout and landscapes of the township.

Bardenhagen was not amongst the earliest settlers in the district, and was not the first owner of any of his Lilydale

land. Until 1880 he had been the occupier rather than the owner of 150 acres. Titles have not been researched, but the 250 acres (approximately) owned by Bardenhagen by the mid-1880's is likely to have comprised his original farm to the east of Lalla and Main Roads at their intersection (Alexander Scott's 110 acres), together with the James Scott 97 acre block adjoining it to the north along the eastern side of the Main Road, and the 49 acre Button block to the west of it on the other side of the Main Road. A split timber barn at Bardenhagen's original farmstead site dates from the period in question or possibly earlier and is the only survivor of the considerable cluster of buildings at this site.⁸⁸

Bardenhagen now proceeded to influence the northerly development of the township. In 1888 he built his new store on a different site after fire destroyed the original on his farmstead block. The new substantial brick building was erected at the south-western corner of the Station/ Main Roads intersection on the Button block, where it rapidly became a prominent landmark and focal point of the township and remains so today.

The second family home and Bardenhagen's butter factory were built adjoining the store in Main Road (both gone). He donated land for the Methodist Church (1890) to the south of these buildings. To the south again on the original Button block were built the Council Chambers (c1910), the government Police Constable's cottage (1888, since shifted) and the Oddfellows Hall (date unknown, since shifted) on land acquired by the Crown, while across the Main Road from the church the first Salvation Army hall was re-erected on the James Scott block and rebuilt in 1915, having been shifted from Bardenhagen's first farm.

Bardenhagen had also continued to make land available near the Lalla/ Main Road junction. The St Anne's Roman Catholic church was built in Lalla Road in 1890, as was the Anglican rectory, probably around the time of the opening of the Church of the Ascension in Station Road (1900).

In the 1890's Bardenhagen also operated his sawmill in Station Road, having shifted it from the original 1888 site on the lower slopes of Mount Arthur. This was the first of a long succession of sawmills that have operated in Station Road, the chief locational factor in the pre-motor truck era being the convenience of railway transport for the sawn timber.

Opposite Bardenhagen's store on Main Road a large timber boarding house was built, probably around the same time and certainly by 1894 (since demolished), as well as another next to the railway line in Station Road (known as the Coffee Palace around the turn of the century; part of it is still standing). These were probably established in response to the demand for accommodation and refreshments for railway workers and rail travellers. Isaac Arnold and/or his enterprising wife Lucy ran a refreshment bar in the station; records in Isaac's notebooks for the period 1895-1900 are thought to relate to this business. Lucy was also owner and occupier of the Coffee Palace in the early 1900's.⁸⁹

From 1893 until 1918 the post office was conducted at the railway station. During these years, Bardenhagen's butchery, numerous cottages (some built by Bardenhagen), the Church of the Ascension, the Military Hall (erected in 1899 by Bardenhagen, later became the Druids Hall, since shifted), club rooms, a bakery and the Farmers and Fruitgrowers' show building (now gone) were built in a fairly continuous line along the southern side of Station Road on Bardenhagen's Button block, from Main Road westwards to the Coffee Palace and beyond the railway crossing. Most of these buildings are still standing, although in some cases with extensive alterations and recladding. For much of its length this townscape included a line of substantial post and rail fence along the frontages, and planks leading from the road across the ditch to the entrance of each property.

The railway station, together with associated buildings and road crossings in Lalla and Station Roads, were in themselves new elements in the landscape. The timber station and goods shed were built about three or four hundred metres to the north of Station Road, and the stockyard at the railway crossing; tenders were called for these three structures (all gone) in 1887, at which time it was still referred to as German Town station. The simple railway worker's cottage was built north of the station again, while the station master's house was nearer to Station Road; both of these dwellings remain.

Although the new railway station was a powerful locational factor in the development of the township, the siting of businesses, services and township houses depended ultimately on the availability of suitable land. The growing township was superimposed on a cluster of blocks of roughly 50 to 100 acres that had been surveyed and sold for the establishment of pioneer farms, not as small blocks planned for a village. The outcome was that, if a particular landowner in what was becoming the township neither wished to erect township buildings himself nor to sell, lease or donate small blocks to others for such purposes, then a large tract of central property would remain as farmland.

This 'ad hoc' growth, dependent on the actions of a small number of landowners, led to the somewhat haphazard appearance of Lilydale that is apparent in the numerous photographs available from the 1890's and still evident today. The landscape has presented from that time as a mix of farmland and township with no readily discerned old central area.⁹⁰

Thus it was that as late as the turn of the century the eastern side of Main Road and the northern side of Station Road, both in the central township area, still largely retained the appearance of farmland along country roads, with patches of roadside scrub and standing ring-barked trees. Even on the northern side of the Main/ Station Road intersection there was no township-related development, despite the obvious merits of this key site, opposite Bardenhagen's store and the boarding house. (It was to remain undeveloped until the 1950's when a service station was built here.) The western side of the Main Road between Lalla and Station Road presented as a mix of township services and dwellings intermingled with farmscapes, including a sizeable orchard (now a paddock) belonging to L. Bardenhagen, lying directly to the south of his store, butter factory and house.

Numerous houses and businesses were built in the central area between the turn of the century and the end of World War 1, and as a mark of this civic progress Lilydale was proclaimed a township in 1913. In terms of new buildings (both private dwellings and services), progress in the township does not appear to have been unduly held back during the war itself. Businesses opened or expanded and new buildings for the show, the Salvation Army hall and the post office were opened.⁹¹

Despite considerable town progress after the turn of the century, township buildings were still interspersed with farmland and the roads were flanked by rough ditches. Many of the township buildings of this period were erected on the Main Road in the vicinity of the Station/ Main Road intersection, and are still in use today as shops and businesses. Pine trees were planted on the Main Road near the Methodist church, Council Chambers and police residence and on the opposite side of the road.

Additional dwellings, businesses and services also took their place in Station Road, now including the northern side of the road to the west of the entrance to the farm originally owned by the pioneering Sulzbergers and later by the Brooks family. (A turn of the century farm house here is still in use, although its predecessor which stood near it has been demolished). In 1918 a sawmill and coolstore (now gone) took over the former fruitgrowers' and farmers' show building and adjoining land to the west of the railway crossing. These industrial enterprises were long to remain prominent features of the mixed landscape of the Lilydale township, both physical and economic.

A new show building (still in use) was also erected in 1918 on a block in Doaks Road that, while neither as central nor as convenient to the railway station, was a much larger area (10 acres) and so was suitable for a general purpose recreation ground. The land had been purchased in 1913 from L. Bardenhagen at a time when few such large tracts were still available on the outskirts of the township. By this time small farmlets and cottages extended up Doaks Road as far as the new recreation ground; many of these are still in use.

Few remain of the small number of buildings that formed the Lilydale township in the early 1880's. Photographs show that these early structures were of simple, generally split timber construction and were probably never intended to last for posterity. Some that had out-lived their original purpose were given a new lease of life after being shifted, including the first public hall. This was built in 1883 at the first central area of Lilydale at the Lalla/ Main Road intersection, and is the earliest known example of a recurring theme in the shaping of Lilydale's townscape - namely the tendency to shift and recycle buildings. This hall was moved, probably in the early 1920's, to Procter's blacksmith shop (established 1884) at the northern end of the township. The building was demolished to make way for the service station, but other parts of the modified structures still standing at this latter site could also possibly date from the mid-1880's.

Moving on to the boom years from the late 1880's to 1918, many more buildings appeared in Lilydale as discussed above and a good proportion, probably a half to two thirds, have survived to underpin today's townscape. Throughout this discussion, as well as in the 'services' section, the survival or otherwise of the various commercial and public buildings is mentioned. Some remain in similar usage; for example, several shops and the bakery in Station Road. Others have become purely residential, notably several houses in Station Road that served central place functions in the railway era - the Coffee Palace, the Temperance Hotel (reclad), the post office and the Lilydale Club. Sulzberger's second Railway Hotel on the Main Road is said to be incorporated (totally unrecognisably from the exterior) in a c1960's style house.

Several community buildings of this period have survived but their landscape context has changed when they have been sold and shifted to serve a new purpose. All three public halls of this period survive in new settings, and the police residence (1888) has moved northwards along the Main Road for use as a private house. Many of the

residential cottages and houses of this period have survived, one of the earliest being the school teacher's residence (1887) next to the former school site, but are now interspersed with subsequent buildings to present a more closely settled streetscape. The casual observer might well assume that these more modern dwellings replace earlier cottages, but in most cases this is not so; they have been built on the former paddocks or vacant land that have been so characteristic of the township, overlaid as it was on farmland.

Buildings of this period were now more soundly constructed, mostly of weatherboard, but generally still of simple and modest design. However, there were some notable exceptions at this time of optimism and progress.

In particular, Bardenhagen's store (1888) stood out as a substantial and imposing structure built from locally-made bricks. The comment by a newspaper correspondent that the building "promises to add an important feature to this township" (*Examiner*, 18 July 1888) was certainly prophetic. The correspondent wrote in the same article that "some splendid clay for bricks has been found by Purdy"; this clay was used for the store.⁹²

What is difficult to explain is why few other local buildings were made of brick around this time. In the 1892/3 *Post Office Directory* a brickmaker was recorded for Lilydale. The assessment roll published in 1894 listed Richard Chalklan as owner and occupier of a house and brickyard, while another brickyard, situated on a 100 acre lot owned by Lewins of Launceston, was vacant. It is not known whether the bricks proved too soft (the bricks of Bardenhagen's store are rendered), or whether the bricks were too expensive for Lilydale people compared with readily available timber, and were largely transported by train to other markets for sale.⁹³

The railway station (gone) and stationmaster's house (surviving) were built in the rather grand Victorian gothic style typical for railway buildings generally at this boom time, with high pitched, decorative gables. The nearby Coffee Palace echoed this style, with attic windows and decorated barge boards on the first and the later second gable (the latter since removed) and patterned wood and iron work on its verandahs. The surviving Council Chambers and Courthouse was built (probably in 1910) in the solid Edwardian style of public building with attention to restrained detailing - a more modest single gable and barge board, window awning and quite complex asymmetric roof line and features.

Most timber buildings were constructed with little apparent conscious attempt at style, but the Church of England commissioned the well-known architect Alexander North (1858-45) to design the timber Church of the Ascension (1900) in Station Road. Its original shingled roof and spire (a later addition) are now reclad in modern tiles. North, who was responsible for a wide range of important Tasmanian buildings, professed a particular interest in the design of rural churches and "revelled in the use of timber for church building, his mind having been stimulated in his youth by the imposing wooden churches he had seen and sketched in Norway" (Maidment, 1982).

The Anglican rectory, built some distance away in Lalla Road, is also noteworthy as one of the larger houses of the era and in particular as the only house in the Lilydale township with the characteristic 'keyhole' style of decoration of the Federation period.⁹⁴

Overview

By the end of World War 1, Lilydale's spatial extent, transport networks, range of services and its characteristic 'ad hoc' mixture of residential, commercial, civic, farmland and sawmilling structures and landscapes were now defined in general terms. Lilydale had emerged during this period (1879-1918) ahead of Underwood, Turners Marsh/Karoola and Lebrina as the leading centre in the region and further consolidated this position, although it did not achieve the official status of a township until 1913.

The pioneer settlement of Lilydale was particularly well placed to receive a short but timely economic boost from the Lisle gold rush. As main roads and rail routes for the North-East were selected and developed, Lilydale was increasingly at an advantage over the other Pipers region centres, being served by both road and rail, and most centrally placed in relation to both transport networks and the better farming, orcharding and timber districts.⁹⁵

In addition to these locational factors, there is evidence that the characteristics of the settlers themselves may have contributed to Lilydale's progress. As has been noted earlier in this section, in 1881 a visiting politician remarked on the industrious nature of the settlers here, and around this time favourable descriptions were made about farm progress in the district. From the earliest years the settlers here had been notably quick to set up their own businesses and community services, while in the early 1880's they were equally quick to rally together in successful political action to have the proposed railway re-routed through Lilydale. This style of determination, self-help and political action has continued to characterise Lilydale.⁹⁶

In particular, German settlers at Lilydale had been industrious and successful as pioneers, working hard at clearing land, building a home and establishing a farm and livelihood. Many had left Germany for political reasons and sought to secure a future for their families in a new community. They were politically aware, civic minded and in many cases had entrepreneurial flair as well as a recognised capacity for hard work: "The Germans' self-denying and plodding characteristics are fully exemplified here" (*Examiner*, 11 September 1886).⁹⁷

From the examples that are given in this Study concerning the progress of farm settlement, the township and services, it can be seen that the German settlers successfully established pioneer farms, although few became leading specialist farmers in orcharding or dairying. However, they were especially quick to set up business such as shops, hotels, sawmills and transport services and contracted for road work and threshing. These activities, together with their disproportionate role in civic and community affairs, have been considered at length by Bardenhagen (1986, 1992). There were certainly numerous other influential, non-German, individuals and families in this period, but the Germans did lend an early impetus to the settlement and continued their prominent role in community life, at the same time playing a significant role in developing Lilydale's cultural landscapes.

Settlement 1918 - 1970

This period was one of economic and social ups and downs and shifts in land usage that were related less to local factors than to external events (notably two world wars and a depression) and general national or Statewide trends (including post World War 1 closer settlement, post World War 2 drift to the cities, and shifts in structure and markets in the timber, orcharding and dairy industries).⁹⁸

At the beginning of this period, settlement in the Lilydale district had almost reached its long-term spatial limits and most transport networks were in place. The rural and township landscapes of the next fifty years were to see some changes, but these changes related to altered or additional usage of the same land as in the previous period rather than to expanding frontiers of settlement. Some new houses were built during this period, mostly to replace earlier farmsteads or as infill in the township. However, it was still common to renovate or extend rather than replace, often in successive stages, so that dwellings can be difficult to date in the field.⁹⁹

As in other parts of Tasmania, the government's immediate concern after World War 1 was to re-settle and find employment for returned servicemen. Land alienation was virtually complete in the Lilydale district, but the Lilydale Council worked with the Closer Settlement Board in the settlement of soldiers on land bought by the Board from landowners. By February 1920 the first 19 soldiers were settled in the municipality as a whole.¹⁰⁰

The scheme has not been researched in detail here, but it appears that its impact on the Lilydale settlement landscape was limited. A few soldiers were settled to the south of the township. The land grant maps suggest that some properties lying between the Lilydale and Lalla Roads were re-surveyed into smaller blocks and taken up by five soldier settlers in lots of between 45 and 192 acres.¹⁰¹

Some blocks offered to the Closer Settlement Board were recognised, even with the optimism of the time, as not being able to sustain a settler. H. Edwards offered 425 acres, probably on Mountain Road, for settlement. The Council considered its advantages: the bushland could provide quantities of milling timber and firewood, could then be scrubbed and grassed for cattle but not crops, and was not far from the township. Its advice was that the returned serviceman D. Whiting could make a living from it because it adjoined his home, but would not recommend it for a stranger, particularly as the old cottage on it was hardly worth anything. It is not known whether Whiting took up this land, but it has never been cleared for farming to any extent and no house is known.¹⁰²

After World War 1 the State government provided some relief work in the district, with priority given to returned servicemen. The local economy and employment opportunities fluctuated somewhat during the 1920's, relating in particular to sawmill closures, which in turn depended on market conditions. Despite these fluctuations, the economic base of the district was fairly broad with the mainstays of timber, orcharding and dairying, and the overall the township progressed as a local and regional service centre.¹⁰³

Retail businesses expanded - there were three general stores and three bakeries in the 1920's - and by the end of the decade a hotel finally opened after considerable opposition to the granting of a licence. There was considerable civic progress, with input from both State and local governments. The township acquired a reticulated water supply (1922); a bush nursing service; a new purpose-built post office in the Main Road, constructed of timber but with styling reminiscent of stone or brick civic buildings (1924); and a new and larger school (1927) nearer the centre of town.¹⁰⁴

The railway continued to play a key role, but during the 1920's motor transport began to make its impact on transport networks in the district and on the township layout. The area very near the railway station in Station Road was no longer favoured for new community services as it had been in the late nineteenth century. The fruit packing sheds/ cool store, timber mill and coffee palace remained here near the station, but the Main/ Station Road intersection now emerged clearly as the town's business and social focus. When the site for the new post office was under consideration in 1922, a block near the existing post office up Station Road was rejected by the Council:

"This site is not central as the majority of the residents desire to have the Post Office erected on the Main Road somewhere near Bardenhagen's corner. This would be convenient for all the school children, the business people, and would render the present pillar box un-necessary. Will you kindly endeavour to have the Office erected near or on the Main Road." (letter, 1 September 1922).

Residents submitted a petition to this effect to the Post Master General's Department, and a site on the Main Road was duly purchased. ¹⁰⁵

There were few advances in the town's services during the depression years of the 1930's. However, at the end of the decade came the new Area School (1939) as part of a Statewide movement. In terms of the townscape, the new school was an extension of the old on the same site, incorporating the Lilydale school and several country schools moved to the site. The site was also extended by the purchase of two acres to the north in 1940. The Lilydale Area School was highly significant in terms of the development of the township as a regional service centre, and marked the beginning of a loss of central place functions for smaller centres. ¹⁰⁶

As noted in the previous section, the township's spatial limits had already been reached by the early 1900's, although there were still many farm paddocks between the scattered houses and services. Township houses built between the wars continued the process of infill on these former farm blocks. Several houses were built in the 1920's, all of timber, including the Methodist parsonage to the north of the church (1920) on Main Road. At least two township houses were designed in the 'Californian bungalow' style, fashionable at this time, but others thought to be of the 1920's-40's period are less distinctive in style and give the appearance of having been simply built rather than designed.

A small cluster of such houses was built around this time on blocks of a few acres at the foot of Mountain Road on the southern corner at its junction with the Lilydale (Main) Road, not far from existing houses. These blocks were small and rocky, allowing their occupants to grow a few fruit trees, keep poultry and a few animals but they could never have approached being viable farms. This area was becoming a small southern outlier of the township, a trend that has continued to the present day. ¹⁰⁷

Few new farm dwellings were constructed during the period between the wars. In these times of more demanding market requirements, the owners of sizeable acreages of good land were still able to continue with farming by applying new techniques to their more specialised dairying and/or orcharding operations. Substantial replacement houses were built on the long-established and productive Wilson and Kelp (formerly Bardenhagen) properties on the northern and southern outskirts of the township in 1925 and c1920 respectively; the Kelps' house was built of brick, uncommon at this time. Perhaps more commonly, existing farm houses were altered and extended as the need arose, as at the long-established Arnold property Holly Banks. From about 1929 Vic Arnold ran this farm as a very progressive dairying operation. ¹⁰⁸

For those with smaller, less productive or more remote properties and in some cases, fewer modern farming skills, it became increasingly apparent through the 1920's and 30's that farming was a marginal economic activity. Many sought other income in the district, from road work, hunting and especially from sawmill work. On the fringes of settlement, particularly on the slopes of Mount Arthur on the upper sections of Doaks Road, Mountain Road and Whites Mill Road, existing modest dwellings were still occupied but work at nearby bush sawmills largely took over from the farm as the main occupation. For example, in 1935 W. Shepherd and K. Johnston were working at Fred Kelp's sawmill, about a mile beyond their houses on Mountain Road. ¹⁰⁹

Mountain roads and tracks were poor and private motor transport not yet common, so employees who lived further away often lived in huts at the bush mills during the week. When local employment was not available, some men were forced to leave their families at home and seek work elsewhere, such as the west coast mines or the city; others abandoned their small farms as elsewhere in the North-East. This was not a time for new houses on small holdings. Some people were living in derelict houses or crudely built shanties. A photograph (c1922) shows 'Dumps' Underline's dwelling, a lean-to built against a felled log that was probably to the north-west of the township, on a 100 acre block to the west of Turners' farm and at that time served by a road from Turners Lane to the Paling Track. ¹¹⁰

During World War 2, Lilydale's economy and employment improved as farmers were able to secure government contracts for crops including flax, potatoes, beans and peas, and workers for the booming sawmilling industry were in short supply. The war effort meant that there was little building of houses or services in the district. The exception was the new Lilydale Area School (1939), where development and outfitting of the buildings and grounds continued through the war years. Much of the work was done by the students themselves, in line with the educational philosophy of the area school movement.¹¹¹

From the end of the war until the early 1960's the Lilydale township and district prospered, despite the general drift away from rural areas because of post-war industrialisation. Sawmilling was booming with demand for labour both in town and bush mills, while the post-war restructuring of the dairy industry led to an expansion of commercial dairying to become the mainstay of farming in this district. Orchardring continued to be important but was increasingly restricted to fewer, larger enterprises.¹¹²

Population statistics have not been researched systematically in this Study because of the lack of estimates for consistently defined areas. However, various sources give a rough indication of population trends in the township area. The population of the township had increased from 290 in 1933 to 448 in 1947, and in 1950 the Northern Tasmanian Development League considered Lilydale to be one of the fastest growing towns in the northern region of Tasmania. At this time its population was around 500, increasing to about 750 by 1962- if accurate for the township area, this may have been near its historical maximum - before returning to about 500 by 1969.¹¹³

As before, older houses continued to be extended or renovated after World War 2, but now considerable numbers of new houses were built, both in the town and in the surrounding rural district, almost all of them in typical post-war styling to be seen in any suburb, town or rural area in Tasmania. Many were built of timber as were all but a very few in Lilydale's settlement history to date, but for the first time a number were built of brick, both in the rural district and in the township. Most new rural houses were built as replacements for earlier homesteads in the closely settled dairying and orcharding areas; for example, the brick houses on dairy farms Echobank and Hawkspur (c1964) and on the orcharding property Bostock. There was very little new house construction on the margins of farm settlement; indeed the upper section of Doaks Road, Mountain Road and Whites Mill Road, all on the slopes of Mount Arthur, were now largely uninhabited.¹¹⁴

In the township, as in earlier years the new housing was largely infill on former farmland rather than an extending its boundaries. Most houses and services were built a fairly uniform distance from the road, resulting in more town-like streetscapes on Main, Lalla, Station and lower Doaks Roads, although there were still small paddocks and vacant blocks interspersed between the houses. One striking example was the curious mix of town and farm still to be seen in the heart of the township on the Main Road. Here on former Bardenhagen farmland a post-war brick house was built, set well back and surrounded by a hedge, with machinery shed and hay shed in the sizeable paddocks which still extend to the roadside.¹¹⁵

By 1953 a block of 26 acres on the northern side of Station Road had been acquired for a larger Area School farm. This action effectively secured this township land for continued agricultural purposes to the present day (in the 1990's it was planted with vineyards for use in TAFE viticulture courses), despite infill housing developments elsewhere in Station Road. Thus Lilydale's long tradition of a landscape intermix of township and rural has been perpetuated.¹¹⁶

Associated with the post-World War 2 growth in population of the town and economic progress in the district, improvements and additions were made to the town's services that have made considerable impact on the town's present cultural landscapes. In particular, there was progress and modernisation of community services provided by State or local government and local voluntary efforts rather than a significant growth in commercial businesses. Thus the post office was modernised (1949) and a weatherboard and tile Bush Nursing Centre was opened in 1948 at the Lalla/ Main Road intersection on the site of the former school. This area once again took on some of its very early, pre-railway role as a focus of central place functions; adjoining the Bush Nursing Centre a new police station was built in matching typical post-war style to replace the old police cottage near the Council Chambers on the Main Road.¹¹⁷

In turn this cottage was removed further north along Main Road (where it has since been used as a residence) in order to make way for a much needed new central public hall, built as a community project as a war memorial with government assistance and finally opened in 1955. This was a distinctly modern building of Post-War International styling, of poured concrete construction with small-paned windows with steel window frames. The hall was to be jointly used by the community and the school, the latter having progressed rapidly in the post-war years. Its enrolment had grown from 215 in 1944 to 327 in 1956, including more children from surrounding districts who were brought in by bus as roads improved and more schools closed. Lilydale's role as a regional

education centre was further enhanced when the Presentation Convent school at Karoola (a district settled by a predominantly Irish Catholic population) was shifted to a new building next to St Anne's Roman Catholic Church in Lalla Road in 1959.¹¹⁸

New buildings were erected at the Area School and the sports facilities expected of a modern school were provided on the site, as well as a swimming pool for school and public use (1964/5). Other sport and recreation facilities were developed at the Doaks Road recreation ground and show building, acquired by the council in 1953, and improvements continued at the Lilydale Falls Reserve. The RSSAILA built modest clubrooms of vertical board on the Main Road (1957), but the several former public halls, all old timber buildings, were recycled for new uses. The Salvation Army Hall was shifted to make way for the swimming pool, but the other four timber churches, built between 1880 and 1900, were all in use and indeed some shifted additional disused buildings to their sites to serve as halls or Sunday schools during this post-war period. A new manse was built next to the Presbyterian church in 1948; this is a typical post-war weatherboard house.¹¹⁹

Other changes in services in the township related to changing transport patterns. Roads were improved and private car ownership everywhere expanded in the relatively affluent post-war years, and trucks and service buses increasingly replaced the financially-beleaguered railway for transport of goods and passengers. The rail motor passenger service to Lilydale ceased in 1956.

Harvey Bardenhagen's new garage, petrol station and bus depot was built at the central Main/ Station Road intersection in 1954, a substantial structure proudly marked with the owner's initials and the date. Its concrete finish with curved corners and clean-cut modern industrial design (Post-War International style) are similar in styling to the Memorial Hall (discussed above) that was completed the following year. Proctor's long-established blacksmith shop at the northern end of the town was now Turner's modern motor garage.

The hotel that had been conducted in an old building on the Main Road opposite Bardenhagen's store was replaced in 1946 by a new log-cabin style modern hotel to the east of the old one, complete with a range of sporting facilities, designed to attract the tourist travelling by car or coach as well as the local residents.¹²⁰

By the mid to late 1960's both the township and the district were in decline. Sawmilling, orcharding and dairying - so long the mainstays of the economy- were all suffering from structural and market changes, and many Lilydale people went out of these industries in line with State-wide trends. Local employment opportunities decreased so that people left the district, this also being part of a general population drift from rural areas to the cities. The population of the township decreased from about 750 in 1962 to about 500 in 1969. Few private dwellings date from the mid to late 1960's, either in the town or on the farms.¹²¹

For those who remained in the Lilydale district, the services of Launceston and its expanding northern suburbs were increasingly used as roads improved and car ownership rose. With the decline in population and competition from Launceston businesses, especially modern supermarkets, Lilydale businesses suffered and in some instances ceased trading; for example, Dornauf's grocery store and butchery closed in 1966. The decrease in retail businesses such as these appears to have been the major loss in Lilydale as a service centre over the 1918-1970 period, rather than a more general decline in services as suggested by Kelp (1971).¹²²

Kelp claimed that there had been a "marked decline in the past few decades"(1971, p8.7) in Lilydale's central place functions and listed the services in place in 1971: a general store incorporating both butchery and bakery; a modern milk bar; a store; two service stations, one of these also operating bus services; swimming pool; hall; post office; district nursing centre and four churches.

In fact by referring to the Lilydale 'services' section in the present Study it can be seen that this array of services is not so very different from that at the end of the 1880-1918 period of expansion. The number of shops and bakeries had decreased as noted, there were now fewer halls, one church had gone (Salvation Army), and there were no longer service buses or a passenger rail service. On the other hand, the town now had two service stations and bus services, a good multi-purpose hall, a district rather than a local school, wider health services, town water supply and a modern swimming pool.¹²³

There was certainly little or no growth in the provision of new services or the upgrading of existing ones in the mid to late 1960's. The Chalet Hotel, destroyed by fire in 1963, had not been replaced. The Area School was not able to provide the full range of courses offered by the new high schools in Launceston.

One of the few improvements in local services was the addition of two rooms (in brick) to the Council Chambers. However, the post-war expansion of the northern suburbs of Launceston and the decline of rural Lilydale meant

that the greater proportion of the rate base of the municipality was located in those suburbs rather than in or near the geographical centre at Lilydale. Some ratepayers complained that the Lilydale township's appearance was suffering from poor maintenance by the Council. The Council's headquarters moved to suburban Newnham in 1969, despite strong opposition from the Lilydale Progress Association and pessimistic views on Lilydale's future. ¹²⁴

Settlement 1970 - late 1990's

Over this period Lilydale has changed from a declining dairying, orcharding and sawmilling district and rural service centre to become a satellite settlement of Launceston dominated by commuters, whether newcomers seeking a rural lifestyle or longer-term residents forced to seek employment in town. There are fewer, larger dairy farms, no commercial orcharding, and a smaller number of timber mills, with wood chipping plants now an important component of the two major enterprises. ¹²⁵

As part of a widespread trend from the early 1970's, the Pipers region proved a popular target for city dwellers who chose to take up an alternative lifestyle in the country, often seeking a quiet and scenic retreat and the opportunity to provide at least some of their own livelihood from their property by growing their own food and pursuing handicrafts. In more recent years, more of the newcomers have simply sought a rural or bush setting, often grazing some stock but maintaining a commuter lifestyle rather than any degree of economic self-sufficiency. With modern roads and vehicles the region was not far from Launceston, and Lilydale offered a range of local central place functions, both for the immediate district and neighbouring areas. ¹²⁶

Because of the rural decline, older timber cottages with rustic appeal situated in the township or on farms could be bought quite cheaply in the 1970's to be restored and revitalised; some that have been 'done up' more recently have been reclad in Western Red Cedar. In later years values of former farmhouses increased because of the growing popularity of a rural commuter lifestyle. However, buying up of farm houses in this manner was probably not as common in the Lilydale district as in neighbouring Underwood and Lalla. Much of Underwood had long been marginal for small farming, while Lalla had been especially dependent on the now-finished orcharding industry. ¹²⁷

In the Lilydale district there were larger tracts of good farmland suitable for dairying, in many cases still owned by the original pioneer families. Much of the land to the immediate north of the township is now owned by descendants of the Wilson and Arnold pioneering families and used for commercial dairy farming. The process of aggregation of former small-holdings, some with existing houses, has continued under the pressure to achieve a viable farm operation. Modern houses form no more than a small element in a landscape whose layout and many of the dwellings and plantings were essentially in place by the late nineteenth century or earlier. ¹²⁸

Lilydale also differed from Underwood and Lalla in that a greater proportion of long-established residents have stayed on in the district even when their farms (often dairy farms) were not economically viable and local employment was declining. These people retired on their farms or passed them on to other family members who have lived on the property while commuting to work to supplement their income. Where there were several titles or subdivision was possible, some of the farm could be sold and a commuter house built by a newcomer. In other cases owners did move out, often selling multiple titles separately. With the steady demand, land values increased greatly. ¹²⁹

The overall result has been an increase in the density of settlement, with new substantial commuter houses of suburban styling interspersed between the older but frequently restored and extended former farmhouses; for example, the Lalla Road area and Grandfields Hill (to the north of Bacala Road towards Lebrina). In the latter area, some tracts of timber on the Main (Golconda) Road were harvested by clearfelling before selling the land for commuter farmlets to run a few stock. In some cases a new retreat home was built on or near the site of an early pioneer dwelling; for example, a former Dornauf house site in Blackball Line. ¹³⁰

Not all newcomers wishing to start their new lifestyle sought or found a quaint old farmhouse or a block of cleared land. In the Lilydale district as elsewhere in the Study Area, there has been a new phase in permanent settlement. Many of the newcomers to the Lilydale district bought timbered or partly cleared blocks that may have been logged at some stage, but had either never been built on or had proven marginal for farm settlement - particularly on the slopes of Mount Arthur on Powers (Van Galens), Whites Mill, Mountain and upper Doaks Road and upper Blackball Line. The few surviving dwellings in these areas were used or replaced. A small number of individuals, particularly those with interests in the timber industry, had earlier acquired a few or even many of the timbered or partly timbered blocks. These blocks have gradually been sold off to newcomers,

generally commuters wishing to build a bush retreat home with good views. ¹³¹

This trend has meant that permanent settlement of steep, remote, bush-covered or rocky country in the Lilydale district is denser than ever before. Some of these dwellings are prominent in the landscape, particularly where built on a previously cleared patch on a hillside, for example on Mountain and Whites Mill Roads. However, many of the newer dwellings were conceived as bush hideaways and are largely known to the passerby by a drive disappearing into the bush. The process of fringe settlement is continuing as further remote blocks are offered for sale, sometimes requiring re-opening of earlier reserved roads that have passed out of use. ¹³²

Not only the rural district and its cultural landscapes have been affected by changes in the economy, social structure and settlement patterns. The Lilydale township itself has changed in response to new needs, although the effects on townscapes are more as an overlay than a radical transformation. New houses have been built on vacant blocks or paddocks within the existing township rather than as an extension of it. New services and functions have tended to be extensions to or replacements of existing ones, and likewise are housed in existing structures - additions have been made to existing buildings and sites, or they have been recycled for a new purpose. Lilydale still retains much of its long-established 'higgledy piggledy' landscape mix of old and new, and of residential, commercial, civic, community services, industrial and agricultural structures and sites. ¹³³

As in the surrounding district, many new houses have been built in the Lilydale township since 1970. Building of infill housing has continued throughout this period, consolidating and adding to rather than radically altering the established townscapes. Most but not all of these dwellings are of brick; a Western Red Cedar house has been built in Station Road on the site of the former stockyards. Houses have been built on many of the remaining blocks and paddocks on Main, Station, Lalla and lower Doaks Roads, and the town's southern outlier near the Lilydale/ Mountain Road intersection has also grown. ¹³⁴

However, there are still sufficient farm elements evident in the township to retain the appearance of a town which has grown up in an 'ad hoc' fashion as an overlay on a rural landscape. Particularly striking in this regard are the paddocks (with barns) in the centre of the township, running from a Main Road frontage through to Station Road. Station Road also retains an old farmhouse and outbuildings (formerly the site of the Sulzbergers' pioneer farm) behind the row of mostly post 1970 houses. Beyond the railway line, the Area School farm has retained its rural character as the new TAFE vineyard, reflecting changes in both educational needs and the rural economy. ¹³⁵

With the further decline in importance of the railway to the town, Station Road now has few non-residential buildings. The railway houses remain but not the station and associated structures, and the former coffee palace is a private residence. The long-standing mill site at the railway crossing is now occupied by houses. However, Lilydale still has a large town mill as a prominent landscape feature; on its 1970's site to the east of the Station/ Main Road intersection it still forms part of a visual mix of industrial, agricultural, residential and service centre elements. ¹³⁶

In the late 1990's the township may well have boasted as many or possibly more dwellings than at any time in its history, although during this post-1970 period its population has been far from the long-term maximum of possibly as many as about 750 in 1962. Various estimates of the town population include 300 in 1971, 400 in 1975 and 300 in 1985. The 1991 Census the population of the Lilydale town and nearby district was only 330; there are fewer people per household than in earlier times, in keeping with general demographic trends. ¹³⁷

Added to this general trend is Lilydale's retention of the aging sector of the population. The 1991 Census showed that 17.5% of the population were 60 and over, which was about the same as the proportion in suburban Launceston (17.2%), but considerably higher than any other rural district in the Study Area where the over 60's form only 10.8% of the population on average. Many elderly people have stayed on in Lilydale, often widowed and the sole occupant of their house. ¹³⁸

This retention of the elderly is probably because, as the largest service centre, it has been better able than other districts in the Study Area to provide locally for some of the needs of the less mobile elderly. The elderly have been especially disadvantaged by limited bus services to Launceston. The 1991 Census showed that Lilydale had 15 households with no car, there being only 28 other such households in the entire Study Area.

On the other hand, as well as continuing to offer the elderly a range of general central place functions such local shopping and health care (including domiciliary nursing), the township now developed some services specific to their needs. A group of brick units for the elderly was built in Station Road, but a 1985 report noted that this may not have been an area of great need as at that time there had been trouble finding tenants. Brick extensions were added to the vertical board RSSAILA building and are used by the Senior Citizens club, and a day care centre for

the elderly opened in 1988. In 1981 land near the Lilydale Tavern was donated for a bowling green. ¹³⁹

As well as making specific provision for its elderly, Lilydale has also altered in other ways as a service centre in response to changing circumstances and needs. Lilydale emerged from its condition as a declining rural village to become a service centre for car-reliant commuters and travellers. In 1975, in the early years of this most recent settlement phase, Lilydale provided 14 classes of central function and so was ranked as a sixth order centre along with 44 others Statewide in a hierarchy of central places. Some businesses established early in this period have since closed but others have opened, giving an overall stability to the level of services in the township. ¹⁴⁰

Improvements in roads, increased car ownership and city-based affluence were highly significant factors in this change. As noted earlier in this discussion, cars brought an influx of 'alternative lifestylers' into Lilydale and neighbouring districts in the 1970's, followed by the more lasting trend towards a commuter lifestyle for both local families and newcomers. By 1985 around 70% of the labour force of the greater region was estimated to commute to work in Launceston or Bell Bay. At this time concern was expressed by local residents that with the changing social structure and work patterns, Lilydale's identity was changing. A new sense of community spirit was needed to unite the long-established residents and the newcomers, especially as most people were now less dependent on Lilydale to provide them with social interaction and services. ¹⁴¹

The mobile alternative lifestylers of the 1970's both established and patronised a range of new services and attractions around Lilydale and neighbouring districts - for example, an apiary and retail plant nursery at Underwood, a restaurant and a craft market at Lalla as well as the re-opened old wood-fired bakery in Station Road. Bardenhagen's general store remained a focal point, and its country charm and historic significance were appreciated. A new hotel opened in Lilydale in 1976 (with motel units added in 1991), there having been no licensed premises since 1963. ¹⁴²

Those who did not take up this rural lifestyle themselves were often keen to take the short scenic drive from Launceston to view the rejuvenated farmhouses in their charming rural and bush settings, to visit the attractions (some since closed or altered) and to call at the bakery, the general store, a craft shop (since closed), antique shop (since closed) and other services in Lilydale; at times a regular Lilydale market was conducted at the Recreation Ground. A new craft shop and a fine arts gallery were more recent attractions on the Main Road in Lilydale.

Tourists from further afield could stay on rural properties in the region. There have been two host farm or country retreat accommodation places in the Lilydale district : a restored historic cottage on the Hawkspur property, and Plovers Ridge, a biodynamic/ organic farm. The mid-1980's government decision to upgrade the route to Scottsdale via Lilydale further increased the amount of tourist and other passing trade. The two service stations from the previous period have continued in business, but increased car ownership has also led to a further reduction in public transport. ¹⁴³

Existing buildings have often been recycled for new services. Examples include the craft shop in the former Arnold's cycle shop, an antique shop (now closed) in the former blacksmith's shop, a coffee shop (now closed) in the former Dornauf's butchery, the pharmacy in the former Dornauf's grocery store, and the doctor's surgery, hair salon and take-away in a former store. The town has also acquired a veterinary surgery, added onto the front of a brick house (c1970's) and a fire station. ¹⁴⁴

The first purpose built church in Lilydale (later the Presbyterian church) was sold for removal in 1989, having become redundant after the merging of most Presbyterian and Methodist churches to form the Uniting church in 1977. The remaining three church buildings (Uniting, Roman Catholic and Church of England) have all been renovated. ¹⁴⁵

Government services are largely provided at the same premises as before 1970, in some cases with modifications or additions as at the health centre. The neighbouring post-war police station was still in use in the 1990's but offered a reduced level of service. The weatherboard post office has been clad in brick board. The school changed its status from an area school to a district high school in 1979, in line with State-wide policy. In 1986 course requirements and increased enrolments resulted in major extensions and refurbishment of older buildings on the site. Enrolments continued to grow so that in 1994/5 new concrete block buildings were constructed, their styling and paint colour designed to blend with the original two-roomed 1927 school. ¹⁴⁶

The closure of one private school and the opening of another in Lilydale reflect the changing needs of the community. In 1970 the Roman Catholic school in Lalla Road closed because of a lack of numbers and funding, but by 1981 the wider district's need for a different alternative to the government school was felt by some. Local residents, many of them 'alternative lifestylers', set up the Mount Arthur Family School at Underwood. Later this

community school moved to a purpose-built structure, a prominent landmark high on Whites Mill Road, between Lilydale and Underwood; since the school's closure, the site has continued to be used for educational purposes.¹⁴⁷

This post-1970 period has seen a major change in local government in the region. In 1969 Lilydale had lost its role as the administrative centre for the Municipality of Lilydale. As part of a State-wide trend towards amalgamation, the municipality itself was taken over by the City of Launceston in 1985. The commuter service centre of Lilydale was now a satellite of Launceston in terms of its administration as well its population structure. The City has maintained a works depot in the Main Road behind the Council Chambers/ Courthouse, but the building was not required for its original purposes. In 1975 a branch of the State library was opened here, and the building is also used for community meetings.¹⁴⁸

Local government works have made several changes to the landscape in the district. The 1976 sewerage scheme resulted in sewage lagoons in farmland to the west of Golconda (Main) Road, and 1987 additions to the water supply included new reservoirs on Mount Arthur and Brown Mountain. Facilities at the Doaks Road Recreation Ground and the Lilydale Falls Reserve have been maintained and improved, including a toilet block at the former and camping and picnic facilities at the latter.¹⁴⁹

SERVICES

Post offices

The post office was one of the first services to be provided in the pioneer settlement of Lilydale and the Pipers region as a whole, and is one of only three still open today in the region, the others being at Karoola and Lebrina. The post office at Upper Pipers River opened in 1873, the same year as that serving the Turners Marsh district, which at the time was a settlement with similar services to Lilydale and possibly a greater population. In 1887 the name of the Upper Pipers River Post Office was officially changed to Lilydale.¹⁵⁰

The first contract to bring the mail weekly from Launceston in 1873 was secured by the enterprising Gottlieb Sulzberger who had lived in the district with his German parents since 1867. He conducted the post office for 17 years as well as running a farm, a hotel, other business interests and figuring prominently in community affairs. This post office served a wide area until neighbouring communities had grown sufficiently to warrant their own service. For example, the Athertons who were pioneer settlers at Bangor from 1880 initially travelled to the post office at Lilydale for their mail.¹⁵¹

This first post office was situated alongside the Sulzbergers' house and hotel, possibly remaining here until 1893. The building has been demolished in recent years but is shown in early photographs. Records suggest that the post office opened at the railway station in 1893. The service was conducted here until 1918 when it was moved to an annexe on Ernest Kerkham's house, situated near the station on the southern side of Station Road between the Druids Hall and the Coffee Palace. This had earlier been the meeting place of the Lilydale Club. A railway telegraph office was run from 1924 until 1958 in addition to the town's post office, probably because in 1924 the latter shifted some distance away from the railway to a more central location on Main Road. Ernest Kerkham continued as postmaster here until his son Alfred took over in 1941.¹⁵²

The new post office was purpose built in 1924, in weatherboard but in the style of a substantial masonry civic building. The building as originally erected presented a symmetrical facade with a central group of three large windows, the mullions and horizontal bars carefully shaped so as to appear to be of stone rather than timber.

Flanking the large windows were a small window and an entrance porch at either end.¹⁵³

Substantial improvements and renovations were made in 1949, when arrangements were underway to construct a land line from the post office to the Wireless Telephone Station on the slopes of Mount Arthur. In the 1960's Alfred Kerkham bought the Lilydale post office building from the Postal Department and added a residence at the rear. The post office retains many of its original interior fixtures, but one of the entrances has been closed off and the exterior has been clad in brickboarding.¹⁵⁴

Schools

As the largest population and service centre, Lilydale currently has the only school in the Study Area: the Lilydale District High School run by the Department of Education. The State government school has seen several changes in administration and policy reflecting State-wide trends, and is now on its third site since the first public school

building was erected in 1870. There have also been at least six private schools running at various times between the late 1860's until the late 1990's.

The first school in Lilydale, and indeed most probably in the Pipers region, was a small private one run by pioneer settler Edward Dolbey in the 1860's, at his home for his own family and a few others. He had previously been a teacher at Hadspen. As more settlers arrived, the need for a public school was widely felt. In 1870 local residents erected a building of split timber (30 feet x 15 feet x 8 feet) with a stone chimney, on one acre donated by Alexander Scott of Launceston from his 110 acre property at Lilydale. (Ludwig Bardenhagen later occupied and then bought Scott's property).¹⁵⁵

The school block was in the south-western corner of the Main/ Lalla Road intersection, towards the southern end of the present main township. Other services that commenced in the 1870's and early 1880's tended to be located in this same area, but when the school opened in 1870 under the Board of Education with about thirty pupils it was the first central place function in the settlement. The nearby Turners Marsh district was also provided with a school teacher around the same time. The government contributed two-thirds of the cost of repairs to the Lilydale school in 1873.¹⁵⁶

Applications were made to the government in 1881 for improvements without result. By 1883 the original community-built school was "in a deplorable state" and the one acre playground was "not fenced and full of stumps" (*JHA* 1883/70). The local community appeared to take more interest in its school in some ways than others surveyed in the Study Area at this time at Turners Marsh, White Hills and Irish Town (Blessington). Local board meetings were held more regularly, and the parents (rather than the teacher) supplied firewood.¹⁵⁷

In 1883 the government did replace this original structure with a new building about 100 metres to the south. Four years later government funds were used to enlarge it and build a timber teacher's residence next to it. Residents had applied for a government-funded teacher's residence by 1879, in the time of the first community-built school, but a local newspaper correspondent expressed annoyance that unlike in Hobart or Launceston the Lilydale settlers would have to pay one third of the cost. The government-built teacher's house (1887), believed to be the one still standing on the site, continued to be used for this purpose at least until the third school was built on a new site. Teachers then boarded locally, including in the former second Railway Hotel on Main Road. The original teacher's residence, now a private house, is one of the oldest remaining buildings in the Lilydale township.¹⁵⁸

School enrolments increased from 43 when the new building opened in 1883 to 110 in 1889, reflecting the considerable population growth in the Lilydale district in this period, associated in part with government expenditure on building roads and the railway (opened 1889).¹⁵⁹

Early in the twentieth century Lilydale also supported three private schools on the outskirts of the township; their periods of operation are not known precisely. Possibly the drop in public school enrolments from 106 in 1906 to 71 in 1905 was associated with the period of operation of one or more of these private school. One was run by Miss Power, a former government school teacher, in a building about 2.5 km to the east of the Main Road up Doaks Road, its site now marked by large exotic trees and bulbs. Others were conducted by Mrs Bird, a couple of kilometres to the north of the main settlement near Lilydale Falls where its site marked by spring bulbs (one of its pupils was born in 1898), and by Mrs D. Campbell in her house at the southern side of Lilydale not far to the east of the original government school.¹⁶⁰

Both public school buildings near the Lalla/ Main Roads intersection have gone but can be seen in early photographs. The site of the first building (1870/1) is marked with a commemorative plaque (1950) at the northern end of the existing Community Health Centre block. Much of the original school block has been taken up by the widening of Lalla Road (which was no more than a narrow bush track at best at the time the school was built).¹⁶¹

The second school building (erected by the government in 1883 as noted above) was in need of improvements "too numerous to mention" (Inspectors report, 2 December 1922) by 1922. It was destroyed by fire in October 1927, although it so happened that at the time negotiations were already under way to buy a new, larger site of two acres for a new school. On 21 January 1927 the Council Clerk had written to the Director of Education:

"I am directed by the Warden to bring under your notice the urgent necessity of the erection of a new school and grounds at Lilydale. The present building is a very old one, and is not worth repairing except those of a very minor nature. The school grounds are small, and very unsuitable in every way" (Lilydale Council Records).¹⁶²

The site chosen for the new school was obviously to have a great influence on the subsequent development of the township's landscapes. Several sites had been considered: the old cricket (recreation) ground to the south-east of the Doaks/ Main Road intersection beyond Rocky Creek, owned by Titmus at the time; land opposite the Coffee Palace in Station Road belonging to Brooks; land in Lalla Road, opposite the tennis courts that were below the Anglican rectory, belonging to Sulzberger; and land to the west of the Main Road between the railway line and the Methodist tennis courts and police station, belonging to G. Archer. ¹⁶³

The last-mentioned site was the one selected and bought, and Crown land next to the police station was used for an entrance lane. Classes were held temporarily in various buildings around the town, including the Show Building in Doaks Road, until a replacement two-classroom building - the third public school building in Lilydale - was erected at the new site. The Walker family's 1928 offer of the donation of ornamental deciduous trees (probably from their Lalla nursery) to plant in the grounds of the new school was accepted. ¹⁶⁴

The next major changes in public education in the Pipers region took place at this same Lilydale site. These changes were far-reaching in their effects, both on education throughout the region and on the associated built landscapes.

In 1936 experimental area schools had been established at Sheffield and Hagley in a new approach to the provision of education in rural Tasmania. The new centralised schools were to provide children of the surrounding districts with a post-primary education emphasising practical instruction in various applied fields including agriculture, trades and domestic arts. Following the immediate successes at Sheffield and Hagley, the residents of the Lilydale region submitted a petition to the Education Department in 1938 requesting that such a school be established, although there was some resistance from Underwood and Lebrina. Classes started at the Lilydale Area School on 31 January 1939. Students wishing to go on to a full high school education travelled to Launceston for the school week. By 1957 there were 42 area schools throughout Tasmania. ¹⁶⁵

The new approach to education meant bringing children to Lilydale from as far east as Wyena, largely by bus with local contractors. Not only the children were brought in; several of the outlying small school buildings (at Bangor, Karoola, Lalla, Tunnel and North Lilydale) were shifted to the former Lilydale two-room primary school, thus effecting a rapid change in the rural cultural landscapes of several districts of the Pipers region. These small service centres lost their familiar school room which had played a focal role in each community.

Because of local resistance, the Underwood and Lebrina schools did not close immediately, Underwood keeping its school open for a further year while Lebrina retained lower primary classes into the 1950's. These two school buildings both remain on their original sites and are used as dwellings, although their origins are readily apparent from the building styles. The small schools at outlying Wyena and Retreat were also not closed immediately and so the buildings were not moved to Lilydale. The unused Wyena school remains on site; the Retreat school was used for a time as a dwelling but is no longer there. ¹⁶⁶

While several surrounding districts lost their schools from the landscape, Lilydale gained a larger, more prominent school by various means - by acquiring these country school buildings, by a steady building programme from 1939 onwards, by the acquisition of further land, and by both temporary and more lengthy use of existing halls in Lilydale.

The sudden growth in school building requirements in Lilydale in January 1939 led once more to the temporary use of the Show Building in Doaks Road for school purposes (for Trades and Domestic Arts classes) until the country schools had been shifted to Lilydale. Primary and secondary classes were held in the existing 1928 school rooms, but infant classes had to be conducted in the nearby Oddfellows Hall, and the Druids Hall in Station Road was also leased. Both halls were later bought by the Education Department and finally sold and removed in 1958 and 1959 respectively as further purpose-built facilities were completed. ¹⁶⁷

Thus in 1939-40 the Lilydale Area School, while in educational terms new and modern, was in physical terms a hastily thrown together assortment of small country schools and former halls, some dating from the previous century, with a few additions.

The subsequent growth and development of the school has been well documented and will not be fully detailed here. The policy at the outset was to regard the school property as a self-contained estate to be developed as practical educational projects by the students where possible, with guidance from an advisory council of parents from all feeder districts and support from a parent association. ¹⁶⁸

Two acres of farm land to the north of the school block was acquired in 1940. By 1944 the school, now serving

215 pupils (130 travelling by bus from other districts), was enhanced by well kept lawns, gardens, fences and paths and an asphalted playground. The boys had also built a bedroom, painted the kitchen and made furniture and fittings as well as developing the school farm. They had planted a small orchard and started a kitchen garden, sown two pastures and fenced paddocks as well as erecting fowl pens, cow sheds, a small barn, dairy, woodshed and glasshouse. Farm produce was used in girls' cooking classes. ¹⁶⁹

Progress was rapid after the World War 2 with a peak attendance of 327 in 1956. A blacksmith's shop (1949), an infant school (1950), a musket hut classroom (1951) and another prefabricated classroom (1954) had been added. By 1953 a block of 26 acres had been acquired on the northern side of Station Road for a larger farm, allowing the former farm area to be developed with sports oval (1955), basketball courts (1960) and tennis courts (1965). The Education Department contributed towards the building of the Memorial Hall (opened 1955) and the swimming pool (1964/5) as both of these facilities were planned for both school and general public use. A science room was opened in 1971. ¹⁷⁰

From the 1960's there was a general State-wide shift of rural dwellers to urban centres and the development in the latter of new high schools offering a wide range of courses for all students of all abilities to Grade 10 level. These changes led in turn to a State-wide decline of the area schools. In around 1976 there was talk of closing the school at Lilydale because of low enrolments. In 1979 the Lilydale Area School was reclassified as a District High School and a complete curriculum for Kinder- Grade 10 was provided, but school enrolments were low. In the early 1980's there were about 250 students at the school, but only about 40-50 of these were at high school level. ¹⁷¹

With the increase in course offerings came the need for major physical redevelopments, opened in 1986 to serve around 300 students. The growth in enrolments reflected both the increased local commuter population and the rising retention rate at secondary level. The project included two new buildings (primary block and arts block), major extensions to existing buildings and refurbishing of old classrooms and landscaping of the school grounds. ¹⁷²

The school continued to grow to around 470 by 1995, 170 of them at high school level, increasing to 485 by 1996 and 510 by 1999. This rapid increase placed a strain on existing facilities, particularly as the earlier stage one redevelopments had been reduced in scope from the original plans, and the stage two redevelopments proceeded slower than anticipated. From 1994/5 the planned redevelopments and additional buildings were under way. ¹⁷³

Although some Lilydale children travelled to city schools, the opposite was also now true: some suburban parents chose to send their children to Lilydale, and a bus was transporting about 58 from Launceston in 1995. The intake as in earlier years includes Underwood, Turners Marsh/Karoola, North Lilydale, Wyena and Lebrina, but it also extends to The Glen and Pipers Brook in response to parental demand in those districts. ¹⁷⁴

The expanding school - its built structures and grounds - is a prominent landscape feature in the township, in a rather curious juxtaposition with other landscape elements as is so typical of Lilydale. The school is set back on the slope behind Main and Station Roads with their mix of businesses, churches, halls, council depot and houses, and yet the immediate surrounds present what is essentially a rural landscape - paddocks, barns, hawthorn hedges and a reafforested hill behind. This overall landscape mix is not significantly different from when the school was opened on this site in 1928. ¹⁷⁵

The school and its grounds also form a significant cultural landscape in their own right. Sufficient elements - built structures and landscaping - have been retained from the various stages in the school's evolution as an educational institution, as described above, for the site itself to reflect much of this history.

The original 1928 two-classroom primary school (a typical weatherboard, corrugated iron roofed building with multi-paned windows) is still incorporated in main block which has been extended in similar style. Some of the mature deciduous trees are thought to date from this period, and were possibly some of those donated by Walkers' nursery at Lalla as noted above. Behind this original block, some or all of the old small schools from surrounding districts (Lalla, North Lilydale, Tunnel, Karoola and Bangor) survive in the blocks with high-pitched roofs, brought to the site in 1939 to form the Domestic Arts and Trades blocks and other purposes for the new Area School as discussed. Thus the buildings themselves reflect the centralisation policy. The Druids and Oddfellows Halls, used by the school from 1939 on their original nearby sites, still exist but have been shifted to new locations under new ownership. ¹⁷⁶

Most structures or plantings from the period of the first school farming activities on the main site in the 1940's are long gone. Adjoining the Trades block is a small vertical board building that is thought to have been an early

toilet block. A long, low building still standing at the back of the school was built by pupils, probably in the late 1940's, for showing their poultry in the Lilydale School Show; the showing boxes are still intact. An early gardener's shed also survives and is still in use.

In 1986 the few other 1940's structures (such as the clay room) and the remnants of landscaped gardens in front of the main block disappeared in the major redevelopment. Many of the buildings and sports facilities dating from the 1950's onwards are still in use. Some additional structures were erected in red brick, but the most recent developments have been designed so that, although using modern construction methods, they are visually in keeping with the cream-painted cluster of weatherboard original Primary and Area School buildings. ¹⁷⁷

In response to changes in education requirements and in the rural economy, in 1993/4 the farm school in Station Road was modified for use by the Viticulture section of the Launceston TAFE with the involvement of students of the Lilydale school. The school is now registered as a training organisation for agriculture, horticulture and viticulture. ¹⁷⁸

Two other schools were opened in Lilydale in the period since the establishment of the area school in 1939, both of them privately run but at different times and in response to changing needs. In 1959 the Presentation Convent school, which had opened in Karoola in 1902, was closed and shifted to the now much larger centre of Lilydale, having been housed temporarily (together with the convent) in a former private home at Karoola for a few years when the original building had become unsound.

The new St Anne's Roman Catholic School, with three classrooms of concrete and painted vertical board construction with aluminium framed windows, was built on a small block near the Roman Catholic church of the same name in Lalla Road. The Presentation Sisters continued to live in the convent and travelled daily to teach at St Anne's. Fifty six pupils enrolled in the first year, but lack of numbers, funding and teachers caused it to close at the end of 1969. The Sisters moved to Newnham and the school was sold, becoming a private residence in 1974. ¹⁷⁹

In 1981 the Mount Arthur Family School was set up by local residents, many of them families who had moved to Lilydale and Underwood and nearby districts in search of an alternative rural lifestyle. At first the community school was run in a building erected on the property of one of the founding families at Underwood, but it later moved to a larger timber purpose-built school high on Whites Mill Road, between Lilydale and Underwood. In the early years there was some suspicion and ill feeling in the Lilydale community towards this new and different 'alternative' school, but attitudes changed later.

In the early 1990's the school had an enrolment of around 20 from Prep to Grade 6, some of them travelling from out of the area to attend. At the end of 1996 the Mount Arthur Family School closed because enrolments had fallen below the viable minimum of 15-20, but the site has continued to have an educational role. In 1997 the property became an annexe of Brooks High School for short programmes for gifted and talented students. ¹⁸⁰

Churches

Lilydale has had three well-kept churches remaining in active use in the 1990's, the buildings belonging to the Church of England (built 1900), Roman Catholic church (1891) and Uniting Church (previously Methodist, 1890). These timber churches all date from a period in which Lilydale had become a well-established village with a growing district population sufficient to support a separate building for each denomination. Around this time at the end of the nineteenth century there were also the Presbyterian church (built in 1880 as the Union Church) and the first Salvation Army hall in use. These buildings dating from the earlier, pioneering phase have disappeared. ¹⁸¹

Unlike the nearby settlement of Turners Marsh which was dominated by Irish Roman Catholics, at Lilydale there were pioneer settlers of many denominations. At first some used existing buildings for their services or shared a building with other denominations, and some may have had changing real or nominal allegiances. In 1882 the Board of Education reported (with 1883 report figures in brackets) that of the pupils at the Upper Pipers River (Lilydale) school, 14 (12) were listed as Church of England, 8 (12) Church of Rome, 6 (13) Church of Scotland (Presbyterian), 4 (2) Wesleyan (Methodist), with 4 'others' in 1883. ¹⁸²

A few German settlers were Catholics but more were of the Lutheran faith. In the absence of any presence of that church in Northern Tasmania, they chose to join alternative local denominations: Church of England, Presbyterian or Methodist. Participating in church-related activities tended to bond the German settlers with those of English,

Scottish and Irish origins to form a cohesive community. Ludwig Bardenhagen was one German who became a devout Methodist, the denomination perhaps most in accord with Lutheranism, and he also became a staunch supporter of the Salvation Army. He played a significant role in shaping Lilydale's religious life and associated built structures as shown in the following discussion.¹⁸³

There is uncertainty and confusion over the early provision of Roman Catholic services in Lilydale and nearby districts. The first purpose-built church in the wider district may have been a small Roman Catholic chapel at Upper Pipers, claimed by some sources to have been in use as early as 1863 on a property between Underwood and Lilydale, but little is known of it. The district names were used broadly at that time and it is possible that this chapel was in fact the one built at the largely Irish Catholic settlement of Turners Marsh/ Karoola. In the mid 1870's a Roman Catholic church was listed in *Walch's Tasmanian Almanac* for German Town, and a 1877 gazetteer stated that "there is a Roman Catholic Chapel in the neighbourhood, but rarely visited" (*Bailliere's Tasmanian Gazetteer*, 1877, p214).¹⁸⁴

The present St Anne's Church was not built until 1891, on the south-western fringe of the township "situated about a dozen chain from the [main] road, on a very pretty spot of rising ground" (*Morning Star*, 18 July 1891) above Lalla Road, which was no more than a bush track. The block of land, sold to the church by Henry Arnold, was not far from the earliest cluster of services at the Lalla /Main Road intersection.¹⁸⁵

From the 1890's until the 1950's the Lilydale/ Karoola parish was served by priests who visited the district from Launceston, in the early years travelling by horse and buggy and often staying overnight with local residents. In 1954 the Lilydale/ Karoola parish joined the George Town parish and the first resident parish priest came to Lilydale. Student numbers were declining at the long-established Presentation Convent school at Karoola, while there were increasing numbers of Roman Catholic children in the Lilydale district. In 1959 the Karoola convent school moved to a site next to St Anne's Roman Catholic Church. A red brick extension was added to the timber St Anne's Church in 1991.¹⁸⁶

For pioneer settlers of other denominations there was no purpose-built church opened until 1880, but services were conducted much earlier in some cases.

Two early settlers, W. Somerville and W. Wilson, were elders of the Presbyterian church and so were amongst those to move to open a church. Public worship began in 1865, soon after Wilson's arrival in the district. After Robert Arnold came to the district in 1868 he started a Sunday school in E. Dolbey's house until his own house was built, where he carried on with it until the public school was built by settlers on Alexander Scott's land in 1871. From the outset this school was used for religious purposes. Many children were christened there on the opening day, and regular church services were conducted by a visiting Presbyterian minister, three monthly by Reverend Lindsay from Launceston initially and then more frequently by Reverend Mather from Scottsdale. Sunday school was run by William Somerville and other settlers.¹⁸⁷

For a time the fortnightly services had to be shifted to Ludwig Bardenhagen's barn because the teacher complained to education officials about the use of the school for this purpose. The result of a meeting was held in 1879 was that in the following year the multi-denominational Union Church (also referred to as the United Church) was opened by the Upper Pipers River United Church on land offered by Ludwig Bardenhagen. The contractors were local settlers J. Somerville and J. Wilson.¹⁸⁸

The settlers of the Lilydale district had set aside a burial ground for general usage before they established the Union Church. In 1877 a public meeting was held to discuss the matter. In a fashion that was already typical for this district, the settlers preferred to find suitable land themselves rather than go to the expense and trouble of applying to the government. Consequently Mr Downie offered one acre of his land on Lalla Road, a short distance to the south-west of the existing cluster of services - school, post office, store - at the Lalla/ Main Road intersection. The burial ground was then cleared and fenced, financed by the sale of sections to settlers. This cemetery is still in use.¹⁸⁹

Not long after the establishment of the Union Church the Salvation Army also became active in the Lilydale district. From 1885 the earliest meetings were conducted by officers who at first walked from Launceston and later travelled by L. Bardenhagen's coach. The first gathering took place on the school green, but before long meetings were held in the Good Templar's Lodge Hall beyond the creek in Bardenhagen's paddock. The movement thrived in the early days with a typical attendance of 40, and members of the band carried their instruments considerable distances around the wider district, including over the rough track to the mining settlement of Lisle.

The meeting hall was enlarged and moved to a site on the Main Road adjoining that later occupied by the second hall, with a cottage next to it for the Captain; once again the land was provided by Ludwig Bardenhagen and he owned the cottage. The second hall was built in 1915. When the land was selected as the site for the public swimming pool (opened 1964) the cottage was demolished and the hall was moved to Bardenhagen's sawmill to serve as an office; it is still standing at its new site.¹⁹⁰

During the decade after the opening of the Union Church the settlement prospered and the population grew, so that in 1890 the Methodists opened their own church, again on land donated by Bardenhagen, and built by local contractor L. Procter. At the time Underwood was the head of the Methodist church in the district, but the minister moved to the more rapidly growing township of Lilydale soon after the new church was opened, and a vestry was added in 1918. The Lilydale Home Mission Station conducted a preachers' circuit around surrounding districts. In 1902 Methodist services were being conducted at Underwood, Turners Marsh, Tunnel, Lebrina and Wyena as well as at Lilydale, the chief preachers being Mr Pollard of Lilydale and Mr Kerkham of Tunnel.¹⁹¹

A parsonage (now a privately owned house) was built next to the Methodist church on the northern side in 1920, and around this same time a tennis court was added behind the church (this no longer exists, and was probably on the site of the present Council depot). In 1949 the Methodist church at the small outlying settlement of Tunnel was moved next to the Lilydale church to serve as the Sunday School.¹⁹²

With the opening of the separate Methodist church in 1890, the existing Union Church now came under the control of the Presbyterians as St Andrews Church. The north-eastern part of Tasmania was one of the few strongholds of the Free Presbytery of Tasmania, which combined with the larger Presbyterian Church of Tasmania in 1896. A Home Missionary had been stationed in Lilydale by 1887 under the Session of Scottsdale. John Campbell took up this appointment in 1890 and held it for a period of 30 years apart from a brief absence. He lived in a manse built about 400 metres south of the church on an acre of land that was part of the original grant to W.Somerville.

During the period 1900-10, Campbell greatly extended the work of his ministry with the help of Mr John Somerville, travelling by foot or on a pony to establish regular services and Sunday Schools as far afield as Lisle Road (Nabowla), Ferny Hill (north of Golconda), North Lilydale and Brown Mountain. Sunday school picnics were held in Bardenhagen's paddock across the road from the church in the early years, but later motor transport allowed an excursion to Bridport for the occasion. In 1923 the pony and cart were sold and replaced by a motor allowance for the minister, Mr Vertigan; renovations were also made around this time.¹⁹³

The old c1890 manse was sold (and is still in use as a dwelling) and a new weatherboard one was designed by a Hobart architect in typical post-World War 2 housing style and built directly to the south of the church, opening in 1948; it is now a private house. In 1953 the church was extensively renovated, indeed almost rebuilt: new foundations, floor, pulpit and platform were built and palings were replaced with weatherboards. In 1960 the former Oddfellows Hall was in use as a new Sunday School hall behind the church, and now known as Arnold Hall in honour of local church supporter Victor Arnold. The building, still standing, had been shifted from its original site in Main Road to make way for the new infant school.¹⁹⁴

The Union Church (built 1880 as discussed above) was also used for Church of England services. The Church of the Ascension in Station Road, designed by noted architect Alexander North, was not opened until 10 January 1901. The foundation stone was laid on 31 May 1900 on the site near the new drill hall in Station Road. By 1934 a spire/tower had been added to the weatherboard structure, a corrugated iron roof replaced or covered the original shingles, the parish hall (which was used for Sunday school) had been built, and there was a well kept lawn. In 1961 the Sunday School was repaired and repainted, the vestry was enlarged and concrete was laid in the grounds. The church roof was reclad in tiles in 1981.¹⁹⁵

A substantial weatherboard rectory was built in Federation styling with 'keyhole' verandah decoration, not seen elsewhere in the district. Its date of construction is not known, but in St Stephens (Underwood) minute books the Lilydale 'vicarage' was mentioned in 1906 and the rectory debt in 1913. This rectory is in Lalla Road, some distance from the Church of the Ascension (but, ironically, next to the Roman Catholic St Anne's). In 1927 the allotment was recorded as being three acres. Further details have not yet been researched; presumably the Lalla Road land was offered to the Church of England in the late 1890's and by that time no site closer to the church was available on suitable terms. By the 1920's a tennis court had been built below the rectory, around the same time as the court at the Methodist church.¹⁹⁶

The rector at Lilydale conducted services throughout the Lilydale parish, which included Underwood, Tunnel, Lebrina, Wyena, Bangor, Pipers River and Pipers Brook. Church records show that funding this extensive travel

was a recurring problem, with repeated requests for support from congregations in these districts. In the 1940's and early 1950's there was not always a residential rector, with services and attendances dropping off accordingly. From 1953/4 there was no residential rector. The rectory house was then let to tenants; the extensive glebe grounds had been let for grazing for many years. In about 1967 the Lilydale parish was taken over by Invermay parish, since when regular services have been held.¹⁹⁷

Thus by 1900 the established township of Lilydale supported five separate places of worship: Presbyterian, Methodist, Church of England, Roman Catholic and Salvation Army. For their congregations and the community at large, the churches and associated built structures continued to provide an important focus, not only for religious purposes, but for social, recreational and sporting functions including dances, concerts, picnics and tennis and cricket matches.¹⁹⁸

As mentioned above, the Salvation Army hall went out of use and was moved in 1963/4 to make way for the swimming pool. There was a further reduction in the number of churches required with the general merging of the Presbyterian and Methodist denominations into the Uniting Church in 1977, although locally the two churches had always cooperated with one another. For the Lilydale congregations this merger represented the completion of a full circle back to the situation of almost a century earlier, when these two denominations were the chief participants in the Union Church established by the Upper Pipers River United Church. In 1985 the Uniting Church combined its congregations into one at the former Methodist church which was renovated in 1987. In 1989 the now redundant Presbyterian St Andrews church (the original 1880 Union Church) was sold and removed to Bishopsbourne.¹⁹⁹

Community halls

The 'hall landscape' of Lilydale reflects both the township's history of community activities and of the pragmatic tendency of its residents to recycle and move buildings about to serve new purposes. Today's observer cannot assume that a given hall, whose architectural style shows that it was built in a certain period, remains in its original location. While the structure may have changed little, its physical and social context may be entirely different.

The public-spirited and enterprising residents of the Lilydale district were quick to work together to build halls for various group or club meetings and other community gatherings. It is beyond the scope of this Study to consider or even list all of the numerous clubs, associations and sporting and recreation groups that have used halls and meeting rooms in Lilydale's history. Some of the earlier buildings have gone or were later replaced, while others have subsequently been used for other public or private purposes. Four of these halls are known to have been moved to new locations, and three of these are still standing.²⁰⁰

The first community hall was erected by the Mutual Improvement Society, formed in 1881 at a time of considerable growth in the settlement. The first school had been in use for ten years and the new Union Church had just been opened. Under the energetic presidency of the first regular minister, Reverend Mather of Scottsdale, the newly formed Mutual Improvement Association felt the need for a public hall. The Association's aims included educational and spiritual betterment of its members through scholarly lectures, discussions and readings.²⁰¹

The Association's Assembly Hall, also known as the Public Hall, was built by W. Dornauf, on land donated or sold in 1883 by Gottlieb Sulzberger, at the junction of the Lilydale Main Road and the Lalla Road on the northern side of Lalla Road. At this early time this area was the hub of the settlement - the hall was near the school and post office and not far from the Union Church, as shown in an early photograph. The hall became the social centre of the district, being used for meetings and events of many kinds, although the activities of the founding Association itself dropped off soon after the hall was opened (probably 1884). By 1886 the minutes record that there had been no debates, readings or book purchases since 1884.²⁰²

As early as 1888 a local correspondent for *The Examiner* remarked on the poor condition of the hall (probably this one) and concluded that the district needed a new hall. In 1908 the trustees offered the hall to the newly elected Lilydale Council (which at that time had no municipal building) for municipal purposes, but it is not known whether the Council did use it in any way. Finally the hall was moved and re-erected at Procter's old blacksmiths' shop at the northern end of the town, probably by the early 1920's, where it was used for such jobs as painting wagons. Around 1950 it was demolished to make way for a service station.²⁰³

The Good Templars' Lodge hall is also thought to have been built in the early 1880's, the organisation having

been active in Lilydale by 1881. The hall, situated in Ludwig Bardenhagen's paddock, was used by the Salvation Army from about 1885. It was enlarged and later shifted to a site next to that of the Salvation Army's future purpose-built hall (1915); whether this first hall was later shifted again or demolished is unknown. The 1915 Salvation Army Hall was shifted in 1963/4 to Bardenhagen's sawmill for use as an office when its site was required for the proposed swimming pool. ²⁰⁴

Similarly, two other halls also built around the turn of the century are still standing but not in their original locations. Bardenhagen erected the Military Hall (also known as the drill hall) in Station Road in 1899 for volunteers to use for training (rent-free) for the Boer War, and for this reason its ante-rooms were fitted with rifle racks that are still in place. Its original site next to the former post office is now a grassy area at the Station Road entrance to the Lilydale District High School. By 1916 the building had been sold and was known as the Druids Hall. Amongst the functions held there were the screening of silent movies and the annual meetings of the Lilydale Farmers and Fruitgrowers Association. In 1946 the expanding Area School purchased and moved the hall for use as the infants' school, having leased it earlier. Finally it was bought in 1959-60 by Walter Arnold and shifted for private use; it is still standing as a barn on this township property near the school. ²⁰⁵

The Oddfellows' Hall was situated on Main Road, south of the present Memorial Hall on land that now forms part of the school grounds. This was probably the 'room owned by the Oddfellows Lodge' that was being used by the Young Mens' Club in 1927 (letter from Council Clerk to Secretary for Education, 15 August 1927), but was found to be too small. This hall was also leased and then purchased for temporary use by the Lilydale Area School and later sold to make way for the new infants' block in 1958. It was moved to a new site between Main Road and Lalla Road (behind the present Police Station) where it was opened as a Presbyterian Sunday school hall in 1960, re-named Arnold Hall in honour of local church supporter Victor Arnold. ²⁰⁶

Two other clubs in the close-knit community of the early twentieth century were the Lily Lodge (no details known) and the Lilydale Club, which in around 1910 was based in a cottage in Station Road between the Coffee Palace and the Druids Hall; photographs suggest that this was the same cottage in which Mr Kerkham conducted the post office from 1918. ²⁰⁷

A show building for the Lilydale Farmers and Fruitgrowers' Association was erected in Station Road. Shows of produce were held by this active and influential group from about 1897. The large timber building was conveniently situated to the south-west of the railway line; the Annual Show was a major event in the wider district, with special trains coming from Launceston. In 1918 a new large show building (timber with shingled roof because of shortages of roofing iron at the end of World War 1) was erected at the newly acquired, less central Recreation Ground in Doaks Road; the old one in Station Road was taken over by J.B.White's sawmill.

The new show building has been used for many functions, events and purposes. It was the venue for General Birdwood's visit in 1922. When the State school was destroyed by fire in 1927, some classes were held here temporarily, while from 1941-3 a flax mill operated here as part of the war effort. In the 1980's and early 1990's the hall was the home of the Lilydale Market. ²⁰⁸

In the post-World War 2 years the community felt the need for a new centrally-located general purpose hall, the show building at the Recreation Ground on the outskirts of the township now being the only public one. The present Memorial Hall was always intended for both public and school use and was financed jointly by a government war memorial grant and an Education Department grant. Voluntary labour was used to complete the hall in 1955, on the site of the former police station on the Main Road in front of (to the east of) the school. All previous halls had been built of timber, but this one was of poured concrete construction. This was a distinctly modern building of Post-War International styling, of poured concrete construction with small-paned steel-framed windows. In 1962 a plaque was affixed in memory of the pioneers of the district. ²⁰⁹

While the Memorial Hall was the most recent public hall as such to be erected in Lilydale, there have been several additional meeting rooms for clubs and organisations, both purpose-built and re-using redundant buildings. The RSSAILA club room was purpose built in 1957 as a small vertical board building on the Main Road. Exotic trees were planted in front of it, and money raised but not used at Bangor for a war memorial project was handed over to help build the club room fence. Reflecting the changing needs of the community, it was later sold to the Senior Citizens Club and two red brick extensions have been added, the most recent in 1988. The former court house and council chambers have also been used as a library and meeting rooms since becoming redundant for their original purposes. ²¹⁰

Parks and recreation

Although Lilydale emerged as the major service centre for the region from the 1880's, the township itself has no central public recreation park with gardens and play ground, as noted in a 1985 study of social needs and issues in Lilydale. Soon after this study the Lilydale Progress Association decided to form a small central park-like area at 'The Log', a large eucalypt log which was located in front of Bardenhagen's mill near the entrance to the former Chalet Hotel. An information plaque was set up and some plantings were made, but it never functioned as a park. The area later is became the site of a builders' and hardware supply yard.²¹¹

Another small township site has recently been developed by a community group (led by a Lilydale RSL member) as a cenotaph and memorial garden, opened on Australia Day (26 January) 2000. The Launceston City Council made the land on the north-western corner of the Lalla/Main road junction (believed to be on or near the site of the first public hall) available for the purpose. The Council, the Veterans' Affairs Department, the CWA and Jim Cox (MHA) were amongst those to support the project. University of Tasmania senior lecturer in sculpture, David Hamilton, designed the cenotaph in consultation with local artists. The bronze casting is enclosed in a 3m high aluminium and glass spire, set in a small garden design that includes conifers and rose plantings.²¹²

The lack of a central recreational park is probably in large part a reflection of the 'ad hoc' development of the township and its services on land originally surveyed by the government purely as farm holdings. No village was laid out with town streets, small allotments and reserves for public buildings and open spaces. In Lilydale the layout of the emergent township was determined largely according to which community-minded landowner offered part of his holding for a central place function - school, church, hall - or decided to open a business on his own land. It seems that in the first decades of settlement, when the pioneers were fully occupied with taming their own small part of the great expanse of forest into a farm with well-presented house and garden, that setting aside land for a village public park was not a priority for those whose property would have been well located for the purpose.²¹³

However, at least one farmer in the township area was willing to allow the use of his land for recreational purposes. For many years Sunday school picnics were held in Ludwig Bardenhagen's paddock across the road from the Union Church (later Presbyterian) and the public hall. The area is referred to locally as the 'first recreation ground' (to the south-east of the Main/ Doaks Road intersection to the east of Rocky Creek and is known to have still been in use at least until the 1910's.²¹⁴

Until 1908 there was no municipal government with responsibility for a wide range of services including recreation facilities. It was not until 1913, when the township had become a thriving service centre, that the Lilydale Municipal Council held a poll of rate payers to decide whether to raise a loan to purchase ten acres for a recreation ground in Lilydale. The proposal was defeated, but a group of public-spirited residents then formed the Lilydale Recreation Ground Company Ltd for the purpose of securing suitable land while it was still available. The company purchased 10 acres of land in Doaks Road from Mr L. Bardenhagen, further to the north-east and thus more distant from the township centre than the land formerly used as a recreation ground. The new ground was improved by volunteers and a *Lambertiana* hedge was planted alongside the road. A new show building was erected here in 1918. By 1935 the affairs of the company had lapsed; the Council was asked to run the ground and finally in 1953 took ownership of it.²¹⁵

The ground has been used for a range of sporting and recreational purposes and gatherings such as the recruitment drive for World War 1; the show building is discussed in the community halls section. The original hedge and show building are still in place at the Recreation Ground, together with additional structures including ticket booth, chopping arena and changing rooms and pavilion/ stand for the sports field. A liquor booth from the ground was shifted to the Brooks' property in Station road for use as a shed.²¹⁶

These Doaks Road grounds and facilities were acquired and developed for recreation and sports including cricket and football. Other sports facilities in the district included a rifle club, formed as early as 1888. At least in later years (1910's -20's) when rifle clubs were thriving in Tasmania, partly in response to past and present wars, the Britannia Rifle Club range was on the hillside on the northern slopes of Brown Mountain on the Fairfield property in Lalla Road. Rather surprisingly, Lilydale even supported a Yachting Club from 1904. The club was formed to purchase land at the mouth of the Pipers River, where large parties were going from Lilydale for boating activities.²¹⁷

By the 1920's tennis courts had been built at the Methodist Church and the Church of England rectory (both now gone). The churches and associated built structures served as an important social, recreational and sporting focus

for congregations and other community members. At the centrally-located Chalet Hotel (1946- 63) there were tennis courts and a race course. During the years of State-wide expansion of such facilities at schools, a sports oval (1955), basketball courts (1960) and tennis courts (1965) were developed at the Lilydale Area School, together with a public swimming pool (1964) across the Main Road, subsidised by the Education Department. In 1981 the Brooks family donated some of its centrally-located land behind the tavern for a bowling green, while the Senior Citizens Club provides for indoor bowls. ²¹⁸

Despite this gradual expansion of recreation and sports facilities, the township still had no central recreation area with gardens and playground. The nearest such facility was (and still is) at the Lilydale Falls reserve, about two kilometres north of the township. This scenic spot was admired, photographed and visited by tourists as well as locals by the turn of the century. In 1923 the lease of the reserve was granted to the Lilydale Council, and from that time to the present the area was developed and improved with walking tracks, exotic plantings, picnic and camping facilities, kiosk and playground. ²¹⁹

Transport-related services

Lilydale's transport services as such are discussed in the Transport section; the purpose here is to consider related services. Transport has seen several phases in Lilydale: the horse drawn coach service, the railway from 1889, the introduction of motor vehicles from the 1920's with much use of cartage, carrier and passenger services at first and a steady rise in private vehicle ownership after World War 2. Several Lilydale landscape elements are associated with these changing modes of transport.

A wheelwright and blacksmith's shop was set up at the northern end of the township (on the north-eastern corner of Main and Doaks Road) by Samuel Procter in 1884 and taken over by his brother Frederick in 1887. The business rapidly flourished as it was well placed to supply a range of equipment to miners in all parts of the North-East as well as serving the needs of pioneer farm settlers. Around the turn of the century the workshop had two forges and employed six or eight hands in making miners' picks and hammers, road workers' spalling hammers, knives for cutting palings, Young's Patent Stump Extractor, bullock waggons and post chaises as well as shoeing horses. Both new and second hand vehicles were offered for sale. ²²⁰

From the 1920's the widespread introduction of motor vehicles led to a gradual shift in the business from being a blacksmith's shop to a motor garage. It was probably in the early 1920's that the township's first public hall (the Assembly Hall) was removed from the Lalla/ Main Road intersection to the blacksmith/ motor garage for use as a painting shed for wagons. Soon after buying the business in 1950 the new proprietor, S. Turner, built the house adjoining the business to the north. A few years later he demolished the former hall to erect the service station that still operates today.

Some earlier buildings that appear in a 1918 photograph still remain on the site with modifications. In 2000 the Bardenhagen's Hardware & Rural Supplies store opened in the restored former blacksmith's shop at Lilydale, complete with a display of memorabilia; the main fabric of the building has been retained but has a new façade. As a whole this transport-related landscape reflects a pragmatic and flexible approach to changing circumstances and requirements in the industry. ²²¹

Another town site has had a history that reflects changes in modes of transport. The centrally located block at the north-western corner of Main and Station Roads (opposite Bardenhagen's store) appears to have long remained as a hedged paddock for grazing cart horses. Within living memory the Dornauf retail grocery and butchery business kept their cart horses in this paddock, and at the roadside corner was a public water trough. In 1954 Harvey Bardenhagen built a service station/ bus depot here at this corner in the modern Post-war International style; the buildings remain in use for this purpose. The Dornaufs also moved with the times; in 1932 they applied to the Council for permission to install a bowser outside their butchery shop in the Main Road. ²²²

Harvey Bardenhagen had already had a long involvement in the transport industry. He purchased the first motor vehicle in Lilydale in 1914 and ran the first taxi service as well as running an early truck cartage business, passenger and carrier services and school buses. Some of the vehicles were kept in yards behind Bardenhagen's store and the former Temperance Hotel in Station Road, and there was a bowser here for the use of the business. ²²³

George 'Bikie' Arnold (unrelated to the pioneer farming Arnold family) was another individual to set up a long-lasting transport-related business (later taken over by Gordon Arnold) that was to change with the times. After working for the family motor cycle making business in Launceston, in about 1907 he moved to Lilydale where he

established his own motorcycle shop and workshop in central Main Road premises owned by L. Bardenhagen (to the south of the former Lilydale Hotel). As cars came into general use, the business extended to car repairs and a bowser was installed at the front; the business continued at least until the 1940's. The house and workshop still survive but in the mid 1990's the site was extensively altered for a craft business.²²⁴

Between the wars, motor vehicle ownership steadily increased so that there was a growth in related service business. Also on the Main Road, but further south than Arnolds (opposite the school gates), was another motor cycle and car workshop set up by Viney (who also ran a grocery store) and later taken over by Walter ('Lert') Arnold, unrelated to 'Bikie' Arnold. There may also have been a petrol bowser at the front. Arnold later went into the cartage business, building the associated large sheds near his 1950's brick house set back on the western side of Main Road on former Bardenhagen paddocks. These sheds still form a prominent element of the township's landscapes.²²⁵

The coming of the railway heralded a new transport era for Lilydale as well as shaping the layout of the township from the mid 1880's. However, road motor vehicles were to prove more successful in the long run, and many of the railway buildings and other structures have gone. (Although the North-Eastern line has increased its operations during the latter half of the 1990's, there is little need for station facilities at Lilydale.) There was a loop, a dead-end siding and loop to a vehicle ramp, a stockyard on the north-western corner of the Station Road railway crossing, a goods shed (shifted to Bardenhagen's chipper mill yard), a coal stage and a gangers shed. The Victorian Gothic railway station, which at times housed a post office, banking facilities and a privately run refreshment bar, has gone but the station master's house in similar style and a railway worker's cottage are still in use as dwellings.²²⁶

Hotels and related services

Lilydale has had remarkably few hotels in its history as the main regional service centre from the 1880's. Since the 1870's the township has provided a range of central place functions, both for residents and for those travelling by track, road or rail, but there have been periods in which there was no licensed hotel. However, unlicensed accommodation was generally available in private houses or boarding houses for travellers and lodgers.

Gottlieb Sulzberger, the enterprising son of German settlers, opened the first licensed hotel in 1884 on his property near the intersection of Lalla and Main Roads, but he and his wife may have been taking in paying guests since Sulzberger had secured the contract for collecting the mail from Launceston in 1873. When the Athertons arrived from England in 1880 and sought to take up land, Sulzberger escorted them around the district and put them up in a room in his family's home.²²⁷

The ten-roomed timber Railway Hotel adjoined Sulzberger's house and post office/ store; however, after the first year it was leased to a licensee. The hotel's name was possibly chosen because the building was situated within about 150 metres of the railway line under construction through his property, and possibly also suggesting that Sulzberger anticipated trade associated with the railway. No doubt there was considerable custom from railway workers during the construction phase, both for accommodation and for refreshments.²²⁸

After the line opened in 1889, the hotel would not have been especially well located for associated trade as the station was some distance away on the north-western outskirts of the settlement (more than a kilometre via Main and Station Roads, although there may have been a more direct track at the time). At some stage Sulzberger erected a new Railway Hotel, still on his farm block but near its northern boundary and fronting onto the Main Road. This remained open as licensed premises until 1893. Part of this building is said to survive in the present house, much altered in the 1960's; split timber boards can be seen on its northern wall.²²⁹

A newspaper correspondent, reporting in 1886 that Sulzberger had built his hotel, also remarked that the temperance movement was active as there were too many public houses in the wider district. The Salvation Army held regular meetings in Lilydale from 1885 and quickly established a strong and sustained following in the industrious German- dominated community. This continuing influence mitigated against the establishment of licensed hotels in Lilydale in the following decades.²³⁰

In 1900 the Railway Hotel was the only hotel listed by the *Cyclopedia of Tasmania* for the flourishing settlement, but according to licensing records there had been none at all since the Railway Hotel was last licensed in 1893. However, there was unlicensed accommodation available. Mrs Procter ran a boarding house, also mentioned in the *Cyclopedia* of 1900. This was a large split timber and weatherboard structure, a prominent landmark on the eastern side of Main Road opposite Bardenhagen's store. It was owned by Fred Procter who had taken over the

blacksmith's shop in 1887. It is possible that the boarding house was built in the mid to late 1880's to house railway construction workers, but further research is required. The building appears in photographs taken by the Northern Camera Club in 1894. It functioned as a boarding house until 1930 when it became a licensed hotel, as discussed below.²³¹

In the boom period of the mid 1880's Ludwig Bardenhagen was also offering accommodation and recreation for travellers and workers. Before the opening of the railway, his horse-drawn coach service to Launceston would leave from his store and accommodation house on his farm, while brother Luder (William) was the proprietor of Ludwig's billiard room.²³²

Around the turn of the twentieth century the temperance movement was still strong. The unlicensed Temperance Hotel and the Coffee Palace were offering their services in Station Road, not far from the railway station. Both are still standing and are used as dwellings, forming part of the Station Road streetscape which retains many significant turn of the century features.²³³

A photograph of the "new Temperance Hotel" appeared in the *Weekly Courier* on 30 April 1904. It was conducted in one of two similar cottages with high-pitched roofs, built on a small block divided off Bardenhagen's 49 acre Station Road holding. In the 1990's it was still the home of a descendant, but with considerable alterations to the front of building.²³⁴

Lucy Arnold, wife of settler Isaac Arnold, was an enterprising businesswoman who owned and/or ran accommodation and refreshment services in Lilydale over a long period, as well as running a shop in Invermay. In Lilydale she ran a refreshment bar at the railway station, but it is uncertain whether she ever ran both this and the Coffee Palace concurrently. Financial records in Isaac Arnold's diary for 1895-1900 are thought to relate to the station refreshment bar. Lucy Arnold owned the Coffee Palace, a large timber building with Victorian Gothic styling, strategically sited next to the railway line in Station Road. It was operating with Lucy Arnold as owner and occupier by the early 1900's and through to the mid 1910's, but it was possibly built as early as the late 1880's to house railway workers.²³⁵

Accommodation and/or refreshments were available at the Coffee Palace into the 1930's, although Lucy Arnold did not always run the business herself. Harvey Bardenhagen ran it for a period in the mid 1910's, while in the early 1920's the Erbs ran it as the Railway Cafe (some photograph show this name); it was still owned by Lucy Arnold. In the 1930's it was a boarding house at times, with a small refreshments shop in the eastern extension that was well patronised when there were social events at the nearby Druids Hall. The building is now a private residence. Its exterior is similar to when it was first built, with a single gable (with attic) at the western end. A later matching gable on the eastern end, seen in photographs from about the 1920's, has since been removed.²³⁶

Loone wrote in 1928 that there had been no licensed hotel in Lilydale "for a great number of years". The first application for a licence in the decades since the closure of the Railway Hotel in 1893 had been made by A.V. Smith of Nabowla but rejected by the Licensing Court. Then in 1926 George Titmus applied unsuccessfully to transfer his licence from Golconda to Lilydale, and subsequently renewed his application on several applications. According to Loone, writing at this time, feelings once again ran high in Lilydale on the temperance issue:

"While everything is being done to force an hotel upon the people of this town, the majority of the people are set against it, and the Licensing Bench have stood firm against it also. The fight between those who wish to secure a licensed house and the people of the town, who will not sanction it, is so keen that this case has even been taken to the Federal High Court. This is the first case of this kind in Tasmania, if not in Australia, that has been taken to the Federal High Court" (Loone, 1928, p100).

In 1927 Lilydale residents signed a petition opposing the granting of a license.²³⁷

Finally in 1930 C.W Bedggood obtained a transfer of the hotel licence from Golconda to Lilydale. In the following year it was transferred to Titmus who bought the old boarding house formerly conducted by Mrs Procter. This building was in a central position in the town, on Main Rd opposite Bardenhagen's store. The Lilydale Hotel continued to operate here under various licensees until the mid 1940's. In 1945 the licence for 1946 was granted on condition that the hotel be rebuilt.²³⁸

Thus in 1946 owner Horace Smith started on building a new log-cabin style tourist hotel to the east of the former Lilydale Hotel, beyond Rocky Creek; on its completion the old building was demolished. Rustic bridges led to the Chalet Hotel complex, ambitiously designed as an attractive resort with golf links, race course, riding school, tennis courts, bowling green and swimming pool. The chalet was built on stone foundations, clad with halved sheoak logs (cut at the mill in Station Road) with wood shavings filling the cavity between inner and outer walls. The verandah pillars were made from tree trunks. The building was large, with 21 bedrooms, several lounges and

dining room/ coffee lounge. Locals as well as tourists used the licensed Chalet Hotel. ²³⁹

After the Chalet Hotel was destroyed by fire in 1963, Lilydale once again had no licensed premises. No replacement was built during this period of declining rural population. The Alvern Inn (later the Lilydale Tavern) was not built on the Main Road opposite the Doaks Road intersection until 1976, by which time the alternative lifestyle/ commuters were bringing a return to relative prosperity in the district. From 1991 the Tavern offered accommodation in self-contained units. ²⁴⁰

Shops and related businesses

As in other pioneer bush farming districts, early settlers at Lilydale were faced with the twin transport-related problems of obtaining provisions and other goods, and selling their own produce. Here as in other parts of the Study Area, Launceston was always the major market town. Local folklore includes stories of early settlers carrying produce and driving fat pigs to shops in Launceston and bringing back bags of flour on their backs. ²⁴¹

However, Lilydale stands out from other pioneer districts in that at the earliest opportunity some of its farm settlers, largely German immigrants and their families, set up local stores. According to one anecdote, James Scott ran a store on his 100 acre property (now including much of central Lilydale, bounded by Main Road on the west and Doaks Road on the north) during the time of operation of the Grubb and Tyson sawmill tramway between Underwood and Launceston. Settlers in the Underwood district would bring a bag of flour for Scott when returning on the tram from a trip to Launceston. Scott would collect it and carry it on his back to Lilydale. As the sawmill closed around 1871/2, this store was indeed early in the history of the settlement; no further details are known. ²⁴²

As the population grew, a small number of self-motivated and industrious German settlers set up stores and came to dominate retailing in the settlement as well as conducting other complementary business activities. ²⁴³

Gottlieb Sulzberger obtained the first mail contract for the district in 1873 and soon afterwards (date unknown) built a post office/ store alongside his house. He was able to combine his mail collection with bringing supplies and passengers in his horse-drawn vehicle along the rough track from Launceston. Stores and produce could be sold locally or carted by packhorse to the gold miners at Lisle.

Sulzberger was certainly a versatile settler and business man. The Athertons, pioneer settlers at nearby Bangor in 1880, relied on Sulzberger in many ways - he first brought them to the district, put them up at his family's house, showed them around and advised on land selection, provided them with a mail service, carted their belongings and cut timber for them as well as selling them produce. During the 1880's Sulzberger's letterhead described himself as a general storekeeper and butcher at the Post Office Store, selling ironmongery, groceries, draperies and earthenware. ²⁴⁴

Ludwig Bardenhagen, who arrived in the district in the mid to late 1870's, soon built a small store and bake house adjoining his timber house towards the southern end of the settlement. He sold groceries and local produce, including apples from his own orchards. Like Sulzberger, he tied his farm and store in with other businesses. He ran a pack horse service to Lisle, and in 1886 he was running a regular horse-drawn coach between his store and accommodation house and Launceston. ²⁴⁵

Thus the earliest stores were set up on enterprising settlers' farms. After the construction and opening of the railway line (1889), shops and other businesses were still built on farm blocks but tended to be situated closer to the station and/or the Main Road. Lilydale's businesses and banks carried on a brisk trade as the township was the main rail stop between Launceston and Scottsdale. Shops, businesses and accommodation houses/ hotels were now more concentrated along Main Road near its intersection with Station Road and along Station Road itself. ²⁴⁶

In 1888 Ludwig Bardenhagen built a new store in a prime position at the corner of Main and Station Roads and proceeded to stock it with a wide range of groceries, medical lines, drapery, and ironmongery. This new store's location was much closer than Bardenhagen's earlier one to the railway station on the line under construction at the time. The main section of the store was built of bricks using clay from Rocky Creek. It was by far the earliest substantial brick building known to have been erected in Lilydale. As noted by a newspaper correspondent (*Examiner*, 18 July 1888), the building "promises to add an important feature to this township". ²⁴⁷

Before 1898 Bardenhagen had built a wooden shed (now demolished) alongside the store to house a butter and cheese factory. In that year the store was taken over by his brother Luder (William) who amongst other

occupations had hawked goods around the district as far as the Lefroy goldfields (to the north of the Study Area). In 1908 Harvey Bardenhagen took over the store and in 1917 added an airgas plant and a separate adjoining butchery in Station Road. In 1937 the Bardenhagens took over Kerrison's store as discussed below. ²⁴⁸

Bardenhagen's store continues to operate as the major retailer in the township, selling a wider range of lines than ever, including building supplies across the Main Road on the site of the former boarding house/ hotel and hardware and rural supplies to the north in the former Procter's blacksmiths shop. The main store started as and remains both a landmark and the focal point of the township and has been classified by the National Trust. ²⁴⁹

The Dornaufs, another German family, also started in retail business by opening a store and butchery (no longer standing) at their farm, situated in Doak's Road to the west of Blackball Line. Son William transported produce to Lisle by packhorse and opened the first butcher's shop as well as opposite it a grocery store and adjoining bakery on the Main Road in central Lilydale in 1916/7, a short distance to the north of, and in competition with, the Bardenhagens' businesses. The Dornaufs' Lilydale grocery store and butchery closed in 1966 because of competition from town supermarkets, but both were still in use in the 1990's as a pharmacy and a take-away or coffee shop respectively; the bakery building has gone. ²⁵⁰

Another general store was established not far from Bardenhagens' but on the eastern side of the Main Road, opposite the present post office in a large turn-of-the-century wooden building with a single gable and decorated verandah posts. It is thought to have been run by the Mitchells by the 1910's and changed over to the Vineys after 1922 and again to the Kerrisons by the late 1920's or early 30's. The Kerrisons ran a bakehouse behind the shop. They also had the first electrical supply in town, well before mains electricity was introduced in 1940. They set up a generator behind the shop in a shed, and here customers could have batteries charged.

Bardenhagens bought out Kerrisons in 1937. They shifted the generator plant and the shop's stock across to their store and used the former Kerrisons building for storage. It never again operated as a general store. For a time, possibly in the 1940's, parts of it may have housed a hardware shop and a shoe repair shop, and later an opportunity shop. It is now divided into three sections, occupied in the mid 1990's by a doctors' surgery, hair salon and takeaway shop. ²⁵¹

About 1930 another shop appeared in the Main Road cluster in Lilydale. When Titmus obtained the right to shift his hotel licence from Golconda to Lilydale, he also shifted a house from Golconda and re-erected it between his hotel (formerly a boarding house) and Kerrison's store. He built the shop at the front of the house. It was run for many years by E. Dolbey who had previously worked at Bardenhagen's store. At first it was a drapery store and later a general store; in the 1990's it was a general grocery store/ newsagency. ²⁵²

In review, it appears that shops and related services probably reached their peak in numbers over the period from the 1910's (including an expansion during the war years) through to the 1930's.

In the 1920's and early 30's there were three or four grocery and general stores (Bardenhagen's, Viney's/Kerrison's, Dornauf's and Dolbey's), three bakeries (Bardenhagen's in Station Road, the one behind Viney's/Kerrison's and another next to Dornauf's grocery) and two butcheries (Bardenhagen's in Station Road next to the general store, and Dornauf's opposite Dornauf's grocery store in Main Road).

Also in the 1920's, a cobbler and harness maker conducted his business in the front room of a house in Station Road immediately to the west of the Church of the Ascension. By the late 1930's it had changed to a small refreshment shop, being convenient to social events at the Druids Hall. (By this time the refreshment shop in the Coffee Palace had closed). A shoemaker is thought to have later run a business in the former Kerrison store, possibly in the 1940's. ²⁵³

At this time (1920's-30's) residents could choose either the Commonwealth Bank at the post office or the ES&A Bank, which opened in the 1920's in a small building on the Main Road at the rear of Bardenhagen's store. This may have been an outbuilding or part of one of the Bardenhagen houses that had been pulled down on the site. The same building was later used by the Commercial Bank, probably after World War 2. The site was occupied by a plant nursery for a period in the mid 1990's. ²⁵⁴

Shop and business numbers levelled off after the 1930's and then slumped somewhat in the 1960's, in response to the decline in timber markets together with the rise in car ownership which enabled easier access to city and suburban shops and supermarkets. There was also a trend for remaining general stores to buy in fresh meat and bread from town so that specialist butcheries and bakeries closed.

Despite this decline it can be seen from the above discussion that, apart from the very early stores on pioneer farms, the buildings which housed all of the general and grocery stores established from 1888 until the early 1930's have survived and in the 1990's are in use as shops or businesses. ²⁵⁵

From the mid 1970's there was a gradual recovery in the number of shops and businesses associated with the rise of Lilydale as a car-reliant commuter village and service centre for surrounding districts now popular for people seeking alternative lifestyles. Most shops and businesses were situated on the Main Road, with the exception of the one bakery which re-opened in 1977 in the former Bardenhagen bakery's Station Road premises with the wood-fired oven still in place. ²⁵⁶

As discussed above, the businesses conducted in the 1990's in Bardenhagen's store (1888) and the Four Square store (Dolbey, c1930) were similar to the original. In other cases, former shops have been recycled to provide for a changing range of new retail businesses or services. Examples include the CWA craft shop (since closed) in the former Kerrison's store, the 1990's craft shop on the former Arnold's cycle shop property, an antique shop (now closed) in the former Procter's blacksmith's shop, a log-cabin style bottle shop (1976) and then a coffee shop (now closed) in the former Dornauf's butchery, the pharmacy in the former Dornauf's grocery store, and the doctor's surgery, hair salon and take-away in the former Kerrison's store. The town also acquired in its Main Road a fine arts gallery in a c1880's-90's house to the north of Kerrison's store, and a veterinary surgery fronting onto a c1970's brick house. ²⁵⁷

Health services

Lilydale was one of only two centres in the Study Area to have the services of a Bush Nurse, the other being Blessington (Upper North Esk). The Bush Nurses contributed greatly to the lives and welfare of Lilydale people as reflected in the stories and folklore that have been handed down. The Bush Nursing Service was also the forerunner of the government-run Health Centre and the current Day Care Centre on the same site. The associated built landscape evolution reflects the government's changing rural health provision policies, which in turn have related in part to changing transport patterns. ²⁵⁸

Following the first suggestion in 1910 that a nursing service with trained staff be provided in more remote areas of Tasmania, in 1911 a Bush Nursing order was formed in Launceston and the first Bush Nursing Centre was opened in Weldborough in the North-East. The Lilydale community was quick to support the scheme, a petition in favour of establishing a service in the town being documented in the Council minutes of 1912. The Bush Nursing Association State Council was formed in 1914.

However, as in most other parts of the State, action in Lilydale was suspended with the outbreak of World War 1. Rather ironically, at the end of the war the Lilydale Council was too caught up with coping with the influx of returned soldiers and the influenza epidemic to pursue the matter of bush nursing. The Lilydale school was closed and functioned as a hospital to deal with the immediate problems. There was no Bush Nurse based in Lilydale until 1923, the same year that the Blessington service commenced. ²⁵⁹

In 1920 the Bush Nursing Association had obtained administrative and financial assistance from the Department of Public Health and the British Red Cross Society. The Lilydale Bush Nurse was also assisted by other bodies, including the Lilydale Council and community groups in several surrounding districts. The first Bush Nurse travelled around the region to patients' homes by jinker; a car was bought in 1933 and used for home visits as far afield as Lower Turners Marsh and Nabowla. ²⁶⁰

In the 1920's a bush hospital was conducted by Dr Willis in the front room of a house in Main Road opposite the Council Chambers. Bush Nurses boarded or rented until 1947/8 when the Bush Nursing Centre with residence and surgery opened under Sister Walch on the former site of the second, government-built school to the south-west of the Main/ Lalla Road intersection. (Part of this land was also allocated for the new police residence.) A grant towards the cost of the Bush Nursing building had been received as early as 1938, but the project was postponed because of World War 2. Sister Walch had previously boarded in the same house that had earlier housed Dr Willis's bush hospital, and used the associated old garage as a clinic, without electricity at first; Lilydale was connected to the power grid in 1940, and the Bush Nursing clinic in the following year. The house is still in use as a dwelling but the garage has gone. ²⁶¹

Local campaigns succeeded in persuading the Health Department not to terminate the nursing service in 1974. By 1985 the Health Centre, owned and administered by the Launceston General Hospital, included a medical surgery, dental surgery and several meeting rooms. The District Nurse ran a domiciliary nursing service and clinics as

well as assisting visiting doctors. In 1988 the Lilydale Day Care Centre for elderly people opened in the Health Centre. The community nurse has continued to be based here, but not a doctor. (In 1995 there were two private practitioners based in the former Kerrison store building on the Main Road). The original 1947/8 Bush Nursing Centre building has been considerably extended by two periods of development, maintaining the post-war weatherboard and tile styling. ²⁶²

Local government

Until compulsory State-wide municipal government was introduced by the Local Government Act of 1906, Lilydale's most significant local authority was the elected Tankerville Road Trust, set up in 1872 under the 1851 Cross and Bye Roads Act. The right to municipal government with a wider range of responsibilities was authorised under the Rural Municipalities Act 1858, but a widespread dislike of local taxation meant that many rural areas resisted this form of local government. Instead there was a confusing array of small local trusts and boards responsible for specific functions such as roads, water, fruit, cemeteries and rabbit control. There were 105 road trusts operating in Tasmania when the 1906 Act was passed. ²⁶³

The Lilydale Municipality was proclaimed in 1907, but according to *The Examiner* there was little interest in the widely advertised elections, held on 19 December 1907. The first meeting was held on 6 January 1908 in the Military Hall in Station Road; on this occasion, the new Council voted to use that hall for the next twelve months. Two sites proposed for a municipal building were next to the police station (Main Road) or near the railway gates (Station Road). The following month the Council received a letter from Mr Kowarzik, a trustee of the old hall at the Lalla/ Main Road corner, offering the use of that hall 'for Municipal purposes'; the offer was acknowledged but there is no evidence that it was accepted. ²⁶⁴

At the Council meeting on 2 March 1908 a motion was passed that ways of providing a municipal building should be considered, followed on 30 March by a decision to petition the government to provide such a building. Subsequently there was correspondence between the Council and the Attorney General concerning the rooms required for both municipal and court purposes. Plans for the proposed building to house both were received by the Council from the Attorney General in June 1909. The Council recommended the addition of a verandah on the northern side, and inquired as to the rental to be charged by the State government. The first meeting in the new Council Chambers took place on 4 May 1910. ²⁶⁵

Lilydale, already the major service centre for the Pipers region, was now the seat of local government for a larger region that included the East Tamar district from the northern outskirts of Launceston northwards to Swan Bay. In 1914 Lilydale was finally gazetted as a township, the matter having been considered by the Council as early as 1909. Lilydale's role as municipal headquarters boosted the importance of the rural township, but also gave rise to the contentious issue as to whether the Council should be obliged to levy the Tamar Rate under the Tamar Improvement Scheme on all ratepayers. Relief from payment of this rate was granted in 1935. Had it not been for the outbreak of war, the Lilydale Municipality may have been extended to include the George Town Municipality and part of St Leonards Municipality as recommended by a Royal Commission of 1939. ²⁶⁶

When the police office moved to new premises in 1947, the Council Chambers were able to expand into the now-vacant room in their building. However, the Lilydale municipal headquarters was soon to be under threat. The post-war expansion of suburbs north of Launceston along the East Tamar together with the general drift from the country to the city meant that the greater proportion of the population and the rate base of the municipality was increasingly located in these suburbs rather than in or near the geographical centre at rural Lilydale. The first result was that the Lilydale Council's headquarters moved to Newnham in 1969, despite strong opposition from the Lilydale Progress Association. Then in 1985 the Lilydale Municipality was amalgamated with the City of Launceston. ²⁶⁷

A works depot is still in use behind the Court House/ Council Chambers building, but after the move to the Newnham headquarters the main building was no longer required for its original Municipal purpose. From 1975 it has been used for the region's first (and only) State library branch and later the former court room was refurbished as a public meeting room. In 1947 a library committee had looked into establishing a library room in conjunction with the State Library, and the ES&A bank agreed to provide for it in its building on Main Road. However, the library apparently did not eventuate at this time. ²⁶⁸

The weatherboard Edwardian-styled Court House/ Council Chambers with the asymmetric villa design typical of the period was extended to the rear in the 1960's, but photographs suggest that the front section and facade are little altered since 1920 apart from a Peter Alting ceramic mural added by the Lilydale Arts Council in 1992. The former court room at the front retains its pressed metal Art Nouveau ceiling, covered air vents and court desk. ²⁶⁹

Police and courtroom

In 1888 the government completed a constable's residence/ office at Lilydale as well as at Bangor and Hall's Track (Lebrina). When its site adjacent to the Area School was required for the Memorial Hall after World War 2, the substantial weatherboard Lilydale police cottage was sold and moved northwards along Main Road where it is still in use as a dwelling (to the north of the Lilydale Tavern). A new police residence/ office was built in 1947 in Lalla Road on the former school block which it shared with the Bush Nursing Centre, also erected at this time. The two buildings were designed with similar styling; they are both post-war weatherboard houses with tile roofs. The police station was still in use in the 1990's but with restricted hours of opening. ²⁷⁰

The State government's police station was also used for court sessions. In February 1908 a meeting of justices was held at the Military Hall in Station Road to appoint a licensing bench and court of general sessions. Court sessions were held in the police station, but this venue was considered unsuitable. In March 1908 the newly formed Lilydale Municipal Council pushed for a new municipal building with provision for holding court sessions. When this State government-owned building was opened in 1910 immediately to the north of the police cottage it included a Court House as requested; this was leased to the Lilydale Municipal Council. Court work was linked with municipal government, the Council Clerk acting as Clerk of Petty Sessions and Registrar of the Court of General Sessions. The room is now used as a community meeting room; features include the pressed metal Art Nouveau ceiling, covered wall vents and the court desk. ²⁷¹

Town services

Being the largest nuclear settlement, Lilydale has been the first and only centre in the Study Area to acquire the modern infrastructure trappings and associated landscape features of town life - piped water, electricity and a sewerage scheme.

A preliminary report to the Council in 1920 recommended that the town's water supply be obtained by gravitation from Stony (Rocky) Creek on the slopes of Mount Arthur, after consideration of the Falls Creek and the upper Second River as alternatives. The water from Rocky Creek had already been in private use along its course near the main street of the township. Ludwig Bardenhagen diverted it to run behind his store (built 1888) as a water supply. The first Lilydale Water Supply was installed in 1922 and the cement dam on Rocky Creek south of Mountain Road is still in use. Initially wooden staves were used for the water mains and were later replaced. The Council considered its water system to be one of the best in the State, particularly as its mountainside catchment above the level of any farming gave uncontaminated water. To safeguard the water supply the Council successfully requested that the government reserve Crown land near the source of Rocky Creek. ²⁷²

In 1974 the Council was negotiating to buy land in the McGowans Creek catchment for the water scheme. Two reservoirs were built here and are visible from Doaks Road. However, by 1987 the water system required further action to improve quality and quantity. Residents expressed concern that logging under way near Mountain Road in the Rocky Creek catchment would "degrade Lilydale's already dubious water supply" (*Examiner*, 10 October 1987). The water supply needed upgrading and increasing, with shortages experienced by residents at the extremities of the system. Various proposals were considered. The system was later extended with reservoirs on McGowans Creek on the north-western slopes of Mount Arthur and on Brown Mountain. ²⁷³

As early as 1918 the Lilydale Council resolved to ask the government to report on the possibility of generating power from the Lilydale Falls. Presumably there was no positive outcome, but because of the population cluster in and near Lilydale and through the efforts of the Lilydale Council to obtain guaranteed support from residents, Lilydale was the first district in the Study Area to obtain a supply from the Hydro-Electric Commission grid. The 22000 volt extension from Launceston was officially switched on at the Show Building in 1940, at which time it served about 100 houses. The transmission line generally followed the road via Turners Marsh, Karoola and Lalla to Lilydale. ²⁷⁴

The only reticulated sewerage scheme in the Study Area was set up at Lilydale in 1976, the sewage lagoons being situated on the western side of the Main Road about half a kilometre north of the township. ²⁷⁵

Lilydale's fire service commenced in 1963, initially based in a member's station wagon before a station was built immediately to the east of Rocky Creek in Doaks Road. In 1995 a new brick fire station opened on this site, serving as the training centre for the region and group headquarters for the Lilydale, Karoola and Lebrina brigades. ²⁷⁶

SERVICES: AN OVERVIEW

COMMUNICATIONS

OVERLAND COMMUNICATIONS

The earliest and simplest of overland communication was the messenger, on foot or horseback, which soon developed into a more formalised postal system. This is discussed separately in the Post Office section.

Signal Stations

Until soon after the opening of the overland electric telegraph in 1857, a chain of semaphore telegraph stations provided a vital and rapid means of communication between the mouth of the Tamar and Launceston. (An entirely separate signal system also operated between Hobart and Tasman Peninsula in the south of the colony.) ¹

Despite its considerable historic significance, this Tamar system and its archaeological remains have not yet been thoroughly researched. The most substantial remains are to be found on the summit of Mount Direction, the least accessible of the station sites. Although the station site lies a couple of hundred metres outside the Study Area, this line of communication did run through the Area and so will be considered briefly here, relying on readily available (and sometimes conflicting) sources rather than new lines of research. ²

During the 1820's Launceston grew as a commercial and agricultural centre. With the final abandonment after Governor Macquarie's departure of his scheme to develop George Town as the government centre rather than Launceston, its future was further assured. As increasing numbers of vessels journeyed up and down the river, Launceston needed a method of communicating news of their arrival and progress from the river's entrance to the town. ³

As early as 1817 the need for a signal station was expressed; in that year there were newspaper reports that the summit of the prominent landmark, Mount Direction (known in early years as Mount Macquarie or Mount Royal), was being cleared for a signal station. However, it was the arrival of Peter Mulgrave in Launceston in 1822 that ultimately led to the development of the signal system. Mulgrave had previously devised a semaphore telegraph system for use in the Channel Islands during the Napoleonic wars, allowing successful communication over great distances for the first time. ⁴

Despite Mulgrave's efforts and public pressure, the line was apparently not fully completed as a two-way flag and semaphore system until 1835. A diagrammatic sketch by surveyor Thomas Scott as early as 1823 shows Mount Macquarie Signal Station; this could either have been an illustration to accompany the proposal for a semaphore system, or a simple signal system of some kind could already have been in place. According to some accounts, there may have been a north-south stationary flag system in use before 1835, possibly from 1825. The station was marked on Arrowsmith's 1832 map. ⁵

In 1835 there were five stations: Station 1 at the port office in lower St John Street and Station 2 on Windmill Hill (both in Launceston); Station 3 at Mount Direction; Station 4 at Mount George; Station 5 at the George Town port office. In 1852 Station 6 was added just south of the Low Head lighthouse, the semaphore here possibly being operated by the light keeper in some periods. This station transmitted direct to the relay station at Mount George. The greatest distance between stations was the 15 miles (24 km) between Mount Direction and Mount George. ⁶

Flags were used for public display of coded messages at the Launceston and George Town port offices. These messages could be read over the short distance to the Windmill Hill and Mount George stations respectively. Messages were then relayed by semaphore between these two stations via the central Mount Direction station. Each signal station had a mast 60 feet (18 m) high to which wooden semaphore arms were attached, with a system of iron counterweights and chains for moving them. The system suffered from the isolation of some of the stations and the difficulty of operating and repairing the heavy, cumbersome equipment. ⁷

The most remote of these stations was that on Mount Direction. In 1829 it was advised that the party here should be armed sufficiently to arm themselves against aboriginal attack. At this time a government cottage on the hillside was in need of repair to house the party building the signal station, and a shed for the men was needed on

the summit. In 1831 it was reported that the semaphore post (but not the arms) had been erected two or three years earlier. The station buildings were of timber construction until 1840 when they were replaced by structures using the abundant local dolerite (bluestone) and mortar made with local materials.⁸

The chief officer was a master mariner or ship's officer with ticket of leave men as assistants. In 1854 the officers were the signalman and two assistants. The fenced station of about 3 acres included a stone house and a men's hut. The well, water tank or trough and other stone constructions of uncertain usage. Vegetable gardens were established at each station to supplement the mens' naval rations.⁹

Although there were problems with breakdowns and poor visibility, the semaphore system operated until 1858 when the electric telegraph had been opened. The semaphore system had suffered breakdowns and disruptions because of fogs and smoke. However, many considered its replacement to be a backward step for communications along the Tamar because no longer could they read the messages from their windows.¹⁰

In 1861-2 the 160 acre summit block including the signal station was sold as agricultural land; some of the freestone walls formed from the abundant loose stone may date from this later farming phase. The proclaimed township of Upway on the Launceston-George Town Road included the station site on the summit. However, the township reserve with named streets was never settled otherwise to any extent.¹¹

In recognition of its considerable historic significance, identified in a 1975 National Trust report, the 180 ha Mount Direction Historic Site was effective from 1984 under the control of the Department of Parks, Wildlife and Heritage. At least two further studies were conducted, including maps and site plans and making proposals for the conservation of the historic site. In 1984 a twenty year lease was granted to private developers who announced their intention to rebuild the access road, the station building and signal mast and to erect tourist facilities on completion of a private archaeological report. Little progress was evident, although work was undertaken on a reconstruction project at the Mount George and Low Head signal station in 1988.¹²

Since 1998 the Mt Direction Restoration Committee has made renewed efforts in planning the reconstruction of the semaphore system to working order as a cultural heritage tourist attraction, and the State government made a grant of \$5000 for a feasibility study. Green Corps projects in 1999 and 2000 have enabled work to proceed on clearing encroaching scrub on the Mount Direction site, building 500 metres of boardwalk and a 1.8 kilometre walking track, and creating a roadside information shelter, picnic area and carpark.¹³

The ruins are situated on the flat hill top, formerly cleared of tall trees but subsequently mostly covered with scrubby regrowth until the Restoration Committee and Green Corps project commenced work here. The structures include substantial remains of the commandant's bluestone cottage invaded and damaged by a large bay laurel tree, extensive stone walling, a well, a water holding tank or trough and other stone constructions of uncertain use, and eye bolts that held the cables for the mast. Metal counterbalances for the arms are housed at the Queen Victoria Museum and Art Gallery, Launceston and the Tasmanian Museum and Art Gallery, Hobart. The origins of a stone survey cairn have not been investigated in this Study, but it is said to have been erected by surveyor James Hardie in 1890. Details of original and remaining site structures, together with some archival documents, were compiled in a report for the National Estate in 1981.¹⁴

Telegraph

The telegraph was the first form of telecommunications to be used in Australia, the first line being built in 1854, only nine years after Morse, an American, had invented the electric telegraph system. The potential of the new system for communications, both within Tasmania and linking the island with the mainland, was also quick to be recognised. The notion of a telegraph cable under the sea, connecting to an overland line from Low Head on to Launceston, Hobart and Mount Lewis, was conceived as early as 1853.¹⁵

The overland section along the eastern side of the Tamar was the most expensive to construct (£62/10/- per mile), probably because of the heavily timbered, hilly terrain. The exact route of the telegraph line - consisting of poles bearing wires - has not been researched. This section came into use in 1858, replacing the semaphore telegraph system.¹⁶

The telegraph system was extended to several large centres in the colony during the 1860's, followed by a rapid expansion in the 1870's. In many instances telegraph lines were laid alongside railway lines, both for the ease of doing so and for the advantage of having telegraph communication between stations concerning train movements. Thus it is likely (though not investigated) that the first residents of the Study Area to be able to use the telegraph

system were those near the Relbia (formerly Breadalbane) Station on the Launceston and Western line (opened 1871) and the Main Line (1876). The third Hobart-Launceston telegraph line was erected alongside the railway in 1883. *Walch's Almanac* of 1891 stated that telegrams could be sent along the line to stations on the Launceston-Scottsdale railway, which had opened in 1889. ¹⁷

However, it was some years before post offices in the Study Area were connected to the telegraph system. In 1900 the only such post office was Lilydale, which was located at the railway station at this time. Across much of the Study Area, from 1900 to 1914 was a period of consolidation of settlement and services, including the telegraph. In 1910 trees were being cut on the Corra Linn Road by the Electric Telegraph Department. By 1914 the telegraph had been connected to post offices at Lilydale, Lebrina, Bangor, Golconda, Nabowla, Dilston, St Patricks River, Patersonia and Myrtle Bank. ¹⁸

Telephone

Invented later than the telegraph, the telephone (1876) also enabled communication by means of a wire, with the advantages that it was simpler to use as no codes were needed, and it allowed direct conversation. The first use of telephones in Australia may have been by Biggs, who in 1877 carried out an experimental link between Launceston and Campbell Town, using the telegraph line along the railway. In February 1878 a telephone conversation was conducted along the telegraph between the Bass Strait cable office at Low Head and the Launceston Telegraph Office; this line passed through the Study Area. ¹⁹

The potential of the new technology was quickly recognised in Australia, and small exchanges opened in Hobart and Launceston in 1883. The network was extended into country areas, often using telegraph lines and resulting in a dual system of communication. Despite the advantages of the telephone, the telegraph remained of prime importance for some time because the telephone services were expensive to use. ²⁰

In the Study Area few could afford the luxury of a private telephone, so that for many years most districts were served, if at all, by a telephone at the post office. In 1912 the St Leonards Council decided to contribute towards the erection of a line to St Patricks River and was also considering the Patersonia district. In 1915 Relbia residents petitioned for a phone to be installed at their post office. ²¹

After World War 1 the telephone was overshadowing the telegraph system. By 1923 telephone exchanges had been set up at the following post offices in the Study Area: Lilydale, Lebrina, Bangor, Karoola, Tunnel (Pipers); Nunamara, Patersonia, St Patricks River, Targa, Myrtle Bank (St Patricks); Golconda, Nabowla (Little Forester); and Dilston (Tamar). However, private subscribers totalled only 12 in the Study Area, the majority of these being businesses: Lilydale, 8 ; St Patricks River, 2; Nabowla, 2. ²²

In the post-World War 2 boom of the 1950's the demand for telephone services in Tasmania grew dramatically. By 1959 there were telephone exchanges at post offices throughout the Study Area, including the newer sawmilling settlements, and there were around 300 subscribers. An automatic exchange opened in Launceston in 1955, and by 1977 all Tasmanian exchanges were automatic. Without the need for a manual telephone operator, many post offices in rural areas, including the Study Area, were closed during the 1970's. ²³

The spread of telephone services was marked by the march of poles and lines across the landscape. Tasmania had a greater proportion of aerial lines than any other State, but one event was to result in significant change in this visible aspect of telecommunications. After widespread destruction of telephone services in the bush fire disaster of 1967, the new policy was for cables to go underground. As aerial telephone lines were taken down between Hobart, Launceston and Burnie in 1969, other advantages were noted:

"Local farmers see three benefits - STD dialling, a prettier countryside, and a supply of cheap, solid, long-lasting corner posts" (*Examiner*, 9 July 1969). ²⁴

UNDER THE SEA: BASS STRAIT CABLES

Because of the barrier to interstate communications imposed on Tasmania by Bass Strait, several types of links have been made between Victoria and northern Tasmania using changing technologies since the mid nineteenth century.

The first such link was the Bass Strait submarine cable from Victoria to Low Head (to the north of the Study Area, on the eastern side of the Tamar estuary). This telegraphic link was conceived in 1853, together with a connecting

overland electric telegraph line southwards along the east Tamar, passing through the Study Area to Launceston and then on to Hobart and Mount Lewis. Both the submarine and overland lines went ahead, the overland line being completed in 1858, and the first telegrams were sent across Bass Strait in 1859.

Several more cables were laid across Bass Strait to Low Head and to Stanley, the last of them being the first telephone link, to Stanley in 1936. By this time the telephone was replacing the telegraph for overland communication within Tasmania, but there had previously been no interstate telephone connection. The cables now enabled limited telephone and radio linkages.

Telecommunication technology continued to change. In 1967 the last underwater cable was taken out of service, this method of communication having been replaced by much higher capacity, lower maintenance radio telephone/television links between Tasmania and the mainland.²⁵

OVER THE AIR: RADIO AND TELEVISION LINKS

Introduction

An insignificant but interesting instance of pre-technology aerial communication was the use of carrier pigeons. Before telephones had been installed, the Stevenson family often sent messages by this means between their two properties on the upper North Esk, Elverton and Aplico.²⁶

Radio and television links are playing an increasing role in communications in Tasmania, as is apparent in the State's and particularly the Study Area's landscapes. Transmission towers, receivers and aerial masts are necessarily tall structures located in prominent hilltop positions, forming familiar and conspicuous landscape elements.

Such structures can be significant to the community in two quite different ways. On the one hand, the recent and future proliferation of telecommunications towers and other structures is of concern both to the general community and the Launceston City Council as a planning authority for several reasons, including their potential negative visual impact. On the other hand, existing telecommunications structures can have a cultural significance that is often overlooked. Because of its mountainous terrain and its position near Bass Strait, Launceston and Western Junction airport, the Study Area is the site of several structures that are significant in the State's history of radio telephone links, radio air navigation and radio and television broadcasting.

Radio telephone

As noted in an earlier section, radio technology replaced underwater cable as the means of transmission of telephone calls across Bass Strait between Tasmania and the mainland. Mount Arthur in the Pipers region of the Study Area was to become the site of the radio telephone station that was the vital link between radio and overland lines. After a trial via Stanley in 1954, the replacement began in 1955, when a more reliable radio telephone system with initially six high grade channels came into service between a station on the slopes of Mount Arthur and Wilsons Promontory in Victoria via Flinders Island.²⁷

Planning for this new service had begun in 1947, with sites surveyed and predictions made of signal levels for routes at both the western and eastern side of Bass Strait. The latter was found to provide for the best radio performance, and in 1948-9 test stations were set up on Wilsons Promontory, Flinders Island and at Mount Arthur.²⁸

There were several points in favour of this site at Mount Arthur. The land (opposite cleared land known as Kelp's Paddocks) had already been purchased for the terminal of a single channel link to Flinders Island. Lilydale Post Office was conveniently located; an open wire trunk line could be laid across to Doaks Road to connect the station to the Lilydale post office and so into the Tasmanian overland telephone network. This was possibly a contributing factor to the decision to renovate the Lilydale post office in 1949. Mains power was available (but a diesel generator was installed in case of power failures) and a road went right to the site. The requirement for reliable access to the station also benefited the owners of small holdings on Mount Arthur as the Commonwealth government now contributed towards the upgrading and maintenance of Mountain Road, which had been little more than a rough track.²⁹

The radio telephone station at Mount Arthur was planned along similar lines to the other two in the link. In the

small roadside clearing opposite Kelp's Paddock were two aerial towers of metal lattice construction, each 100 feet high and anchored into large concrete foundations. The large engine-room / fuel storage / workshop shed was connected by a short covered passage to the small brick equipment building. The latter was partitioned, providing emergency living quarters for the maintenance staff who visited periodically. Between the two buildings were covered water tanks.³⁰

Some time after the closure of the station in about 1966-68, the shed was removed for use by a nearby resident while the brick building remained on site and was incorporated into a private dwelling. The towers have been removed.³¹

During the 1960's new trunkline technology was to transform telecommunications in Australia, using a coaxial cable network and broadband microwave radio links. By 1960 the Postmaster-General's Department was considering a new microwave radio link across Bass Strait as part of this huge programme. Former links with the mainland, via the underwater cables and the radio telephone link on Mount Arthur, were to be replaced by the new microwave technology. This new line-of-sight microwave linkage, also via Flinders Island like the radio telephone link before it, opened in 1966, its Tasmanian mainland link being a tower on Mount Dismal in the Pipers region of the Study Area.³²

The radio telephone structures discussed above are used in the public area of telephone communications, but there is also a tower on Mount Barrow that was erected for use by emergency services for communications. The relatively new tower (c1993) is situated at the western end of a much older air navigation complex which is itself significant in Australia's aviation history.³³

Air navigation

Being an island, Tasmania was at the forefront of early developments in aviation. In 1932 the Holyman family, owners of a long-established Tasmanian shipping firm, started a commercial air service (between Launceston and Flinders Island) that was the forerunner of ANA. At this time in Australia there were no radio navigation aids for pilots, although in America commercial airlines were well established and radio ranges were in widespread use for navigation by 1927.³⁴

The great air race during Melbourne's centenary celebrations of 1934 brought home to Australians the potential for commercial airlines to overcome problems of isolation, providing that safety measures were in place. Later that year the first three ground communication stations were set up at Melbourne, Darwin and Launceston. Beginning in October 1934, the first aircraft in Australia to communicate regularly with these 'air radio' or 'aeradio' stations were the De Havilland biplanes flown by Holyman's Airways on the Melbourne-Launceston run. Pilots could communicate with the stations by radio on take-off and approaching for landing.³⁵

From the late 1930's the Commonwealth government slowly began to provide a system of radio beacons along flight paths around the country. All aspects of aviation came under RAAF control during World War 2, and the network of HF (High Frequency) radio navigation aids was greatly expanded nationally. Air traffic at Western Junction airport was served by five or six masts (two of them 150 feet high) with aerials and lights together with a small brick building, grouped near the water tower at Evandale (outside the Study Area).³⁶

By the end of the war, Australia was poised for rapid growth in commercial aviation but poor communication between airports and aircraft remained a handicap. The HF radio channels in use had a good range but were subject to all manner of interference. The Department of Civil Aviation realised that the solution to this particular problem was VHF (Very High Frequency) channels which had been well tested during the war and provided much greater clarity of communication. However, the range of VHF is limited to line of sight, so that mountain-top station sites would be necessary. Experimental trials were carried out at Mount Macedon in Victoria.³⁷

Tasmania had much to gain from the development of safe aviation. A station on Mount Barrow could allow for a VHF range extending to the Victorian coast, and there was already a mountain access road. The Commonwealth government built a station at the top of this road, using a flying fox to transport materials up to the rocky summit ridge. One of the two 150 feet towers from Evandale (refer above) was shifted to the new station for re-use. The bottom section was used as the flying fox tower, while the top section (approximately 120 feet) was installed on the ridge as the new radio tower. The Department of Civil Aviation's VHF automatic repeating station on Mount Barrow, the first in Australia, was commissioned in October 1954.³⁸

This station, historically significant at a national level, is still in use for air navigation. At the roadside the flying

fox tower still stands near the original asbestos-clad powerhouse building and a more recent HEC building. Steps lead up to the ridge to the original radio tower which has been shortened because of icing problems. Adjoining it is the original radio equipment building, its top section of semi-cylindrical shape like a nissan hut and constructed of concrete, asbestos, ply timber and corrugated iron. There are modern extensions to the western end.³⁹

Radio broadcasting

When the potential use in communications of the radio frequency section of the spectrum was realised, its first application was in wireless telegraphy. The first fixed land station in Australia licensed for this purpose operated in East Devonport from 1906. Public radio broadcasting commenced in northern Tasmania with the opening of 7LA in 1931, followed by 7NT in 1935 and 7EX in 1938.⁴⁰

Transmission towers for two of these stations were erected on the urban/rural boundary of the Study Area. Those for 7EX were erected on the summit of Abels Hill on the boundary between urban Launceston and the St Patricks region of the Study Area. Several other telecommunications towers and masts have since been erected near it. The original towers for 7LA were built on the West Tamar between Riverside and Legana but have recently been replaced by towers on a hill near Rocherlea, on the boundary between urban Launceston and the Tamar region of the Study Area. In 1993-4 a FM radio antenna was installed on the National Transmission Agency's tower on Mount Barrow.⁴¹

Television broadcasting

Local television transmission was late to arrive for Northern Tasmanians, although some residents found that a degree of reception was possible from Melbourne and then from Hobart, where transmission started in 1956 and 1960 respectively. Australia's 25th television station, Launceston's TNT-9, started regular transmission on 26 May 1962 and ABC's NT3 on 29 July 1963.⁴²

In order to provide high quality reception over a wide area as well as line of site to the city television studio, the transmitters needed to be sited on high mountains - Mount Wellington in the south and Mount Barrow in the north. The first challenge was road access to the site. Work on Mount Barrow started with building a little under two kilometres of road southwards, across the plateau from the existing mountain access road, on to the TNT-9 site and the adjoining ABC-NT3 site. By using small trucks and small loads, the builders were able to negotiate the twisty mountain road.⁴³

Television broadcasting in Tasmania was faced with major environmental problems. Mount Wellington and Mount Barrow were the highest and second highest transmitting sites respectively in Australia and were subject to supercold moist air. These conditions differed from those overseas, so that contrary to the European manufacturer's information, ice build-up on the new Mount Wellington tower caused considerable damage in 1960.⁴⁴

Great efforts were made to avoid repeating such mistakes when building the two northern transmission towers and associated structures on Mount Barrow. The result was some innovative and experimental engineering solutions to the local conditions. TNT-9's (1962) aerial was enclosed in a massive fibreglass radome, believed to have been the first in the southern hemisphere and the second largest of its kind in the world. The transmitter building was designed as a large A-framed structure, clad with ribbed metal sheeting. This building included living quarters to house staff members who were to spend at least three nights at a time on the mountain tops in order to reduce the number of possibly hazardous winter trips up and down Mount Barrow. When the ABC tower was built in 1963, it was clad entirely with steel plate and the antennae in fibre glass.⁴⁵

The original TNT-9 and ABC-NT3 transmission towers at South Mount Barrow are still in use, with modifications and additional functions in line with advances in broadcasting technology. Following lightning damage in 1991, the National Transmission Agency undertook major works on its tower, including a new UHF TV antenna to replace the VHF antenna, a new FM radio antenna, a dome to stop ice forming on the antennae, new feeder cables and five new transmitters. These works enabled the Hobart-based TasTV to start broadcasting on UHF in the north after aggregation in April 1994. ABC and SBS also transmit on UHF from this NTA tower. UHF relies on line of sight transmission, so that in northern Tasmania a network of several translators is being installed, including one at Lilydale. Southern Cross transmits on VHF from the original TNT-9 tower.⁴⁶

Telecommunications structures: planning controls

In the 1990's, the rapid increase in the use of recent technological developments such as the mobile telephone, resulted in new landscape elements. These include transmission and receiving towers and aerials erected by carriers, as well as satellite and microwave dishes. The Launceston City Council has foreseen the need to review approaches to planning controls for these and any other telecommunication structures of the future, both public and private. One of the concerns is the negative visual impact of these structures, which are necessarily often in prominent hilltop positions.

The Council proposed that its 1996 planning scheme should allow for the concentration of further structures at the major transmission facilities already strategically located on Mount Barrow, Abels Hill and West Launceston. The first two of these three sites are within the Study Area, as has been discussed in other parts of this discussion. ⁴⁷

POST OFFICES

This discussion is an overview intended to present the historical context in which post office services were provided, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or post offices, refer to the appropriate Settlement section.

The post office has always been an important social focus in a district. Scott (1964) observed that the post office was the most common service to be present in the hamlet, which was the lowest level in his Tasmanian hierarchy of central places. Most places recognised locally and named as centres in Tasmania had a post office. This was certainly the case in the Study Area at Scott's time of writing, which happened to be at a peak in terms of numbers of post offices. In 1964 there were post offices providing a service in 28 of the 31 centres or districts identified in this Study. There had also formerly been post offices in the remaining three centres; these had closed in the small centres of St Patricks River in 1942 and Windermere in 1945, each of which was close to another post office, and at the almost defunct settlement of Lisle in 1954. ⁴⁸

Although the first post office in the Study Area, located at Dilston (known initially as the East Tamar and then the Coulson's Bend Post Office), did not open until 1857, some forms of mail collection and delivery services were probably provided much earlier than this in some districts. From 1816 there was a regular official foot messenger service in place on the main road between Launceston and Hobart, the route of which would have passed through the Lower North Esk region. Whether this service allowed for mail transactions en route has not been investigated in this Study, but possibly the settlers in this early-settled region were able to forward and receive mail to and from this convict messenger. ⁴⁹

Certainly by 1822 this was the case. Postmasters were appointed in that year in Launceston and George Town, the latter being the administrative headquarters of the northern settlement at the time, and a schedule of fees and regular pickup points were arranged at intervals along the north-south route between George Town, Launceston and Hobart, controlled by local innkeepers or policemen. By this time convict Michael Fitzgerald was stationed at Dilston as a police constable, so that it is quite probable that he acted in this capacity for the handful of settlers in the district. ⁵⁰

The convict foot messengers were armed because of the risk of attack by bushrangers. By 1823 there was a regular weekly service between Launceston and George Town. Two years later messengers on the main road were mounted, at one stage riding a donkey and leading a mule with the mail bag, while convicts on foot were extending the service to settlers away from the main road using a network of exchange points. ⁵¹

In 1828 a Bill was passed, transferring the postal service from its former private operators to government control, in order to provide a better and more efficient service. However, improvements were only gradual and there were inevitable delays caused by weather conditions and the terrain. Because of the continuing shortage of free or ticket-of-leave men, as late as 1837 about 80% of the postal service employees were convicts, some of whom were unreliable or illiterate. ⁵²

From the early 1830's there was a twice-weekly carriage of mail on the main north-south road by a single horse mail cart which could also carry two passengers. By this time the route passed to the west of the Lower North Esk region, but messengers did meet the cart at various points to carry mail to outlying districts. Evandale, just to

the south of this region, had a post office as early as 1835 and Breadalbane to the west from 1847. Some settlers in the Lower North Esk region are likely to have used these post office and their transfer networks until the White Hills post office opened in 1861, the second in the Study Area after Dilston in 1857.⁵³

As the roads improved, the 1840's brought the era of the fast stage coach mail services on the main road and by 1845 there was a mail coach from Launceston to Evandale. A mail coach ran between Launceston and George Town via Dilston from 1839, probably stopping at Coulson's Inn (which later became the post office). From the late 1860's stage coaches running from Launceston to the mineral fields of the North-East brought mail services to the pioneer settlements of Patersonia and Myrtle Bank, where post offices opened in 1869. There were now four post offices in the Study Area.⁵⁴

The railway era brought an end to mail deliveries by stage coach, and several new service centres grew up along the North-Eastern line between Launceston and Scottsdale which opened in 1889. In many of these new centres, before long post offices were opened in the station or the station master's cottage; this was the case at Tunnel, Wyena, Golconda and Nabowla. Even in some established service centres, the post office either shifted to the station for a period or an additional one opened there; this was the case at Turners Marsh, Karoola, Lilydale and Lebrina. For a few months in 1913-14 there was also a free-bag service at the Bacala siding (beyond Lilydale). On the Tasmanian Main Line Railway, a post office opened at the Breadalbane (later Relbia) station in 1887.⁵⁵

In many cases there has been a network of mail transfer between linked centres depending on the available means of transport; the following are a few examples. Mail for Windermere on the East Tamar was carried onwards by boat across the river from Rosevears. After the discovery of gold at Lisle, mail for its post office was carried onwards along the rough track by horse from the Myrtle Bank post office, which was on the mail coach route from Launceston to Scottsdale. In its early years of operation, mail for the St Patricks River post office (1896-1942) on the eastern side of the river valley was collected by riding across country and fording the river to get to the Patersonia post office on the main Scottsdale Road.

In the North Esk region in the 1920's, there were two lines of transfer. Mail brought to the White Hills post office by the Evandale service would be taken on by horse and cart to the Musselboro post office in one day and on to Burns Creek the next. Mail brought by horse and cart from Evandale to the Blessington post office was sorted and that for the Upper Blessington post office was taken on by horseback.

In the case of areas served by the railway, mail would be carried on by road (by horse, horse and cart, or later by motor vehicle) from the stations to outlying centres. For example, in the 1930's the postmistress at Lower Turners Marsh would travel by horse and cart to the Karoola station to collect the mail and drop it off in sequence at the Karoola, Bangor and finally the Lower Turners Marsh post office.

By about 1920 the limits of agricultural settlement had been reached and the majority of post offices had opened, frequently having been one of the earliest central place functions when a district had been newly settled. The last two post offices to open in predominantly agricultural areas were those at Lalla (1921) and North Lilydale (1922). Lalla is a small but densely settled district on the North-Eastern railway, close to both Lilydale and Karoola, in which orcharding and the Walkers' plant nursery were flourishing at the time of opening of the post office. Likewise the small northerly extension of Lilydale was prospering with the commencement of the Bridestowe lavender farm.

A further five post offices were opened after 1922, all of them related to developments in the sawmilling industry rather than farming. The post offices opened at Musselboro (1924) and Tayene (1926) in response to the numbers of employees at local sawmills. At Burns Creek (1925), Diddleum (1949) and Roses Tier (1954) the post offices were provided in 'company towns', which were small nuclear settlements built at or close to large mills. These post offices were run by wives of employees from their homes, and closed when the mills shut down and the settlements were abandoned.

By the time the Roses Tier post office opened in 1954, three earlier post offices (at St Patricks River, Windermere and Lisle) had already closed, as mentioned at the beginning of this discussion. There were so many closures between 1967 and 1975 that by the end of this period there were only five post offices still open in the Study Area. These closures relate to the State-wide general tendency towards a centralisation of rural services with the improvements in roads and vehicles and increasing personal vehicle ownership, together with the replacement of manual with automatic telephone exchanges in post offices. In Tasmania this replacement was completed by 1977. The Nabowla post office closed in 1984, leaving only four in the Study Area, three of them in the relatively densely settled Pipers region at Lilydale, Karoola and Lebrina, and one on the Tasman Highway in the St Patricks region at Nunamara.⁵⁶

The service centres of the Study Area and the population they serve have been modest in size, so that a substantial, separate, single-purpose post office has rarely been warranted. Lisle during its brief gold rush of 1879-80 was the largest population centre in the history of the Study Area, but it is not known whether its post office at this time was a separate building or combined with other services. Apart from this possibility, the only dedicated post office has been that at Lilydale. In 1924 the service moved from an annexe at the Kerkham home in Station Road to a new, purpose-built post office on the Main Road, in weatherboard but in the style of a substantial stone building. There have been several alterations since its opening, but the postal service is still conducted here with a residence behind.

As has been noted, in railway centres the post office was often conducted in a station building. Most railway buildings have since been demolished or removed, so that none of these former post offices remains on site. In most other cases, the first postmaster or (more frequently) postmistress was a local resident whose house was situated reasonably centrally in that district. Running the post office brought in much-needed cash to the household, so that when one incumbent could not continue with the position the post office would move to another household. The post office was generally conducted in a small room or annexe to the house. Known examples of surviving homes that once housed a post office (and no other central place functions) survive at Upper Blessington, North Lilydale, Lilydale, Turners Marsh, Lower Turners Marsh and Diddleum.

In several instances the post office was conducted in a building or complex which provided other services, either concurrently or at different times. The combination of house/general store/post office has been a common one, and the post offices currently open at Nunamara, Lebrina and Karoola are in this category as well as former post offices at Patersonia and Nabowla. The Karoola post office has been in its present quarters longer than any other of the four current post offices in the Study Area. At Lalla the post office/shop was conducted in a small purpose-built structure, not adjoining a house or any other building, close to the roadside. The building is still standing.

The Dilston post office was conducted at the hotel, possibly concurrently in the 1850's and 60's, and for at least fifty years in the wooden annexe, while the Nunamara post office/store/tearoom was in a former hotel, the post office counter being the former bar. At Targa the post office was conducted at Rivermade, where the Prestidge family also ran a guesthouse and passenger and goods horse-drawn coach service. All three of these early post offices survive.

SCHOOLS

This discussion is an overview intended to present the historical context in which schools were provided, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or schools, refer to the appropriate Settlement section.

Most locally-recognised named settlements in the Study Area have at some time been served by a school as well as a post office, these being the two most widespread central place functions. Information concerning school provision, sites, enrolments and closures are useful general indicators of settlement patterns. Schools have usually been situated centrally in the district they serve for ease of access by children on foot. In districts where there has been other transport available, children have been able to travel out of their own district; for example, by boat from earliest times in the Tamar region, by train from Relbia or within the Pipers region and, increasingly from the 1920's, by bus or car. Thirty settlements in the Study Area have supported at least one school, the peak occurring in the 1920's when there were schools in 27 of these districts.

However, in the 1990's there have been only three schools, two in the Lilydale district (Lilydale District High and the Mount Arthur Family School) and the Myrtle Park Primary School in the St Patricks region. By 1998 only two remained open, the Lilydale District High School and the former Mount Arthur Family School, now an annexe of Brooks High School for short programmes for gifted and talented students.

This changing pattern of the provision of schools in the Study Area reflects general trends in the history of education in Tasmania's rural areas. In the first two decades of the settlement of Van Diemen's Land, some 'ad hoc' government-assisted and private provision was made for the education of children in the two main centres at Hobart and Launceston and a few rural settlements. Because of the growing population, in 1820 Governor Sorell appointed a superintendent of schools who saw a need for government aid towards the erection of further rural schools, including one at Patersons Plains (not far from some settlers in the Lower North Esk region, probably either in the now-suburban St Leonards or Newstead areas).⁵⁷

However, progress in education was slow, with only about one in five children being educated in 1826 according to Archdeacon Scott. Scott conducted a study of both churches and schools in the colony, the two being linked in the eyes of the government as the key to the moral improvement of society. Governor Arthur (1824-36) worked at providing schooling so that by 1836 there were 33 publicly-supported schools in the colony, using the Church of England catechism.⁵⁸

The vexed question of the role of religion in publicly-supported schools came to a head in the late 1830's. In 1838 a Board of Education was formed, placing schools under the Church of England, but the following year the British and Foreign School Society's non-denominational system came into effect. This plan was significant in the history of education in that it introduced a systematic, regulated approach to schooling supported by the state.⁵⁹

However, settlers in the Study Area did not directly benefit from this approach within their own districts at this time. A school was to be provided in a district when there were sufficient children, deemed to be fifteen in rural districts. By the early 1840's there were 25 public schools teaching about 1500 of the colony's children, but none of these were in the Study Area; settlers here were simply too scattered. Church-led opposition to the secular education system succeeded in securing government aid to denominational schools in 1846, but neither were there any of these schools in the Study Area.⁶⁰

The resulting growth of the denominational schools (particularly Church of England) was at the expense of the general schools, so that when Thomas Arnold, the newly-appointed Inspector of Schools, arrived in 1850 he found that of the 71 schools receiving government aid, only eight were non-denominational. Few rural children were being educated. The 'penny a day' system of daily subsidy per attending child meant that teachers were poorly paid and poorly qualified, particularly in rural areas where attendances dropped at harvest time or in bad weather. In 1853 a new Board of Education with denominational representatives was established and quickly dropped the system of subsidised denominational schools. Ministers of all denominations could now visit the publicly supported, non-denominational schools.⁶¹

Under the new system of public education, Board of Education schools were increasingly provided in rural districts. A public school finally opened at Windermere (Tamar) in 1859 with 18 pupils (although this school appears to have been short lived), and another at White Hills (Lower North Esk) in 1866. There were some families settled in these districts by the 1820's, so a question arises. What was the extent and nature of schooling of children living here during the subsequent three or four decades, and in the even more isolated and tinier outposts of settlement in the St Patricks and Upper North Esk regions from the 1830's? ⁶²

Some families in the Lower North Esk region may have lived close enough to nearby towns or villages - Evandale, Breadalbane, St Leonards, Franklin Village - for their children to attend public, church or the widespread small private 'dame schools' of variable quality that often charged lower fees than the public school. It is not known whether there were any private schools within the Study Area before Reverend Kane's boarding school at Rostella, Dilston in the 1860's and 70's. After the closure of the short-lived Board of Education school at Windermere, it is possible that some children in the Tamar district could have made the short river crossing to the St Michaels Board of Education school at Rosevears, opened in 1865.⁶³

Wealthier settlers in the Study Area may have employed a private tutor, while others sent their children to board in nearby Launceston, including the young Margaret Lyall (later Mickle) whose family leased Corra Linn, Relbia from the late 1830's until the early 1840's. Many children, particularly those of convict or labouring class parents, probably received little or no education.⁶⁴

As pioneer settlers took up small holdings in the more remote and heavily forested districts from the late 1850's and 1860's, the need for new schools arose. The 1868 Public Schools Act introduced compulsory education for the first time in a British colony, for children aged 7-12 years living within one mile of a school in settled districts. Two years later public schools were opened both at Upper Pipers River (Lilydale), where a former school teacher had earlier run small school in his home, and at Turners Marsh, also in the Pipers region, with enrolments of 35 and 51 respectively. The Lilydale school was built of split timber by settlers on donated land; details of the first Turners Marsh school building are unknown.

The hill farming community of Irishtown (Blessington) in the Upper North Esk region was the next district in the Study Area to secure a government school, opened in 1879 with an enrolment of 32. This school was typical of those erected under the 1868 Public Education Act, which required that one-third of the cost be raised locally. The plans for the one-teacher school (24 feet x 16 feet) and attached two-roomed teacher's residence (without bathroom) were drawn by architect Henry Hunter in 1877.⁶⁵

In the early 1880's, increasing population and wealth (much of it mineral-driven) together with liberal opinions led to education reforms that were to affect schools directly, including the provision and nature of buildings, in the Study Area and all other parts of Tasmania. In about 1881, sets of standard plans for public schools of various sizes were drawn up, suitable for construction in a range of available materials by country tradesmen. Under the 1882 Public School Amendment Act, estimates were made of requirements and costs of constructing new school buildings. A Royal Commission was then conducted in 1883, involving extensive surveys of existing schools including those in the Study Area. At this time there were schools at White Hills, Upper Pipers River (Lilydale), Turners Marsh and Irish Town (Blessington).⁶⁶

Information supplied to the Royal Commission by the Local School Board chairmen provides an insight into these schools and their communities at this time. The Turners Marsh school had the largest enrolment and also the largest proportion of pupils on the free list. The pupils here and at the Blessington school were predominantly at least nominally Roman Catholic, White Hills predominantly Church of England while the Lilydale pupils belonged to a broad mix of denominations. There were few visits to the schools by ministers, but the Blessington and White Hills buildings were used regularly for church services.

All four school buildings were vested in the Board of Education and were of timber construction, but varied in shape and size because of the 'ad hoc' approach to provision of schools in the 1860's and 70's. The Turners Marsh school was considered far too small for the growing enrolment. Despite an enrolment of 122 in 1882, the average daily attendance was only 60, but this was still certainly a crowd for a room measuring only 29'8" x 17'8"; its playground was also too small. A tender had been received for the erection of a new school, the old one (in need of new shingles) to be converted into a teacher's residence. Only the newer Blessington school was in good order and had an attached teachers residence; the White Hills school had a separate residence but it was in very bad condition. The Lilydale school, built 12 years earlier by local working bees, was "in a deplorable state" and application had been made for improvements without result, as also was the case at White Hills. Teachers were largely responsible for providing firewood and for cleaning.⁶⁷

The landscape evidence of government schools of the period prior to the 1885 Education Act is uncertain but probably quite limited. The location of the earliest but short-lived Windermere school is unknown; possibly it was conducted in the surviving St Matthias Church or in another building on the Gaunt's Windermere estate. The site of the first Lilydale school is marked by a commemorative plaque, reflecting its local social significance, but nothing remains of the Turners Marsh school. The White Hills and Blessington schools survive, the former on site in the township (converted to a house) and the latter shifted to Evandale, but it is unlikely that these are the original structures. Because of the difficulty of obtaining any comprehensive records of school buildings and the lack of a typology of Tasmanian school buildings, it has proven difficult in this Study to date many of the existing structures.

The 1883 Commission made several recommendations designed to improve the quality of and access to education, some of which were incorporated or modified in the subsequent 1885 Education Act. Crown Land should be reserved for future school requirements. Recent school building design was found to have been governed more by external appearance than the requirements of pupils for space, comfort and light. As the Board of Education Report of 1883 noted, architects were often not familiar with the particular site and requirements of the school to be designed. Buildings were to be provided by the government where needed, with particular attention to rural areas.

School attendance should be compulsory for children aged 7 to 14 (lowered to 13 in the Act) with reduced attendance requirements at new part-time schools with a shared teacher in thinly populated areas, and with allowance for local temporary closures to allow children to assist with seasonal work on the family farm. Contrary to the Commission's recommendations, the Act did not bring about free education, with parents still required to pay a small weekly fee; nor was it secular, as teachers and clergy still provided Christian instruction.⁶⁸

The 1885 Act established an Education Department under the directorship of Thomas Stephens, and conditions were improved for teachers. After three decades of intense interest in educational reform, there was finally a comprehensive, centralised and more equitable system in place. However, the Act did not remedy by any means all of the problems. Of particular interest here, the long-term problem of low attendances in rural areas could not be solved in practice. In much of the Study Area, the climate and terrain were significant deterrents, together with the need for child labour on pioneer holdings; 'wet weather scholars' were those who only came to school when it was raining and so were not required on the farm.⁶⁹

The Act did not properly address the problem of improving the low standards of both teaching and buildings at the

large number of private schools in Tasmania, especially some small non-religious establishments. In 1904 the Department called for legislation to control these bogus schools:

“The unlicensed school, be it held in little house, big house, pigsty or barn, offers the easiest escape for those who have no care for the future of their children” (*JPPP* 1904/43, p9).

Effective controls were not introduced until the next period of reform after the Neale Report of 1904. Many inferior and bogus schools were forced to close under the 1906 Teachers and Schools Registration Act.⁷⁰

Little detail is known about the several non-government schools in the Study Area in the 1880's - early 1900's period. Some districts are said to have had small schools earlier than those recorded in government school lists, and were probably organised and funded by local parents. There may have been a school in the goldmining boom town of Lisle (Little Forester) in 1879/80. The district of Patersonia, en route to the Lisle goldfields and other mineral fields, also saw a population growth and a school was run in the Wesleyan Methodist chapel (built 1882). Government schools were built in both of these settlements in 1886, as early outcomes of the newly-established Education Department with its brief to extend rural school provision. The Bangor State school opened in 1885, but the slate quarry company erected the building and may have run the 'Welsh school' earlier than this.

Small private schools were also conducted at Myrtle Bank and Tunnel in the early 1890's before the State schools opened. At Dilston the local residents were building a school room/church in 1885, both having previously been run in a farmhouse. Nothing further is known about schooling at Dilston at this time; no State schools were opened in the wider district until 1913 at Swan Bay and 1922 at Dilston.

In 1901/2 the Presentation Sisters built a convent at Turners Marsh/Karoola and opened a school that was one of 35 State-wide Roman Catholic schools in 1906 and the only church-run school in the Study Area. This school must have been well conducted, as was typical of those run by the Presentation Sisters, as it continued at Karoola until 1959 and then at Lilydale until 1970. It served a wide rural district, taking in boarders until about 1930 as well as local children.

Possibly the three other private schools said to have been conducted by women in houses on the outskirts of Lilydale around the turn of the century were more the type of establishment of concern to the authorities, but no further details are known. In the early 1900's there was also a tiny school on the property Aplico (Upper North Esk). The Stevensons employed a teacher for their five sons; the little school room survives.

The period between the Education Act of 1885 and the next reforms from 1904, was one of further expansion and consolidation of rural settlement in the Study Area. In addition to those already mentioned, state schools were opened at Underwood (in 1885 in the Methodist church, until the school / residence was built in about 1894), Lower Patersonia or St Patricks River (Nunamara)(1890), Lebrina (1892), Golconda (1898), Upper Blessington (1900), Nabowla (1900/1) and Eskdale/St Patricks River (c1901).

Thus from the time of the Royal Commission (1883) until Neale's investigations of 1904, the number of schools in the Study Area had grown from four State schools and possibly three or four parent or company-organised local schools, to 17 State schools and one Roman Catholic school, as well as others of uncertain date - possibly three small private fee-paying schools, one local parent-organised school and a family school. This growth in school numbers was typical of Tasmania as a whole, the number of Education Department schools having increased from 204 to 309 during the 1890's despite the economic depression.⁷¹

Neale's brief but zealous period of influence (1904-8) saw important reforms introduced, based on the modern ideologies of the New Education movement. Administration, teaching philosophies and methods, curricula, teacher training and provisions for children's health were all overhauled, and school fees were finally removed in 1908.⁷²

Of particular relevance to the subsequent built landscapes of both urban and rural Tasmania were the changes to school building design made as a result of the several reports to parliament prepared by Neale and others in 1904. Neale commented on the existing types of school buildings which he found could be grouped according to their period of construction, but he only visited 37 of the department's 303 schools, 250 of which were of timber construction. He maintained that the early ones, especially in the country, were provided "partly by local liberality" and were "roomy and substantial"; presumably Neale was referring to the larger, older rural towns here rather than the small pioneer bush settlements such as those of the Study Area. During the Department of Education directorship of Stephens (1886-94) a "number of wooden buildings of very inexpensive character were erected by the government"; many of the schools in the Study Area would have belonged to this category. Later, many buildings of a "very expensive nature" were built, a few of stone and brick but most were of wood. (*JPPP* 1904/49, p24)⁷³

Neale was highly critical of the tendency of architects to design needlessly expensive decorative buildings, often with ecclesiastic styling, while giving insufficient regard to the working of the school and its requirements for good layout, lobbies, sanitation, acoustics, angle of lighting, ventilation and heating. He recommended that, especially for small schools, type plans should be developed for inexpensive but functional basic units capable of extension by the use of repeated units. ⁷⁴

Elkington's 1904 report on the hygienic conditions of state schools concurred with Neale in all respects and went further to claim that "the most elementary hygienic requirements are either totally ignored, or are dealt with in a perfunctory and inadequate manner." (*JPPP* 1904/46, p1). The report of a Board appointed by the minister for education to investigate state school buildings also supported Neale's findings and emphasised the lack of any systematic approach to design, the lack of attention to the aspect or locality of the school site, and the undesirability of attached teachers' residences. ⁷⁵

Plans and records of particular school buildings are not readily available so that it is unclear firstly whether any schools in the Study Area were of the decorative but inadequate type so criticised in these 1904 reports, and secondly, if so, whether any have survived in their original style. By 1908 the Department was able to report that in addition to designing new buildings according to the 1904 recommendations, many old structures had been remodelled on new lines. ⁷⁶

In 1908 the Department also reported that it continued to receive requests for new schools to be set up only two or three miles from existing ones, but in line with Neale's findings of 1904, the preference was for fewer, larger schools. Neale recommended that :

"...the Department in the future might strenuously oppose the further multiplication of small schools. A larger central school is both cheaper and more efficient than a number of small schools under untrained teachers" (*JPPP* 1904/49, p61). ⁷⁷

However, it was to be some years yet before any centralisation of schools occurred in the Study Area; indeed, during the 1910's four new schools opened. The Swan Bay school served the flourishing, densely settled orcharding districts of the early-settled Tamar region, while schools opened in the newest pioneer fringe settlements at Retreat, Tayene and Wyena in remote and rugged terrain with cold, wet climates. Neale had conceded in 1904 that:

"in the absence of a good departmental map, showing the location of each school and the physical features of the surrounding country, it is impossible for a stranger to say how much can be done in the way of inducing parents to send their children to a central school." (*ibid*) ⁷⁸

The Education Department regulations allowed for different categories of schools according to enrolments in an attempt to provide for children in more sparsely settled and isolated parts of the State. In 1908 the 'State school' category consisted of those with an enrolment of more than 20 pupils, and were more than 6 miles apart except where the topography was difficult. 'Provisional schools' had 12-19 pupils and the 'assisted schools' had 8-11. 'Part-time schools' were established in fairly extensive but thinly populated areas, where a teacher could be shared by adjoining districts. Later these categories were adjusted and the 'subsidised school' was introduced, whereby the Department provided a subsidy for each pupil if two or more families provided a teacher and a room. In 1918 a Correspondence School was established in Hobart to serve children who were unable to attend school. ⁷⁹

Many schools in the Study Area served relatively small farming areas and (from the 1920's) sawmilling settlements, where the school-age population fluctuated or remained below 20, but the rugged terrain meant that it was impracticable for the children to travel to another district. Therefore many of the schools functioned as provisional, assisted, part-time or subsidised schools for at least part of their overall period of operation. Some schools were forced to close from time to time because of low enrolments, in which case some children took Correspondence School lessons, for example in the Tayene and Roses Tier districts.

When Ogilvie became Minister for Education in 1923 he began pushing for closure of very small country schools, in line with Neale's findings of 1904. He proposed the use of the now more widespread motor vehicle for carrying children to larger schools. However, centralisation did not occur in the Study Area at this time. Indeed, several new schools opened in the 1920's: in the flourishing orcharding districts of Dilston (part-time school, the teacher shared with the Swan Bay school), Lalla (only about three kilometres from the Lilydale school) and Relbia ; and in the sawmilling districts at Blumont (Little Forester region) and the large timber company settlement of Burns Creek. The peak in terms of numbers of State schools open in the Study Area at one time - 27

schools- was achieved in the mid 1920's. ⁸⁰

From the late 1920's came the closures, firstly of the St Patricks River school (1928) which was not far from other small schools at Patersonia and Nunamara. In the depressed 1930's the Lisle and Blumont schools also closed. The only new State schools to open after this, apart from the re-formed centralised schools at Lilydale and Myrtle Park (Targa), were small and relatively short-lived schools opened in the 1940's in remote bush sawmilling settlements at Roses Tier, Porcupine (Ben Nevis) and Diddleum.

A major phase of school closure and centralisation took place in the Pipers region in 1939-40 as a result of a new experiment in rural education in Tasmania. In 1936 experimental area schools had been successfully opened at Sheffield and Hagley, providing a practical post-primary education at a centralised school; by 1957 there were 42 area schools throughout Tasmania. In 1938 the residents of the Lilydale area successfully petitioned for such a school to be established. The Lilydale Area School opened in 1939 at the site of the two-room Lilydale State School, bringing in both children and school buildings from surrounding districts, and initially also using various halls in Lilydale. The built landscapes of the service centres of Bangor, Karoola, Lalla, Tunnel and North Lilydale were all depleted of their school buildings because these were transported to the Lilydale site. The schools at Underwood, Lebrina and outlying Wyena and Retreat did not close immediately and so their buildings were not shifted. ⁸¹

Thus in 1939-40 the Lilydale Area School, while in educational terms new and modern, was in physical terms a hastily thrown together assortment of small country schools and former halls, some dating from the previous century, with a few additions. The school grounds were landscaped and a farm developed. Progress was rapid after World War 2, with an enrolment of 327 in 1956 and an expanding range of facilities. In 1959 the Presentation Order convent school at Karoola also relocated to the larger centre of Lilydale.

School closures continued in other regions of the Study Area, but smaller total populations meant that no other area schools were established. In the 1940's schools closed at Swan Bay, White Hills and Blessington, followed by those at Lebrina (having maintained infant classes after the opening of the Lilydale Area School), Relbia and Dilston in the 1950's. In the St Patricks region a new centralised school was opened in 1952 at Myrtle Park (Targa) where there had previously been no school. As at Lilydale, the new school was formed by shifting district schools to the site, thus removing schools from the cultural landscapes of these small settlements. Buildings from the Tayene, Myrtle Bank and Patersonia schools were moved to form the three classrooms at Myrtle Park; the Nunamara school did not close until about 1955 and so the building remained on its original site.

In 1960 the schools at Upper Blessington and Burns Creek in the Upper North Esk region were closed and the children bussed to Launceston. Soon after this the Roses Tier school soon closed permanently; in this remote sawmilling settlement the children took correspondence lessons when there was no school. The only four remaining schools in the Study Area in the 1960's were the Lilydale Area School and St Annes convent school at Lilydale (Pipers region), the Nabowla Primary School (Little Forester) and the consolidated Myrtle Park Primary School (St Patricks).

The reduction in numbers of schools in the Study Area at this time was part of a State-wide trend. In 1945 there were 342 State primary schools in Tasmania, dropping to only 135 by 1960. However, the number of area schools had increased from 15 to 41. Not only was the Department able to reduce expenditure by closing small schools, but also there was an active policy of closure based on evidence that children received a better education in larger schools. ⁸²

From the 1960's the shift of rural dwellers to the cities and the development of new suburban high schools offering a wide range of courses for all students to Grade 10 level led to a State-wide decline of the area schools. In 1979 the Lilydale Area School was reclassified as a District High School but for some years enrolments were low, particularly at high school level. However, the growing commuter population and the rising retention rate at secondary level later led to an increase in enrolments. Major redevelopments were undertaken at the site in 1986 and 1994-6, largely in keeping with the style of the earlier buildings which still incorporate the primary school (1928) on site and the various small district schools moved to the site in 1939/40.

In 1996 there were two schools in addition to the Lilydale District High School in the Study Area, down from a total of four in the early 1960's. Two schools had closed: the St Annes convent school at Lilydale closed in 1970 because of declining numbers of students and staff; the Nabowla school, since the early 1960's the only remaining unconsolidated State primary school in the Study Area, did not close until 1990. The Myrtle Park school was still open, in a purpose-built structure which had some years earlier replaced the 1952 building composed of three small district schools.

The third school open in the Study Area in 1996 was set up as recently as 1981, the first totally new school, as distinct from shifted or consolidated, to be opened since the sawmilling settlement schools of the 1940's, and similar in philosophy to other small private schools running in Tasmania around 1980. The Mount Arthur Family School was established by local residents seeking a particular style of education for their children. Many of these families had moved to the Pipers region in search of an alternative rural lifestyle. The school first opened in 1981 at Underwood but later it was moved to a purpose-built structure high on the slopes of Mount Arthur between Underwood and Lilydale. This site, unlike many earlier schools, was certainly not chosen for ease of access by local children on foot.

Declining enrolments have since led to the closure of two of the three schools that conducted classes in 1996. At the end of that year the Mount Arthur Family School closed, but the site has continued to have an educational role. In 1997 it became an annexe of Brooks High School for short programmes for gifted and talented students. The Myrtle Park school closed amidst local protest in 1997 and the following year was put up for sale. The Lilydale District High School remained as the only full-time school in the Study Area in 1998.

Aspects of the many individual schools of the Study Area - the locational factors affecting their siting, their structures and plantings - and thus their rural heritage and cultural landscape values are detailed by district in the Settlement section of this Study. These schools have been an important social focus and cohesive force in the small farming and sawmilling settlements of the Study Area, and many past and present residents interviewed in the present Study expressed knowledge of and interest in these sites.

Two of the currently best-preserved former school buildings owe their survival to the strength of local opposition to their removal in the past. The Golconda school, now used for farm storage, escaped removal in 1954 because of the local residents' desire to retain it on site, while at Upper Blessington in 1962 the residents formed a committee to preserve the recently-closed school building. Brief histories of this latter school and the Lilydale school have been compiled in 1992 and 1971 respectively. The Lilydale school forms a significant cultural landscape, retaining many elements from various stages in the school's evolution from 1928 until the present. The Upper Blessington school, built in about 1931, probably provides the best preserved, least altered former school landscape in the Study Area. However, the dates of erection of many of the surviving structures in the Study Area has not been established in this Study. As has already been noted, neither is there any typology of Tasmanian school buildings to which the structures can be related.⁸³

Some earlier schools with teachers' residences have been converted to private houses (White Hills, Underwood, Lebrina), as has the Nunamara school (unrecognisably altered) and the Nabowla school, in use as a school as recently as 1990 and readily recognised as a former school with its high gabled roof and tall multi-paned windows. Windermere Farm house, a room of which was home of the Swan Bay school for a time, is still a private home. The former teachers' residence at Lilydale, alongside the sites of the first two school buildings, is also now a private home. Believed to date from 1887, it is one of the oldest buildings in Lilydale.

The Relbia and Dilston schools (the latter now a hall) form readily recognisable cultural landscape features. The tiny Wyena school, in very poor repair and used for farm storage, is significant as the only remaining service building and one of the few buildings of any kind of the original farming / sawmilling settlement. This site was classified as of 'local' significance in the 1991 North-East Tasmania Historic Sites Inventory Project.⁸⁴

Some former private school buildings survive, none of them readily apparent as schools: elements of Dolbey's 1860's home in Lilydale, the tiny family school room (c1900's) on the Aplico property (at the Ballroom, Upper North Esk), St Annes convent school (second site at Karoola, third and final site at Lilydale, now both private houses) and the first site of the Mount Arthur Family School (an outbuilding on a private property at Underwood).

Many school buildings have disappeared, but in some cases the sites are marked by mature exotic trees, for example at the earlier Nabowla school site and at the former sawmilling settlement of Roses Tier. Such plantings are in many cases the landscape legacy of the Arbor Day movement, in place for many decades. By the early 1900's the ceremonial planting of ornamental trees (especially conifers) on school reserves annually on Arbor Day was a well-established practice, seen to have educational as well as landscaping values as noted by Neale:

"I saw distinctly good results in some cases, where the school grounds have been improved by the planting of ornamental trees. The Department might fairly ask every teacher to observe Arbor Day, and to give the children appropriate lessons in connection with it" (JPPP 1904/49, p60).⁸⁵

CHURCHES

INTRODUCTION

This discussion is an overview intended to present the historical context in which churches were established, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or churches, refer to the appropriate Settlement section.

Although not widely regarded now as an essential service in the same sense that schools and post offices are, churches have played an important community role in the past that goes far beyond the obvious spiritual sense. The churches have been able to bind (or divide) community members, and have acted as a focus for a range of social and sporting activities. Church-building continued with the spread and consolidation of settlement in the Study Area until about 1920, since which time few new churches have been erected.

Like other services, churches have declined in numbers and have lost their former importance in the Study Area since the 1960's, but the reasons are somewhat different. Schools, for example, have declined in numbers because of a government policy of centralisation rather than because of any decrease in the requirement for schooling, whereas church attendances have decreased overall. However, a number of early church buildings, many of which had fallen into disuse, have been renovated by small groups of residents in recent years, often as much for their perceived local cultural heritage and social values as for religious purposes.

The present Study, with its focus on rural cultural heritage, is necessarily concerned largely with church buildings. However, in most districts church services were conducted by a travelling minister or a local church member long before there was any purpose-built church. A room in a home, a barn, a hall, a school - all served as churches in various parts of the Study Area in newly or sparsely settled areas. These alternative venues were often (but not always) replaced by a purpose-built church, which was sometimes initially shared by more than one denomination.

Government policy on State aid to churches was very influential in the early history of church provision in Tasmania; more details are discussed in the following sections on each denomination. The Church of England had a favoured position with the colonial government from the foundation of the colony because of its particular links with the Crown and the government in England, and because the early military and free settlers were predominantly adherents of this church, at least nominally. Despite the formal extension of government support of other denominations under the Church Act of 1837, the Church of England remained the dominant church and was best placed to extend church-building activities into rural areas in the 1840's. The first churches in the Study Area, at White Hills and Windermere, were built in the early 1840's by the Church of England.⁸⁶

Unlike government schools, which served the entire community according to government policy and were generally located as centrally as possible for maximum ease of access for all, any government policy was not the key factor determining the distribution and exact location of churches in the Study Area. Churches were built by voluntary labour according to the degree of local support for a particular denomination, which depended partly on the number and background of the settlers in the district. For example, a large proportion of settlers of the Turners Marsh and Blessington districts were of Irish Catholic origins, so that Roman Catholic churches were built here.

Whether and when a district was provided with a church and its particular denomination also depended to a large extent on the capacity of the various denominations to send a minister into that district. Each denomination developed its own circuits and networks of churches limited by the difficulties of transport in the often-rugged terrain. Ministers travelled out from a major centre by foot, horse, boat, train and finally by car.

Churches were generally built on land donated for the purpose by a public-spirited settler with an interest in that denomination. Sometimes the land donated was situated within an existing cluster of services; for example, this was the case with all the churches in the relatively large settlements of Lilydale and Lebrina. In other instances the land was on the outskirts of the main service cluster; for example, the Nabowla Presbyterian church and the Turners Marsh Methodist church. The hilly terrain of the Study Area meant that in many cases the donor was able to provide the prominent hilltop site considered desirable for a church. In the Pipers River valley there is a particularly striking church landscape formed by the Karoola (Roman Catholic), Turners Marsh (Methodist) and Bangor (Church of England) churches, all perched on hilltops above the valley.

CHURCH STRUCTURES

The majority of churches in the Study Area were built of timber, as indeed were a large proportion of buildings of any kind until the 1970's.

Before the 1860's most churches in the colony were built of stone and/or brick. Colonial notions were that places of worship should be solidly constructed and well presented symbols of civilisation even if small in size, and those wishing to build churches were often able to take advantage of cheap convict labour and the ready availability of sandstone and clay in many of the early-settled districts. Morris-Nunn's Tasmania-wide 1984 inventory survey of 1054 church buildings and sites showed that, of the surviving churches from the pre-1860 period, only one in Stanley in the far North West was built of timber, and that had been prefabricated in England.⁸⁷

An obvious bias here is the general tendency for stone and brick churches to survive longer than any that may have been built of timber. However, even some supposedly solidly-built churches were short-lived and so do not figure in the 1984 survey. This is true of the first purpose-built church to open in the Study Area at White Hills. The decade from 1840 was a period of considerable church-building activity in the colony as the major denominations became better established and started to build in the rural settlements; the Study Area was no exception. In 1842 St Pauls (Church of England) opened at White Hills, built in a commanding hilltop position and constructed of bricks (probably locally made) with a lancet window, but its use was abandoned by the early 1870's because it had been so poorly built. By 1877 it was no more than a ruin.⁸⁸

The only other church to be built in the Study Area before 1860 was St Matthias (also Church of England), which opened at Windermere in 1843 and has fared better than St Pauls. The walls were made of painted bluestone rubble (probably local), the buttresses and lancet window surrounds of brick brought by boat from Launceston, and the roof of shingles (probably local). The small church consists of a nave, chancel and square tower. Although St Matthias has survived as a functioning church and much-admired landmark, it too has had a history of structural damage resulting from the original faulty foundations and water problems. In 1893 it was reported to be in a poor state of repair and until 1921 it was not used for baptisms or burial services. Substantial restoration work was undertaken in 1920 and 1937-40.

After these two brick and stone/brick Church of England structures were built in the early 1840's, no further public churches were erected in the Study Area until the 1860's. A small Roman Catholic chapel is thought to have opened at Underwood in 1863, and the first Church of the Sacred Heart (also Roman Catholic) in Karoola before 1877 (possibly in the 1860's). These were timber buildings. Little is known of the Underwood chapel, while the church at Karoola was poorly constructed and was replaced with the present structure in 1898, making use of the original timbers.

From about 1860 increasing numbers of churches in Tasmania were built of timber rather than stone or brick, especially in the newly settled areas. Many of these were sufficiently well constructed as to be recorded in Morris-Nunn's 1984 survey. Methods of working with the local timbers were now better understood. The choice of timber was probably one of expediency rather than aesthetics. As the pioneer settlements of independent smallholders in the forested areas of the north-west, the north-east and the far south of the island became better established, so churches could be built, without the earlier advantages of convict labour and pastoral wealth, but quickly and cheaply using the readily available timber. These advantages were also now recognised in districts which had been settled earlier. The oldest surviving timber church in the Study Area (and the second oldest church after St Matthias at Windermere) is the Methodist church at White Hills, dating from 1877.⁸⁹

Settlement of the forested regions of the Study Area did not begin until the 1850's, at Underwood and Turners Marsh/Karoola (Pipers region). After the early Roman Catholic churches had been built in these pioneering rural settlements as mentioned above, timber Methodist churches opened at Turners Marsh and in the goldrush settlement of Lisle. The latter was relatively short-lived, services dropping away in the 1880's and ceasing by 1894 as the goldfield declined. The former is still in use, having been renovated and re-opened in 1985 after a period of closure. This Methodist church at Turners Marsh is the oldest surviving church from the pioneering settlements in the heavily forested districts of the Study Area.

A further twenty-odd timber churches were built in all regions of the Study Area between 1879 and 1945, including some replacement buildings. (The exact number is not known because of uncertainties over how many churches were actually built - as distinct from proposed - at the goldrush town of Lisle; the maximum possible total for the Study Area is 28). The period of greatest building activity was from 1890 until 1920, in line with the phases of maximum expansion and consolidation of settlement in the Study Area. Of these churches all but two

(at Bangor and Tunnel) were constructed of timber. All were purpose-built apart from the Presbyterian church at Nabowla, which is a former state school. Bushfires destroyed two timber churches at Tunnel, and in 1949 the replacement Methodist church was shifted to serve as a Sunday school alongside the Lilydale Methodist church. Elsewhere churches have been demolished or, more commonly, removed to new locations for conversion into dwellings or outbuildings.

Including those already established at White Hills and Turners Marsh by 1879, a total of 14 timber churches remain on site and are recognisable as churches, although the one at Lalla is longer used and is in poor condition and the one at Underwood was converted into a dwelling in 1998. The 14 timber churches are as follows: White Hills (Methodist, 1877); Turners Marsh (Methodist, 1879); Patersonia All Souls (Methodist-built 1882, later Church of England); Underwood (Methodist, 1882); Lilydale (Methodist, 1890); Lilydale (St Annes, Roman Catholic, 1891); Lebrina (St Andrews, Church of England, 1891); Karoola (Sacred Heart, Roman Catholic, 1898); Lilydale (Church of the Ascension, Church of England, 1901); Nabowla (Presbyterian, built as a school in 1900 and converted to a church some time after about 1918); Brown Mountain (Presbyterian, early 1900's, shifted to Lalla to serve as church c1930); Nabowla (Mission Hall, now St Johns, Church of England, 1910-11); White Hills (St John's, Church of England, 1917); Blessington (St Patricks, Roman Catholic, 1919).

Most of the timber churches in use have had substantial alterations, additions or renovations at least once. Those with shingle roofs have been re-roofed in corrugated iron; for example, St Patricks at Blessington was re-roofed in 1926. The original corrugated iron of the Church of the Ascension (Church of England) at Lilydale has been replaced with modern tile cladding. The weatherboard St Annes (Roman Catholic) at Lilydale now has a large red brick extension. In some cases the exterior wall fabric of the original building has changed. The original weatherboards of the Presbyterian church at Nabowla and the Church of the Ascension (Church of England) at Lilydale have been covered with modern cladding; by contrast, the weatherboards of St Patricks at Blessington were replaced in the 1970's with shingles, an older rather than a more modern form of cladding.

Two churches in the Study Area, both Church of England, have unusual exterior wall fabric: one has concrete, another has corrugated iron. St Wilfreds at Tunnel was first built of timber in 1895 and replaced with another timber building as soon as 1914; whether it was destroyed by fire is not known. This second building certainly was burnt in bush fires, possibly the same fire that destroyed the nearby Methodist church. When the third building opened about a year later in 1925, no chances were being taken; St Wilfreds was now a concrete building. It has been converted into a private dwelling.

All Saints at Bangor was built in 1893-5 in the English vernacular style with horizontally-fixed corrugated iron cladding, contrasting with the polished Baltic pine and decorative details of the interior. This is possibly the only historic church in Tasmania with such cladding, and is on the Register of the National Estate and classified by the National Trust. James Atherton was largely responsible for the design, fundraising and construction of the church, so that this building is to a considerable extent a monument to this influential pioneer settler of the district. He was not an architect by profession, but he showed a highly individualistic but practical approach to designing his own home as well as All Saints church.⁹⁰

The history of church building in the Study Area has turned full circle. After a century of building largely timber churches, the most recent church in the Study Area was constructed of brick. This was constructed by the Church of Christ at Dilston in 1973 on the site of the former school, which incidentally had also been used for church services. However, the brick building was converted into the present Bohemian Restaurant in 1981.

A small number of the churches in the Study Area have had other associated structures and features such as convents, schools, Sunday schools, halls, cemeteries, gardens and tennis courts as well as ministers' residences. As has been discussed, the small and dispersed population of the Study Area has meant that few churches have had a resident minister, hence there have been few buildings erected to serve as church residences.⁹¹

The first minister's residence in the Study Area was built through private patronage. Dr Mathias Gaunt, wealthy settler and chief instigator of the building of St Matthias (Church of England) on land donated from his Windermere estate, also built a cottage for the first minister who took up the position in 1845. This minister's residence is said to have been the timber building across the present road from the church, later extended and known as The Grange (since demolished); however, there is some uncertainty concerning dwellings on the Windermere estate.⁹²

Other dwellings associated with churches in the Study Area have no such background of wealthy patronage. Because the largest township, Lilydale was for lengthy periods the base for missions or circuits covering wide areas, there have been church residences here together with other developments - halls, tennis courts, gardens -

reflecting the importance of the church as a focus for the social and sporting life of the district.

The Presbyterian, Methodist and Church of England churches had a manse (two houses, the first built 1890 and the replacement on a new site in 1948), parsonage (1920) and rectory (1900's) respectively, all of them still in use as private dwellings. The Salvation Army Captain's cottage next to the hall was demolished. The Presbyterian and Methodist residences, purpose built for the churches, are typical modest timber houses of their periods. It is not known whether the Church of England rectory, some distance from the church in a glebe of about 8 acres originally, was purpose built or purchased; it has more conspicuous Federation decorative styling than other buildings in Lilydale.

Unlike the other denominations, the Roman Catholic church did not have a resident priest at Lilydale until 1954. However, the Roman Catholics had another form of church residence in the Pipers region; a Presentation Order convent and school was opened alongside the hilltop Karoola Sacred Heart church in 1902. This building fell into disrepair and was demolished, but the house below it that was converted into a new convent and school in 1953 still stands, once again in use a private house. The nuns commuted daily from Karoola after the school was shifted to a new, purpose built concrete and vertical board building in Lilydale (1958-70) which has since been converted to a private dwelling.⁹³

The Presentation Order school was the only church-run school ever established in the Study Area, but the three other major denominations all conducted Sunday schools in halls adjacent to their Lilydale churches; all three are still standing. Two of these were shifted from prior sites and functions to the church site to serve their new role. The Presbyterian hall was formerly the Oddfellows hall in Lilydale, and the Tunnel Methodist church was shifted to Lilydale to serve as the Sunday school. The Lilydale Methodists and Church of England both had tennis courts by the 1920's, the former behind the church and the latter in the rectory's glebe, but both have disappeared.

DENOMINATIONS

Church of England

From the time of first settlement the Church of England enjoyed a privileged position with the colonial government, stemming from its particular relationship with the Crown and the government in England. Most of the military and free settlers were at least nominally Church of England adherents, adding to the dominance of this denomination, by contrast with the Roman Catholic church in particular, most of whose followers were powerless convicts.⁹⁴

Spiritual matters were not of the most immediate concern to the government in the early years of settlement, and the establishment Church of England was not overly zealous. There was no minister resident in the north until a chaplain was appointed to the administrative headquarters at George Town in 1819. A chapel and living quarters were built with the use of convict labour. Until 1823 there were only two chaplains on the island, one each in the northern and the southern settlements.⁹⁵

Church activities expanded greatly under Governor Arthur (1824-36). The role of the church extended to the provision of education which was seen as a means of moral improvement of society, and from 1825 until 1831 government policy was to set aside one-seventh of lands for church and school estates to be managed for their financial support. As the dominant church, the Church of England was the greatest acquirer of land and provider of schooling. After 1831 the policy was changed so that churches were to be funded with cash grants.⁹⁶

Governor Arthur saw a role for all denominations in the moral improvement of the colonial society, particularly the convicts, and gave more support to them than previous governors. He valued the evangelical approach to religion offered by the Methodists and Presbyterians and the pastoral care provided by Roman Catholic priests for their followers. Before he left in 1836, these denominations were all applying to Arthur for government assistance, and the position of supremacy of the Church of England was under threat.⁹⁷

In 1837 the Church Act was passed, allowing for grants under certain conditions to assist any congregation of a certain size with building churches and ministers' houses, and a stipend for ministers of the Church of England, Roman Catholic or Presbyterian church. The privileged position of the Church of England was further diminished by the creation in 1839 of a new Board of Education that replaced the Anglican-dominated by a semi-secular system of education.⁹⁸

Although apparently fair in its terms, the 1837 Church Act particularly benefited the Church of England. By this

time the Church of England was well established in the colony in terms of property and influence, numbers of clergy, sizes of congregation (boosted by the fact that most people with little religious interest were nominally Church of England), and was best able to take advantage of the new allowances and grants to extend their church-building activities into rural areas in the 1840's, often with the benefit of convict labour. This work was assisted by the Society for the Promotion of Christian Knowledge and the Society for the Propagation of the Gospel; these English societies set up a joint committee in Tasmania in 1838.⁹⁹

The first two churches in the Study Area were built in this period of expansion of the Church of England. St Paul's at White Hills was opened in 1842, nearly half the cost of the brick building being provided by a government grant. St Matthias church of stone and brick opened at Windermere in the same year, aided by a SPCK grant. In 1845 St Matthias was the first church in the north to be consecrated by Bishop Nixon, appointed in 1842 as the first bishop of the first diocese in the Australian colonies. Church building continued apace under Bishop Nixon, resulting in many substantial and beautiful structures of stone or brick. In 1840 there were 21 Church of England churches and chapels, increasing to 58 by 1858. However, after the first two as mentioned, no further churches were built in the Study Area during this period as there were no other districts with sizeable populations.¹⁰⁰

In the 1850's the Church of England remained the largest denomination in terms of numbers of nominal adherents, but the Roman Catholics were increasing at nearly double the rate. The question of State aid to churches was the subject of much debate. Some groups sought total abolition of any aid, including in Launceston the Independent Chapel, the Primitive Methodists and the Baptists. The Catholics sought a more fair distribution of funds according to the census figures for the various denominations; this was attempted by the 1862 Distribution of State Aid Act and further modified by the 1868 State Aid Commutation Act.¹⁰¹

After the introduction of these acts a large proportion of the population were Anglicans as before, but the Church of England no longer enjoyed disproportionate special benefits. Despite its large nominal following and the increasing numbers of churches in more settled districts, the Church of England was not able to keep pace with the spread of settlement into the forested regions of Tasmania. The zealous and evangelical Methodists were considerably fewer in number but much more aggressive in building churches in new settlements in the 1870's and 80's, in the Study Area as in other parts of Tasmania. No Anglican churches were built during these decades of rapid expansion of settlement in the Study Area, compared with seven Methodist churches.¹⁰²

However, a great change came about in Bishop Montgomery's time (1889-1901). Many churches were built in new settlements in Tasmania including the Study Area during this period, despite the economic depression of the 1890's. Montgomery was tireless in visiting remote areas, claiming that a bishop "must be a missionary in his unwearying attention to the smallest and newest bush settlement" (Stephens, 1992, p113). In 1891 St Andrew's church at Lebrina was dedicated, the first new Anglican church to be built in the Study Area in nearly forty years.¹⁰³

Reverend Breguet was active in the 1890's in the huge parish which included the Study Area, travelling out from Scottsdale to conduct services. By 1895 he was pressing for the Bishop to assist local communities, including the All Saints church which had been built at Bangor, largely through the efforts and donations of pioneer settler James Atherton. The Bishop replied that he hoped that the next place to be assisted by the church would be a district on the Scottsdale railway line. True to his word, churches were built at Tunnel and Wyena in 1895. Rather surprisingly the large congregation at Lilydale did not have its own church until 1901, and later a rectory with glebe including a tennis court.¹⁰⁴

After Bishop Montgomery's time, further churches were built somewhat belatedly at Underwood (1905), Nabowla (1910/11; a multi-denominational chapel had been built in 1892) and White Hills (1917; the original 1842 church was unsound and had been demolished in 1882, after which services were held in homes). At Patersonia the 1882 Methodist church was also used by the Anglicans, who later bought it and in 1981 renovated it.

Three Anglican churches stand out for their built heritage values. The two churches in the Study Area to be listed on the Register of the National Estate are both Church of England; these are St Matthias at Windermere (designed by architect John de Little, opened 1843) and All Saints at Bangor (1893/5; designed by settler James Atherton; now privately owned), representing very different phases of church-building and built in very different architectural styles. The Church of the Ascension (1901) in Lilydale was the only other church to be built by a notable architect, namely Alexander North.¹⁰⁵

In addition to these three churches, three other Anglican churches are still standing at White Hills, Nabowla and Lebrina as well as the former Methodist church at Patersonia. Ten Study Area districts have had churches built by the Church of England, the same number as the Methodist church.

Roman Catholic Church

The early history of the Roman Catholic Church in Tasmania differs strikingly from that of the Church of England. In the first half of the nineteenth century most Catholics were convicts or ticket of leave men and so were too poor to raise money for church building. By contrast the Church of England, as well having favoured status with the government, had the advantage that its congregations were largely much wealthier free settlers and government officials.¹⁰⁶

The first permanent priest in the colony was Father Conolly, who was appointed in 1821 and visited Launceston at least three times a year to celebrate mass with the largely convict congregation. Roman Catholics of more respectable and affluent background were generally too ashamed to support their church and chose to attend Protestant services. In 1838 the first resident priest, Father Cotham, was appointed to the new parish of Launceston, but there was still no church until the mid 1840's because of the inability of the congregation to raise funds and the limited support from the government. Despite these difficulties, as early as 1838 there was some provision for catholic education in the Launceston area, although an application for government aid for schools for the female children of the Roman Catholic poor in Launceston and the district of Cocked Hat (Breadalbane / Relbia) was deferred.¹⁰⁷

In the 1840's Father Butler assisted in the north of the colony, travelling extensively to celebrate mass in country areas including Evandale and George Town. On these travels he may have stopped at the early-settled districts of the Lower North Esk (Relbia / White Hills) and the Tamar region of the Study Area. In 1848 about 16% of Launceston's population were Catholics, with nearly half of the parish's congregation living on the fringe in country districts. The priests travelled into country areas more than the ministers of other denominations.¹⁰⁸

At this time the colony's Catholic congregation was increasing greatly compared with other denominations. Many of the Catholics were convicts or ticket of leave men and arguably in particular need of spiritual encouragement, but there were only three priests to serve them; the church leaders pointed out the disparity in government assistance in comparison with the Church of England and Presbyterians. In 1850 the Catholics, with a quarter the number of Anglicans in the population had only a tenth the number of churches.¹⁰⁹

Despite this disparity, Bishop Willson was determined to provide for Catholics living in country areas. The Roman Catholic church expanded through the settled country districts of Tasmania in the period 1854-60, and then concentrated on the east coast, north-west coast and the east Tamar/Pipers regions in 1860-65, in some areas taking advantage of the new Land Acts to acquire land. A chapel was opened at Underwood in 1863 (location uncertain, long since gone), and another at Karoola in 1868 (replaced on a new site). By 1869 there were 21 priests in Tasmania, but these two small pioneer settlements in the Study Area were within the huge Launceston parish and continued to be served by a visiting priest.¹¹⁰

Certain sizeable country centres in Tasmania were settled predominantly by Irish Catholics, such as Westbury, Deloraine and Franklin. In the Study Area, the majority of settlers in the Turners Marsh/Karoola and Blessington districts were Catholics. The small and remote Blessington congregation had no church until 1919 (the church is still in use), but as noted above the more accessible and more populated Turners Marsh/Karoola district had a chapel by 1868. This was replaced by the present substantial church in 1898, and four years later the sisters of the Presentation Order opened a convent school next to it, the only denominational private school ever to be conducted in the Study Area.¹¹¹

By this time two other Catholic churches had been built in the Pipers region, at the relatively large centres of Lilydale (1891; still in use) and Lebrina (date unknown, building shifted for use as outbuilding). There may also have been a chapel at the goldmining settlement of Lisle in its boom period (1879-80); one was proposed, but it is uncertain whether it was actually built.

In summary, there have been a total of five or six Catholic chapels/churches in the Study Area, fewer than the Methodist and Church of England churches and less widely distributed as four of them were within the Pipers region. Three of the buildings, dating from 1891, 1898 and 1919, are still in use as churches at Lilydale, Karoola and Blessington respectively.

Nonconformists: Methodist Church

There have been strong regional variations in Tasmania in terms of support for particular religious denominations. In the North-West the members of the Nonconformist denominations (Methodists, Baptists and

Congregationalists) were all relatively numerous, in 1870 accounting for 30% of the East Devon population compared with only 12% of Tasmania as a whole. In the Study Area, the Methodists have been very strong with more churches than any other denomination, but there have been no Baptist or Congregational churches. ¹¹²

The first visit to Launceston by Wesleyan Methodists was made in 1822, followed four years later by a short-lived attempt at setting up a chapel with a minister. During the 1820's Governor Arthur actively supported the Methodists in their quite successful efforts to give spiritual encouragement to convicts in the colony. In 1832 the faith was at last successfully established in Launceston and a chapel was erected in 1835. ¹¹³

Itself the result of a schism in the Church of England, the Wesleyan Methodist church underwent further divisions. The Primitive Methodists ('Prims') set up their main Tasmanian base in Launceston in the 1850's, and in 1877 a local schism resulted in prominent businessman Henry Reed forming the breakaway Christian Mission Church. In 1902 the Prims and the Wesleys came together in the Methodist Union. ¹¹⁴

Soon after the erection of the first chapel in 1835, the Wesleyan Methodist minister was quick to establish a Launceston Circuit of numerous preaching places in the northern midlands, served by a preaching plan manned with the assistance of local lay preachers. At its inception in January 1836, this circuit included two preaching places in Lower North Esk region of the Study Area: the property Curraghmore at White Hills, and White Hills (unspecified location). These places were dropped from the plan later in 1836, but it is thought that local services may have continued in a small brick chapel known to have been built on the Lenna property, which possibly was the original unspecified White Hills preaching location. This chapel (no longer standing) may have been the earliest purpose-built chapel or church in the Study Area. ¹¹⁵

The Wesleyan Methodist church attracted a relatively small but very active congregation, despite the fact that along with the Roman Catholic church, the Methodists received considerably less State aid before 1868 than would be expected in proportion to the number of adherents. Many prominent Launceston businessmen and landowners (including Gleadow, Grubb and Archer) as well as smaller proprietors became lay preachers. At Grubb and Tyson's sawmill at Underwood which was the first permanent settlement in the heavily forested districts of the Study Area, established in 1854, mill manager William Crabtree conducted Methodist services for the employees and their families. ¹¹⁶

The system of active lay preachers enabled the Methodists to move into new areas and establish small but enthusiastic congregations, which would in turn build churches and send local lay preachers into other new areas. In 1870 Launceston, with a total population of about 10,600, had about 990 Wesleyan Methodists compared with 4,700 Anglicans and 2,200 Roman Catholics. Despite this relatively small congregation which did not grow markedly in Launceston over the next two decades, in physical terms the Methodist church did expand considerably. At this time the vigorous expansion of the Methodists in Tasmania, particularly into the new pioneer settlements, compared strikingly with the lukewarm efforts of the much larger Anglican church. ¹¹⁷

In the 1870's and 80's numerous Methodist churches were built in the growing suburbs of Launceston and in surrounding rural districts, including the Tamar Valley. In the Study Area the Methodists were the most active of all denominations in church building at this time. At White Hills, an early Methodist centre as noted above, a new church was built in 1877. Methodists set up churches in the new bush settlements at Turners Marsh (1879), the gold town of Lisle (1879), Lilydale (1880 multi-denominational church, 1890 Methodist church), Underwood (1882), Patersonia (1883), Lebrina (n.d) and Lower Turners Marsh (n.d). ¹¹⁸

Although the Methodists were by far the most active denomination in building new churches in the Study Area in the 1870's and 80's, their congregations may have been small. In 1882 the White Hills school had 27 pupils who were nominally Church of England and only 5 Methodists; the Upper Pipers River (Lilydale) school had only two Methodists amongst 43 pupils, while the Turners Marsh school of 54 pupils had no Methodists, despite there being a local Methodist church. ¹¹⁹

In the absence of local church services of their own denomination, some settlers attended those of another denomination. Lutheran German settlers in the Lilydale district found that the Methodist church met their needs. The Methodists in Tasmania lived in peace with other denominations, although there was some anti-Catholic sentiment amongst Protestants generally; in Lilydale the Methodists combined with the Presbyterians and Independents to build the Union Church. The influence of the Methodist church probably made a significant contribution to the very strong temperance movement in the Lilydale district. ¹²⁰

As the district prospered, so the Lilydale Home Mission flourished and extended through the Pipers and Little Forester regions. The Preachers Plan for 1902 listed several local lay preachers and included services at Lilydale,

Underwood, Turners Marsh, the new church at Tunnel (built c1902), Lebrina and Wyena (probably held in the Anglican church or the school). In 1913 the Home Mission was changed to a circuit which included Nabowla, but by 1916 Nabowla had been taken over by Scottsdale and Retreat had been added, with services held in the school. The last Methodist church to be built in the Study Area was at Swan Bay (1923).¹²¹

In 1977 the Australian Methodist, Presbyterian and Congregational churches combined to form the Uniting Church. In Lilydale the Methodist church was selected for use by the combined congregations in 1985 and the Presbyterian church was subsequently sold. Of the ten Methodist churches in the Study Area, four still stand in their original locations, are in good condition and are used as churches: White Hills, Turners Marsh, Lilydale (the adjoining parsonage is in use as a private dwelling) and Patersonia (sold to the Church of England). The Tunnel church building is in use behind the Lilydale Uniting church as a Sunday School. The Underwood church is on site, was converted to a house in 1998, while the Swan Bay church has been removed for use as a farm outbuilding.¹²²

Presbyterian Church

The first organised meetings of members of the Church of Scotland (later the Presbyterian Church) took place in Launceston in 1831 and a kirk was opened in 1833. Like the Church of England, the Church of Scotland received more state aid than would be expected if fairly distributed according to the number of adherents. With this assistance, by the middle of the nineteenth century the Presbyterians of the colony had built more churches in proportion to the size of their congregation than any other denomination, more even than the Church of England.¹²³

This disparity was pointed out by the Catholics; in 1850 the Presbyterians were only one-third the number of Catholics in the population, but they had built more than three times the number of churches. The disparity continued, so that in 1861 the Catholics complained at the unfairness of the distribution of the annual total grant of £15,000 to clergy. The Catholics grant had been only £1,810 instead of the £3,465 expected if distributed according to numbers. With the Church of Scotland the situation was reversed: the grant was £3,070 instead of only £1,892 if distributed fairly. These and other disparities ceased with the passage of the State Aid Commutation Act of 1868.¹²⁴

Despite this very generous level of government support for the Presbyterians before 1868, no churches were built in the Study Area in this period. It is surprising that the sizeable number of relatively prosperous Scottish free settlers in the White Hills district did not establish a local church; possibly services were held in other buildings.¹²⁵

In 1870 there were about 1,200 Presbyterians amongst the 10,600 residents of Launceston, compared with about 4700 Anglicans and only 990 Methodists. These Presbyterians belonged to either the mainstream Church of Scotland (the Presbyterian Church of Tasmania from 1878), or the smaller Free Presbytery of Tasmania, established by the Free Church of Scotland in 1853. The two combined in 1896.¹²⁶

Some of the earliest settlers in the Lilydale district were elders of the Church of Scotland, so that public worship began in this pioneer bush settlement in 1865. Presbyterians were prominent amongst the founders of the multi-denominational Union Church, built in Lilydale in 1880. By 1882, 13 of the 43 pupils at the school were listed as Presbyterians, comparable to the 12 each of Anglicans and Catholics and considerably more than the two Methodists. The Union Church was the first church in the Study Area with at least a strong Presbyterian component, and became St Andrews Presbyterian Church in 1890 when the Methodists built their own church.¹²⁷

The north-eastern part of Tasmania was one of the few rural strongholds of the small Free Presbytery of Tasmania. The Lilydale district was visited by a minister from the Free Church, at first from its main base at Launceston and then from Scottsdale for some years until a Home Mission under the Session of Scottsdale was established at Lilydale in 1887. A manse was soon built and by 1900-10 the Home Mission had extended into many small centres between Underwood and Scottsdale, with services being held at Brown Mountain (near Underwood), North Lilydale, Ferney Hill (north of Golconda, just north of the Study Area) and Nabowla, and probably also at Lisle and Golconda.¹²⁸

In contrast to the Methodists, the Presbyterians were slow to erect their own purpose-built churches in these centres and never spread into other regions of the Study Area. The small church on Brown Mountain was built on private land by a Presbyterian family (and moved to nearby Lalla in the early 1930's), but in Nabowla services were held in private homes or the chapel used by all denominations until the old school was donated to the church

some time after 1918. At North Lilydale the school and private homes were used for services until 1945 when a church was finally built, the last church of a major denomination to be built in the Study Area. ¹²⁹

In 1985 the Uniting Church, formed in 1977, combined its Presbyterian and Methodist congregations at Lilydale into one based at the former Methodist church. In 1989 the redundant Presbyterian church was sold for removal. Of the four known Presbyterian church buildings, only two remain: the dilapidated and unused Lalla church (shifted from Brown Mountain in the early 1930's), and the Nabowla church in the former state school. ¹³⁰

Salvation Army

The Salvation Army was conducting meetings in Lilydale from 1885, only about seven years after the evangelical group had been founded in England by William Booth. In 1880 pioneering members set up the first Australian group in South Australia, after which the movement spread to Melbourne in 1882, from there to Launceston in 1883 and marching on to Hobart later in the same year.

The Salvation Army progressed quickly; crowds flocked to gatherings and new barracks opened in Launceston in 1885. Officers marched into new districts, playing music, preaching their message and distributing *The War Cry*. Lilydale was one of these districts, along with others including Latrobe, Longford, Deloraine, Beaconsfield, Ulverstone and Waratah. Lilydale was the only centre in the Study Area to have a Salvation Army hall and adjoining officer's cottage; the second purpose-built hall survives on the Bardenhagen sawmill site, to which it was shifted to serve as an office. The evangelical group moved out some distance from Lilydale on the rough tracks, carrying their instruments to play in outlying districts including the mining settlement at Lisle. ¹³¹

COMMUNITY HALLS

This discussion is an overview intended to present the historical context in which halls for meetings and social events were provided, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or halls, refer to the appropriate Settlement section.

After a post office, school and church, the most common service to be provided in many small rural centres was a public hall. Twenty two districts across the Study Area have had, and in many cases still have, at least one hall (often with adjoining recreation ground) owned or controlled by local government (now the Launceston City Council) or a community group and used for social, sporting, recreational, educational, civic and sometimes religious activities.

The first known purpose-built halls (no longer standing) for social and recreational purposes in the Study Area were erected at the goldrush settlement of Lisle in 1879 when its population peaked at about 2300. However, these assembly rooms and dance halls (as well as coffee rooms and shooting galleries) were built by private entrepreneurs with a profit motive and were often associated with hotels. Similar buildings were erected, possibly by the company, in the early 1880's in the short-lived slate quarrying settlement of Bangor. These, too, were not community-built halls. There was no such hall in Lisle until 1921, by which time it had become just another small farming and sawmilling settlement. After the quarrying phase at Bangor the small rural community used a barn and a private hall for social functions, and later the large Sunday School hall (date uncertain).

Dates of erection of the first hall in many districts of the Study Area are known, and from this it is clear that community-built halls were erected by relatively well-established communities with at least a school and a post office, and often a church as well. A public hall was a non-essential service that was not provided by the government, and arose from the community's own perceived needs together with the ability and resources of its members to work together to raise funds, obtain and clear a suitable site, raise funds, and finally to build, manage and maintain the hall. This was not feasible until at least a core of settlers had emerged from the initial pioneer phase on their own holdings.

Before the settlers had built a hall, and in some smaller communities that never built one, such as Retreat, local gatherings often took place in an existing school or church, or a room in someone's house or a barn. At Underwood, St Stephens Church Hall (1905) was planned from the outset to serve both as a church and a community hall.

Community-built halls appear to have been a feature of the relatively socially homogeneous bush settlements,

inhabited by independent pioneer farmers of modest means and a desire to start a new and fulfilling life for their family.

The first known community-built hall to be built in the Study Area was the Mutual Improvement Society's Assembly Hall in Lilydale (1883), later moved and since demolished. The first few settlers in the district had arrived only two decades earlier, but already the enterprising and public spirited community had made clearings in the dense forest in which they had established productive farms, a school, a post office, a church and stores before turning their attentions to a hall, the first of several in the township. The second district to acquire a community-built hall (now demolished) was probably the tiny and remote settlement of Blessington (1892). Most other communities built their first public hall in the 1900's-20's period.

By contrast, there were settlers in the Lower North Esk and Tamar regions as early as 1820 who, with their greater capital and convict labour together with the better access and easier land to clear, should have been more readily able to build public halls. Inns and churches were built in the first two decades but no early community-built halls are known to have existed. The White Hills hall is thought to have been privately built in the 1930's and later came into Council control, while the Dilston school building became a hall when the school closed in about 1954.

Early information is generally scanty so that it is possible that in fact halls were built in these older settlements. This difficulty aside, there are socio-economic factors that may have contributed to the lack of known early public halls here. There may have been no perceived need for halls. The pre-1860 society of the Lower North Esk and the Tamar regions was by no means socially homogeneous. Once their more permanent and relatively spacious houses had been erected, the few large landowners could hold their private entertainments and gatherings in their homes. The small tenant farmers and convict labourers were generally catered for by the inns, but some events may also have taken place in landowners' barns.

The districts in the Study Area that are known to have had at least one community hall are as follows: White Hills (*1930's) and Relbia (Lower North Esk); Blessington and Upper North Esk(*1928) (Upper North Esk); St Patricks River, Nunamara (*1928), Patersonia (*1927), Myrtle Bank, Targa/Myrtle Park (*1930), Diddleum (St Patricks); Underwood, Lilydale (*1918, 1955), North Lilydale, Karoola (* 1930), Bangor (*unknown), Tunnel, Lebrina (*1933) (Pipers); Wyena, Lisle, Golconda, Nabowla (*1926) (Little Forester) and Dilston (*converted from school 1954) (Tamar).

In the districts marked with an asterisk*, a hall is still standing where it was erected (date given) and has not been given over for another purpose. The oldest such hall is the Lilydale Show Building, erected at the Recreation Ground in 1918 to replace an earlier structure in Station Road (c1897). This unlined timber structure, originally with shingled roof, is a relatively large hall, as are most of the others still in use. However, some were not much larger than domestic garages, for example those at Myrtle Bank (1908) and the Diddleum sawmill settlement (c1950's).

Most halls were plain gable-roofed structures built of unpainted or painted timber; many were lined with pine or hardwood. Exceptions are the St Patricks River (1903, not standing), Myrtle Park and Bangor Halls which were/are clad in corrugated iron. The Lilydale Memorial Hall, opened in 1955 after some years of planning and building, was more grandly constructed of poured concrete in the post-war International style. This hall received some government subsidy as a War Memorial, as did the Karoola, Lebrina, Tunnel, Underwood and Bangor halls in the Lilydale Municipality; the St Leonards Municipality has not been researched in this regard.

Most halls were built in the existing service centre, apart from the North Esk Memorial Hall which was erected at a road junction in such a position as to best serve the wide scatter of small settlements in the Upper North Esk region. In all parts of the Study Area, people often travelled some distance, often on foot, to halls in other districts to attend social functions, especially dances. The halls were thus well-known landmarks and important social foci in the wider region as well as the local district. However, several of the earlier halls as listed below were sold off and relocated for new uses when they were no longer required. Those marked with an asterisk* are known to survive in their new landscape context : Myrtle Bank*, Diddleum* and Lilydale (Mutual Improvement Society Assembly Hall, Good Templars, Military/Druids*, Salvation Army*), Tunnel (first* and second public halls), Wyena* and Lisle.

Some were moved only a short distance, for example the former Military Hall (built 1899, later became the Druids Hall and later still part of the Lilydale Area School) which was moved from Station Road in Lilydale to a nearby paddock to serve as a barn. This is the oldest known surviving hall building in the Study Area. The Wyena hall (1924) was moved as far away as Windermere Farm (Tamar) to be used as a shearing shed.

PUBLIC HOUSES

This discussion is an overview intended to present the historical context in which public house and related services were established, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or establishments, refer to the appropriate Settlement section.

The term 'licensed house' and 'public house' (or 'pub') are general ones for licensed premises. A tavern was a small drinking house, an inn usually provided accommodation for travellers, and a hotel only came into official use later to describe larger establishments with accommodation. The districts in the Study Area to have had at least one public house and (from readily available records which may not be comprehensive and may only commence from 1833) the earliest year in which a public house is definitely known to have been licensed, are as follows: Dilston (1833) and Mount Direction (1861?) in the Tamar region; White Hills/Relbia (1833) in the Lower North Esk region; Patersonia (1876), Nunamara (1881) and Myrtle Bank (1882) in the St Patricks region; Denison (1878), Lisle (1879) and Golconda (1891) in the Little Forester region; Turners Marsh/ Fingerpost (1881), Underwood (1881), Bangor/Lower Turners Marsh (1883), Lilydale (1884), Karoola (1886) and Lebrina (1886) in the Pipers region. Public houses in these districts are discussed further in the relevant Services sections.

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Since the late 1890's there has been at most only one licensed house in the entire Study Area, with none at all between 1963 and 1976. This situation contrasts markedly with earlier times. In 1833 (and possibly earlier) George Coulson held a licence for the Friends Arms at Dilston and William Russell for the Opossum Inn at Relbia/ White Hills, and over the next three decades there were several other inns in or near these early-settled districts. From that time to the present there have been around 30 licensed public houses in or very near the Study Area; the number is not known precisely because of the uncertainties resulting from frequent changes in name and licensee, particularly in the early years. These observed changes in numbers of public houses over time in the Study Area are consistent with trends in other parts of the State, and contributing factors can be discerned.

In the early years of European settlement, intoxication was a widespread problem but this resulted from drinking spirits received in payment for goods or labour rather than from the few licensed public houses. In Bigge's inquiry of 1819/20 it emerged that the spirit rations issued as a form of payment were used for barter or sale as a currency of exchange by every class of person so that there was little need for licensed public houses. Some officials even sold spirits for cash to the few licensed houses, as they had paid no duty and so could undersell importers who were forced to pay duty to the government, which regarded it as a revenue earner. Licences were obtained by applying to the lieutenant-governor with a memorial, certified by a magistrate if a new application. In 1820 there were only four licensed public houses in country districts. None of them were in the Study Area although by this time some settlers had taken up land in the Lower North Esk region and the main route from Launceston to Hobart traversed it. Even in Launceston there were only two public houses.¹³³

Local distilleries were established in the 1820's, but they suffered from 1826 when the government decided to charge higher duties than on imported spirits and finally banned distillation altogether in 1838. Local brewing had also started in the 1820's and, by contrast, this was encouraged by the government. There were more than 50 breweries in the colony by 1851. In the wake of the breweries came the multiplying taverns and inns to serve the growing population. During the 1820's the colony's population, both convict and free, increased steeply. By 1831 there were at least 22 licensed premises in Launceston.¹³⁴

Settlement had spread between and outwards from Launceston and Hobart with most good farmland now occupied, and during the 1830's the government was undertaking extensive roadworks in these areas so that there were more people travelling. By 1833 the first officially licensed inns had been opened at Dilston (Tamar), where Coulson's Inn was conveniently located for travellers by both water and land, and at Relbia/ White Hills (Lower North Esk) where there was a sizeable local population of convict servants and tenant farmers as well as travellers. Between 1830 and 1840 the ratio of licensed houses (pubs) to population in the colony had increased from 1: 201 to 1:165.¹³⁵

The pubs were well patronised, partly because there were few alternative entertainments for the convicts and labourers, and drunken behaviour and associated crimes were a considerable problem. The first steps towards the formation of a temperance movement were made by Quakers G.W. Walker and J. Backhouse soon after their arrival in Hobart in 1832. Several temperance societies were formed in the 1830's and 40's, not without due cause as in 1848 drunkenness was the commonest criminal offence.

The temperance movement strengthened and came to prominence in the early 1850's, when it took its place alongside the anti-transportation movement that also sought to improve local society. Although liquor interests were powerful because the government earned 55% of its revenue from spirits, in 1854 there was sufficient pressure from the temperance movement for the passage of a Licensing Bill to regulate sales of liquor by increasing the annual licence fee, as well as requiring pubs to provide sleeping accommodation and stabling for the traveller, and controlling games and Sunday opening.¹³⁶

The measures appeared to have some effect on numbers of pubs in relation to the population of the colony, which dropped from one pub per 175 people in 1855 to one per 228 in 1870. However, the effect may have been more apparent in the larger towns where pubs were largely drinking houses (taverns) and many were the scene of illicit trading, gambling, fighting and immoral activities. In the Study Area some new licences were granted in this period in the rural Tamar and Lower North Esk regions, where the growing numbers of travellers also required the accommodation and stabling facilities offered by inns. However some rural establishments of this period were just as bad as those in the towns, and sly grog shops (unlicensed liquor traders) flourished everywhere.¹³⁷

In the late 1870's and 1880's the St Patricks, Pipers and Little Forester regions entered into a boom period of economic and population growth, as in many other parts of the Tasmania, led by mineral discoveries and related public works expenditure on roads and railway construction. For these reasons this was also a period of great increase in the number of new licences. Some entrepreneurial pioneer farmers in small rural areas on through routes (especially to mineral fields) opened public houses, usually with associated facilities such as stabling for private travellers and stage coaches. In the Study Area such premises were established at Nunamara, Patersonia, Myrtle Bank, Turners Marsh / Fingerpost, Underwood, Karoola, Lilydale and Lebrina. The last three benefited greatly from the custom of railway construction workers, while the hotel at Bangor/Lower Turners Marsh served the large but short-lived slate quarry workers' market as well as travellers and the local settlers. The one transient pub at Denison and the four pubs at Lisle were purely a product of goldrushes.¹³⁸

Looking at the colony as a whole in contrast to the Study Area, the 1880's saw declining numbers of licensed houses in relation to population. However, the decrease was probably largely in the towns and in the long-established rural areas, while new pubs appeared in newly settled parts and mining towns, both of which were common at this time in the Study Area. This was a time of contrasts, with much drinking and gaiety on the one hand and much high-flown expression of public morality on the other hand as many colonists desired to put the convict past behind them.¹³⁹

The temperance movement strengthened in Tasmania as in other parts of Australia, and in the 1880's there was an overall decrease in apprehensions for drunkenness, hotels were generally run better and there were improvements in accommodation. The movement was particularly strong amongst the community-minded settlers of Lilydale. The licence of the Railway Hotel does not appear to have been renewed after 1887, but local residents opened boarding houses, temperance hotels and coffee palaces over the next ten years or so. Another temperance hotel was conducted in nearby Lisle at the peak of the goldrush, alongside four licensed hotels that also acted as venues for court hearings, religious services, stage entertainments and balls. At Lisle it was largely the additional 25 or so sly grog (unlicensed) shops that caused serious law and order problems.¹⁴⁰

As a concession to the strong temperance campaign, the 1889 Licensing Act brought in stricter accommodation requirements for new applications; in country areas, ten bedrooms to be provided instead of the former four. Existing establishments not meeting this requirement were known as public houses, while the new ones were hotels. Only one district in the Study Area acquired a licensed hotel for the first time after the 1889 Act. The Golconda Hotel opened in the railway township in 1892, a time of optimism for the goldfields in the vicinity. Although the field was never very successful, the hotel remained in business until 1930, more than 30 years after the Picnic Hotel at Dilston, the only other in the Study Area, had closed.¹⁴¹

The Australia-wide temperance movement sought 'local option' legislation in each State, whereby local individuals could lodge objections to a public house licence on the grounds that it was not required or that it destroyed the peace. If a petition showed the local majority was against the licence, then it had to be refused. The full local option was finally achieved in Tasmania in 1908, although even then many were excluded, especially women, as only ratepayers could vote. By 1910 the ratio of hotel licences to population was 1:491, a far cry from that of 1:165 in 1840.¹⁴²

Loone (1928) gave an account of the successful local opposition over many years to the granting of a hotel licence for Lilydale, a sizeable township with no licensed hotel since the late 1880's. World War 1 had served to further strengthen the State-wide temperance campaign, resulting in early closing regulations. Finally in 1930 the license for the Golconda Hotel, the only hotel still trading in the Study Area, was transferred to a former boarding house

in Lilydale. A replacement Chalet Hotel was built in an unusual rustic log cabin resort style in 1946, but after it burned down in 1963 there was once more no licensed hotel in Lilydale, nor indeed anywhere in the Study Area, until the modern brick Alvern Inn (now known as the Lilydale Tavern) opened in 1976. (The modern Signal Station Tavern also trades at Mount Direction, just to the north of the Study Area). With modern vehicles and roads enabling greater distances to be travelled and alternative entertainments and bottle shops to be accessed, together with the inhibiting effects of drink-driving legislation, few hotels are required.¹⁴³

While there are anecdotes and local folklore associated with some of the public houses in the Study Area, surprisingly little of substance is known about many of the buildings and in some cases not even their exact location, let alone their fabric and style. Some may have only been licensed for a year or two, for example the Denison at the shortlived Denison gold field and the Caberfeidh at Underwood, while others may have remained open for decades (possibly with changes of name and licensee), including Coulson's Inn at Dilston, the White Hills Inn and the Golconda Hotel.

Of the approximately 30 public house buildings thought to have existed, few remain as standing structures. Three of the four that are relatively intact are of substantial stone or brick construction and are amongst the earliest of the public houses to have been built in the Study Area in the long-settled Tamar and Lower North Esk regions. One is Coulson's Inn, licensed by 1833, which is a two-storied, rendered bluestone building. Hardman's Farmers Inn at White Hills (licensed by 1859 and possibly built earlier) is also of rendered brick, while according to folklore another surviving White Hills bluestone building was erected as a hotel but never licensed. At Nunamara, the wooden building (partly split timber) known as The Corners has been used for several central place functions but earlier was the St Patricks Hotel (1882). All four of these former hotels are well-known and prominent landmarks.¹⁴⁴

Other hotels remain in the landscape but in a more cryptic form. Part of the split timber Railway Hotel at Lilydale (second building, mid 1880's) survives in a modern house, and the same may be true of the Mount Arthur Inn at Patersonia (1876). Some of the other former hotel sites are known to locals and are marked by a few bricks or mature exotic trees.

POLICE

This discussion is an overview intended to present the historical context in which police services were provided, and to enable comparisons within the Study Area. This analysis draws on the information presented in each region/district discussion in the Settlement section. Only additional sources are listed in reference notes here; for details, locations and sources for particular districts or police stations, refer to the appropriate Settlement section.

In the 1990's Lilydale was the only centre in the Study Area to include a police station, and even here the service was provided only part-time by a non-resident officer. However, there have been as many as seven districts to have had police stations for some period since the first station was established at Dilston before 1821. The police station(s) were at Dilston (Tamar), White Hills (Lower North Esk), Patersonia (St Patricks), Lisle (Little Forester) and Lilydale, Bangor and Lebrina (Pipers). (There was no police station in the sparsely settled Upper North Esk region, but local people refer to a site with foundation stones as 'The Barracks'; this has not been researched, but possibly it was a police or military post).

All seven stations were operating concurrently for a few years from 1887/8, and all apart from the station at the vanished goldrush settlement of Lisle remain in some form in the built landscape as detailed in the services discussions for the relevant districts. Between them the seven police stations represent the major phases in the history of the police force in Tasmania.

In 1804 the police force of the Port Dalrymple settlement consisted of Chief Constable Thomas Massey and three subordinate constables. From 1812 the northern and southern settlements were unified under the control of the governor based in the Hobart settlement, and three years later all police were under the authority of a Police Magistrate. For some years police constables were given rations, clothing and spirits but no salary, so that they either had other part-time paid employment or their own farm. This was not sufficient inducement to attract many free settlers so that constables were hard to obtain, presenting problems for a colony in which crime was rampant. Recruits consisted largely of convicts on ticket of leave, including Michael Fitzgerald who by 1820 was stationed at Dilston as a police constable on a small farm on the main Launceston-George Town road.¹⁴⁵

When Lieutenant-Governor Arthur took up duties in 1824, he paid particular attention to the problems of the police force when re-organising government administration of the colony, of which the largest single element was

the increasing convict population. He introduced a salary for police officers and so was able to abolish the practice of constables working only part-time at their police duties while running their own farms. In 1828 Arthur divided the colony into nine Police Districts, each with a Police Magistrate representing the central government, and a field police force composed of convicts, some of them mounted. The Study Area formed a part of the Launceston Police District, one of its officers in 1831 being Peter Lette of Curraghmore at White Hills. Soon after the abandonment of the assignment system of convict assignment in favour of the probation system in 1840, a separate Convict Department was established. This relieved the police of much of the convict work, allowing time for a range of other duties such as the licensing of timber cutting and the collection of agricultural statistics.¹⁴⁶

Arthur's system remained in place until soon after 1856 when responsible government was introduced. The new municipalities of Hobart and Launceston assumed control of their own police services. Likewise, from 1865 until 1898 rural municipalities that had already been formed since the 1858 Rural Municipalities Act, and new ones as they came into existence, also set up their own Municipal Police forces, guided and supervised by an Inspector of Police. Where no municipal authority had been set up, areas were policed by a Territorial Police force, which from 1867 was directly appointed and controlled by the Inspector in Hobart.

This dual system of police control did not prove satisfactory, as shown by the Territorial Police report of 1868, which commented that this force was weakened and isolated by the establishment of the various intervening Municipal Police forces. The following year the Inspector reported that the Territorial Police were thinly spread, but generally efficient and well regarded. Convict transportation had ceased and serious crimes were fewer:

"Commission of serious crime is on the decrease, and where violence accompanies it, it is generally the result of intoxication. In minor offences there does not appear to be any great diminution, but their commission is confined principally to the convict class" (JHA 1868/26).¹⁴⁷

The Municipality of Launceston (the urban area) had its own police force, while the Police District of Launceston (Selby), consisting of outlying areas beyond Launceston including at first all of the Study Area, was part of the Territorial force. In 1864 this District employed 11 constables, including one each at Thorpe (the Coulson property at Dilston) and White Hills. By 1867 the White Hills outstation was not listed but one of the District's nine outstations (station houses all in good repair) was at nearby Breadalbane (outside the Study Area). The Municipality of Evandale was established in 1865 and soon, if not immediately, included the White Hills district within its boundaries, but no police officer appears to have been stationed here by that municipal council initially. However, by 1880 there was a police constable stationed at White Hills, employed by the Municipality of Evandale. This was the only district in the Study Area to have a Municipal Police constable, one of about 200 such officers in the colony in the late 1880's.¹⁴⁸

In 1869 the Territorial Police of Launceston (Selby) temporarily appointed two special constables to supervise railway works. It is likely that some of their time would have been spent at the large railway construction encampment of about 100 men at Jingle Valley (Lower North Esk) on the Launceston and Western line. By 1880 there were Territorial Police constables at Patersonia on the main road to Scottsdale and at the goldmining boom town of Lisle as well as at Dilston. In 1887/8 further Territorial police residences were built at Upper Pipers River (Lilydale) and Halls Track (Lebrina), both growing rural service centres and railway construction settlements, and also at the slate quarrying settlement of Bangor. At this time there were about 140 Territorial police in the colony.¹⁴⁹

Whilst these last-mentioned three stations in the Study Area were being established in 1887/8, the dissension between the two arms - Municipal and Territorial - of the police system had resulted in a general understanding between the eight Territorial Police Districts and several Municipalities (including Launceston which now had 26 police officers) that each of the two arms should not interfere with the operations of the other. Amalgamation had been proposed by the central government as early as 1877, but because of strong municipal resistance a Tasmania-wide centralised police force in a department with 14 districts was not achieved until 1898.¹⁵⁰

Police were required to carry out many official duties not connected with maintaining law and order, the 1899 list including Bailiff duties for Crown Land and the Court of Requests, codlin moth control and land valuations. Until the 1920's most police constables were required to purchase their own horses, for which a forage allowance was paid by the Department. From the 1920's until 1940, there was a transition from horses to motor cycles, after which time cars were gradually introduced.¹⁵¹

Overall Tasmania's police service grew steadily from the 1890's until the late 1960's in line with population growth. However, the small rural districts of the Study Area suffered a gradual loss of police services over this period. The first stations to close permanently in the Study Area were those at Lebrina in the early 1890's

(possibly 1891) after the railway construction camps had dispersed, and at Lisle as the goldrush faded (c1894). Police constables continued in other rural districts until the late 1910's (Bangor) and the 1930's (Patersonia and White Hills). By 1940 Lilydale was the only centre to retain a police constable; by the 1990's this was reduced to a part-time, non-residential service still based in the 1947 weatherboard and tile building, matching the adjoining Health Centre. This is in line with the general State-wide trend towards a reduction of government service provision in rural areas.

HEALTH SERVICES

There was no formal medical care, whether provided by the government or by private practitioners, available locally anywhere in the Study Area until after World War1. For serious conditions residents were forced to travel to Launceston. For other conditions, settlers used home remedies, one of which was to become widely marketed in a patent medicine. Mrs Millwood of the Mount Arthur Hotel at Patersonia (St Patricks River region) brewed various medicinal beverages and is said to have been the originator of the tea-tree based mixture later patented as 'Vitadatio'. ¹⁵²

As part of an Australia-wide move towards formal health care at the time, Tasmanians quickly took up the suggestion made in about 1910 that a trained nursing service be provided in more remote areas. A Bush Nursing Order was formed in Launceston in 1911 and another in Hobart in 1914. The first Bush Nursing Centre was opened at the remote Weldborough settlement in the North-East in 1911. The Lilydale community was quick to support the scheme, a petition in favour of establishing a service in the town being documented in the Council minutes of 1912. However, as in most other parts of the State, action was suspended with the outbreak of World War 1. ¹⁵³

After the war the Bush Nursing Association obtained administrative and financial assistance from the Department of Public Health and the British Red Cross Society, but each district seeking to run a service also needed local government and local community support. Centres were rapidly established, and Bush Nurses contributed greatly to the lives and welfare of the local communities they served as reflected in the stories and folklore that have been handed down. ¹⁵⁴

In 1923 Bush Nursing Centres commenced at Lilydale (Pipers) and at Blessington (Upper North Esk); at this time there were fifteen other Centres in the State. A further 23 Centres had been opened by 1947, but communities struggled to maintain them, so that as new ones were established others were closing. By 1947, 17 Centres had closed, including the one at Blessington which served the relatively remote and sparsely settled Upper North Esk region. The Bush Nurse boarded privately in the tiny Blessington settlement. ¹⁵⁵

The service at the much larger township of Lilydale continued much longer, the last Bush Nurse being appointed in 1974. Here too the earlier nurses boarded in the township and conducted clinics in a garage opposite the Council Chambers, but in 1948 a purpose-built Bush Nursing Centre was opened at the corner of Main and Lalla Roads. With changes in government health policy this later became a general-purpose health centre and from 1988 a Day Care centre for the aged. ¹⁵⁶

FIRE BRIGADES

There have been few new types of central place functions provided in the Study Area since the 1960's, the general trend having been one of declining local services and the disappearance or recycling of associated buildings. The most notable exception is the community fire brigade, which as well as carrying out a vital fire-fighting role is now a key social focus for most regions or districts, to a large extent taking over the former role of schools and churches in uniting local people of disparate backgrounds. The Dilston / Windermere / Swan Bay brigade has published *Smoke Signals*, a community newsletter covering any topics of local interest. Across the Study Area local community members have cooperated to raise funds and hold working bees to build and equip brigade quarters, and have come together regularly for training sessions and social functions. ¹⁵⁷

In the 1990's there were Country Fire Brigades that have combined to form the Launceston Brigade Group. There is one in each of the regions as defined in this Study, except for the large and relatively densely settled Pipers region which has three brigades: Karoola, Lebrina and Lilydale (Pipers region), Blessington (Upper North Esk), White Hills (Lower North Esk), Nabowla (Little Forester), St Patricks River (St Patricks) and Dilston / Windermere / Swan Bay (Tamar region). These Country Fire Brigades within the Study Area form part of a State-wide network that has largely emerged since the introduction of the 1967 Rural Fires Act. ¹⁵⁸

Before the 1930's there was no cohesive organisation for coordinating bushfire-fighting in a district so that farmers and other landowners banded together to assist each other in an 'ad hoc' fashion as best they could. In the summer of 1933-34 devastating bush fires swept Tasmania, including large grass fires in the Lilydale district and probably the extensive fires which destroyed tracts of myrtle forest on the Camden Plains (St Patricks River). The long-standing Bush Fires Act was subsequently amended in 1935, giving the Forestry Department the responsibility for rural fire control, with the power to conscript local people to fight fires.¹⁵⁹

The 1950 Rural Fires Act was also administered by the Forestry Commission under instruction from a board. The policy was firstly to appoint district fire wardens across the State, providing them with basic equipment and fire control powers, and then to develop rural fire brigades as local support grew. The wardens were required to organise their own teams of volunteer firefighters. By 1953, 243 District Fire Wardens had been appointed in Tasmania. Ten years later there were 686 such wardens but few rural fire brigades. The Lilydale fire brigade was established in 1963, and for many years operated out of a member's station wagon.¹⁶⁰

The disastrous 1967 bush fires led to a thorough review of fire protection and the formation of the new Rural Fires Board under the 1967 Rural Fires Act. The State was divided into five regions, the Study Area lying in the North-East Region. The successful new policy involved the formation of Municipal Fire Committees to manage rural fire brigades within their municipality. As early as 1970, 255 Rural Fire Brigades had been formed. The 1979 Fire Services Act brought the unified Tasmania Fire Service into being, with operational Urban Brigade and Country Brigade sections. In 1990 there were 229 Country Fire Brigades and 26 Special Fire Area Brigades (including Mt Barrow and Ben Lomond) in Tasmania.¹⁶¹

As in other parts of rural Tasmania, brigades in the Study Area were often housed in any available suitable building such as a farm shed. For example, in the Blessington district the fire-fighting equipment was kept on a succession of farms during the 1960's : Jack Dunn's farm, Janefield and Whisloca. In 1969 the brigade acquired a tanker truck which was housed at Elverton until 1988 when it was shifted to Whisloca. In the mid 1990's there were also five trailer units on farms. In 1997 the Tasmania Fire Service applied to construct a station at 13 Roses Tier Road.¹⁶²

In 1995 a new brick fire station opened in Lilydale, serving as the training centre for the region and group headquarters for the Lilydale, Karoola and Lebrina brigades. However, the majority of Country Fire Brigades are now housed in prominently labelled, purpose-built, metal-clad sheds, erected in the 1980's and 90's. These sheds form a relatively new element in the cultural landscapes of the Study Area (as in rural Tasmania generally), the modern equivalent of the local church or school.¹⁶³

BASIC SERVICES

ELECTRICITY

The first hydro-electric scheme to be developed by a public authority in Australia was opened by the City of Launceston at Duck Reach on the South Esk River in 1895. In 1914 the State's hydro-electric system originated when government acquired a small private company's scheme at Great Lake. Other schemes were built, and in 1930 the Hydro-Electric Commission was established. The generating system then steadily expanded to meet the growing domestic and industrial demand for electricity.¹⁶⁴

No public authorities have ever set up power generation schemes within the Study Area, although there was some interest in considering the potential for hydro-electric generation of three sites. As early as 1918 the Lilydale Council resolved to ask the government to report on the possibility of generating power from a tributary of the Second River (in the Pipers catchment) at Lilydale Falls, presumably with no positive outcome. In 1949, during the phase of post-World War 2 hydro-industrialisation, the Hydro-Electric Commission considered the North Esk and the St Patricks Rivers, upstream of their junction at Watery Plains, each to be 'potential sources of power not yet investigated'.¹⁶⁵

Some enterprising individuals in the Study Area used water wheels to generate electricity to provide lighting for their own household many years before the State grid was to reach them. Examples are known from St Patricks River (possibly as early as 1911; remnants may be on site), Tayene (date unknown; probably c1920's) and Musselboro (c1928).¹⁶⁶

Many rural areas of the State were connected to the expanding HEC grid in the 1930's and 40's, the extension of

lines depending on the number of guaranteed subscribers in the district. Because the Study Area had a scattered population, many of its districts were slow to obtain a supply. In 1940 Lilydale was the first district in the Study Area to be supplied after considerable lobbying; initially about 100 houses were connected. As early as 1939 the proposal had been put forward to extend power from Launceston to Dilston and Windermere if there were sufficient subscribers, but the work did not take place until 1948-50. The more sparsely populated St Patricks and Upper North Esk regions were not connected until 1954-57 and 1960 respectively. ¹⁶⁷

By 1962, about 98% of Tasmanian households were connected to the HEC supply, and in both rural and urban areas the wooden poles marched across the landscape. In new subdivisions, the City Council requires that power lines be placed underground. ¹⁶⁸

Local power lines were supplied by high-voltage transmission lines, radiating out across-country from the power stations and supported by steel towers. During the 1930's and 40's the St Patricks region itself had no local power network, but the 88kV transmission line became a feature of the landscape as it traversed this region en route for Scottsdale and beyond. Tree-felling along the rugged hillsides to clear the path for the transmission towers was a source of employment for local axemen. ¹⁶⁹

This transmission line (now higher voltage), which passes from Travellers Rest to the west of the Study Area, across the Lower North Esk region before moving on to the St Patricks region, can be regarded as a landscape reminder of an important phase of expansion in the State's transmission network and economic development. However, especially in the rural residential areas of Relbia (Lower North Esk) the transmission line is more generally of concern to planners in terms of the requirements for easements and the related issues of compensation, health and safety, maintenance and amenity. In the World Heritage forests in Western Tasmania, dismantling of some disused power transmission towers began in 1996 to improve the World Heritage values and visual amenity. ¹⁷⁰

WATER SUPPLY

Streams and rivers have both aided and hindered transport in the Study Area. Transport on the Tamar was essential for the first European settlement, and the possibility of water carriage continued to shape the history of settlement and land usage in the vicinity. On the other hand, road transport routes were limited by the favourable sites for stream crossings.

When the Study Area was divided into cohesive regions for the purposes of this Study, it was found that they approximated to the water catchments of the several river systems. There is also a general trend towards the determination of administrative boundaries for land and government management according to water catchment systems. These observations are a reflection of basic geographical principles- the interconnections between water catchments and topography, and the fundamental importance of water supply to all human activities. ¹⁷¹

Two rivers running through the Study Area provide the water for two major schemes supplying Launceston and the East Tamar, because of their reliable flow and their relative proximity to those concentrations of population and industry. The intakes and associated structures for both of these schemes are situated within the Study Area. These two water supply schemes were constructed a century apart, one as a municipal project and the other initiated by the State government.

In 1857 the City of Launceston opened its municipal water scheme, which with only a few modifications still supplies much of urban Launceston. This scheme uses water from the St Patricks River, its intake being at Nunamara and the filtration plant on Distillery Creek, just outside the suburb of Waverley. In the 1950's the State's Public Works Department constructed the pipelines and reservoirs of a supply from the North Esk River with its intake at Watery Plains in the Study Area. After the 1957 Water Act and the 1960 North Esk Regional Water Supply Act, the scheme was vested in the Rivers and Water Supply Commission until the Esk Water Authority was established in 1997. Water from the North Esk travels via the Chimney Saddle Water Treatment Plant (Lower North Esk) in bulk to St Leonards, the suburban part of the former Lilydale Council and along the East Tamar to the Doctors Hill pump station to Bell Bay and George Town. ¹⁷²

These two water schemes are on such a scale as to be important in the State's history of water supply, so that the associated networks of structures and landscapes have considerable cultural heritage significance. However it should be noted that the St Patricks scheme supplies no water to the districts of the Study Area through which it travels, while the North Esk scheme only supplies parts of the Relbia/White Hills district and, by drawing off at Doctors Hill, reticulated water to some of the rural residential subdivisions in the Tamar region of the Study Area.

The only population centre to have its own local reticulated water scheme is Lilydale.¹⁷³

The landscape features associated with obtaining and transporting water for a range of activities are discussed in the relevant sections of this report. The purpose of the remainder of this discussion is simply to provide a brief overview of the importance of the local water supply when making landuse decisions, which in turn have shaped the rural cultural landscapes of the Study Area.

Over much of the Study Area the rainfall is sufficiently high for water supply not to have been a limiting factor in overall land usage patterns, with the exception of the Lower North Esk region which has the drier climate typical of the Northern Midlands. Here dairying relied on transhumance, with farmers sending their stock in the dry summers to higher rainfall areas such as the Camden/Diddleum district.¹⁷⁴

Even in the higher rainfall districts, the availability of a suitable water supply has always been a key locational factor in terms of the activities carried out on a particular property and their distribution on that property, or the precise site chosen for a particular enterprise. This was the case whether the issue was choosing a house site, deciding how to use different parts of the farm, determining a watering site for steam railway locomotives or setting up an industrial concern such as a flour mill, sawmill, butter factory or a mining operation. Water was required for drinking by settlers and stock, for watering gardens and crops, for domestic and industrial washing and sluicing, and for motive power, whether directly for a wheel or for the production of steam.

Before the advent of water tanks or water schemes, dwelling sites were usually selected near springs, wells or permanent streams. For example, the house at Hollybank (Underwood, Pipers) was built next to a spring, while a well was dug at Gaunt's house at Windermere (Tamar). With the introduction of metal water tanks for storing rainwater collected from the roof, settlers had a little more freedom in their choice of site and the tank became a widespread landscape feature:

“Country schools are generally provided with the ordinary galvanized-iron tank, which forms a familiar feature in the Australasian landscape” (*JPPP* 1904/46, p13).

Such tanks are still in widespread use.¹⁷⁵

In low rainfall areas such as White Hills a rainwater tank was not always sufficient for domestic purposes and there was insufficient surface water for stock. Here water was carted from the ford on the North Esk River by many settlers. It is proposed in this Study that closer access to this water may have been a locational factor in the shift of the township.¹⁷⁶

For pioneer settlers in the Study Area, farm activities were largely distributed according to the natural availability of surface and ground water on the property as determined by topography and underwater reserves. Where the flow and drop were sufficient, some farmers passively drew water off a stream. For example, Lilydale settler Ludwig Bardenhagen requested permission in 1895 to take creek water across the road for use in his dairy using wooden fluming. In the Blessington district at least one farmer is said to have used saplings, halved lengthwise and hollowed, for channelling creek water for irrigating vegetable crops. Flumes and channels of these kinds do not survive.¹⁷⁷

The water ram appears to have been in early use by farmers with access to a fast flowing stream. This mechanical device enables water to be raised, using the flow of water itself to power it rather than any external energy source as required by a pump. Rams have not been researched in this Study, but from oral sources it is believed that they may still be in place in numerous streams including sites at North Lilydale and Underwood.¹⁷⁸

On his intensive dairying property at Lilydale, James Wilson of Maxwellton Braes was using a steam engine from the late 1890's to drive a pump to raise water to a tank for reticulation to various sites around the farm. When diesel and electrical energy supplies became available, the versatile pump came into widespread use on farms for raising water to holding tanks or for irrigation; pumps, often in small sheds, are a feature of stream banks throughout the Study Area.¹⁷⁹

The bulldozer came into general use after World War 2, allowing private storage dams to be readily formed on the farm, a process that continues today as new land is cleared for farming. The dam is now one of the most prominent features of the farm landscape.

Part 3

RURAL INDUSTRIES



Roadside timber stockyard (modern) and small fields divided by hawthorn hedges on the hillside, Everton Lane, White Hills, 1991. (*M. Tassell photo, QVMAG*)



Deer hunters' lodge (log cabin style) under construction on the Ben Nevis property, 1991. (*M. Tassell photo, QVMAG*)



Post-and-rail fences and paling fences (around orchard) at Yonderover pioneer farm, Tunnel, c1900. (*R.H. Green photo, QVMAG*)



Burns Creek Gold Mine, c1930. (*Rothall photo, QVMAG*)

EXTRACTIVE INDUSTRIES

MINING

INTRODUCTION

With the exception of the Lisle gold field, the Study Area has not been significant in terms of Tasmania's mining history, and gold is the only mineral to have been found in economic quantities.¹

Gold was first found in Tasmania in the Mangana district in 1852, and hopes were widely held that fields like those in Victoria might be discovered. On his return from a trip to inspect the land in the vicinity of the Patersonia Rivulet and the Pipers and Ringarooma Rivers in 1860, Surveyor-General Calder reported as follows:

"It may be expected... that I am about to revive the tiresome subject of Gold in Tasmania, but I have no such intention. It is impossible, however, in a Report like the present, to overlook the fact that those rocks which are always associated with the precious metal are very prevalent in many parts of the County of Dorset which I have lately visited, and bear a closer resemblance to Ballaarat than anything that I have seen elsewhere: this is especially the case on many parts of the tract that lies between Mount Direction and the Ringarooma, which I shall have to describe hereafter." (JHA 1860/8, p3)²

Although there has been much prospecting and numerous attempts at gold mining in the Study Area from that time to the present, little gold has been recovered in relation to the considerable effort expended with the exception of the Lisle alluvial goldfield in its brief boom period for a few years from 1879. (The mining landscapes of the Lisle and other Lisle-Denison goldfields in the Little Forester region are the major focus in the following discussion, while the associated settlements are discussed in the Settlement section.)³

Nonetheless the search for minerals, both within the Study Area and beyond it in the Lefroy and Mathinna/ Fingal districts and especially in the far North-East, profoundly affected the timing and patterns of both transport networks and settlement across much of the Study Area, and hence the shaping of today's rural cultural landscapes. The exceptions are those districts which were occupied in the first phase of the spread of settlement, well before the first gold discovery in Tasmania at Mangana in 1852.

These observations concerning the role of mining in the shaping of settlement patterns and cultural landscapes in the Study Area are in accord with Reynolds' (1969) thesis that in the nineteenth century Tasmanian settlement spread on three frontiers: the first phase was the pastoral one in the more open woodlands and grasslands along river valleys near the main settlements, while the small farming and the mining frontiers overlapped in the forested lands including the North-East. Of these three frontiers of development, mining exercised the most dramatic influence on the pattern of settlement by opening up previously inaccessible land. At the same time, prior occupation of land for small farming made the ore-bearing regions more accessible and so increased the chances of mineral discoveries.⁴

Hence the need for access across difficult terrain was the common key to this inter-linked spread of mining and small farming. The mineral fields were often held back by the initial inadequacy of the rough tracks in providing access for people, supplies and machinery. The most significant and lasting effect of mining on the cultural landscapes of the Study Area was not the mining settlements themselves but rather the resulting networks of roads and tracks to and between them.

The economic depression of the 1860's and early 1870's stimulated mineral prospecting and investment in Tasmania, and the resulting tin and gold discoveries brought about the general prosperity of the late 1870's and 80's. However, as mentioned above, little wealth was generated by gold mining in the Study Area except during the Lisle goldrush. In the boom years of 1879-80 Lisle produced 37% of Tasmania's total gold output, making it the State's most productive alluvial field of all time. But at Lisle the miners were predominantly itinerants from the mainland, many of whom sent their gold to Victoria where higher prices were offered, or took their winnings with them to the next gold rush. Their contribution to the overall Tasmanian economy was probably considerably less than the output of the field would suggest.⁵

Looking at its contribution to the local rather than the State economy, mining in the Study Area was very significant in shaping the agricultural development of some regions. Even when mines were not very productive, the miners spent money on cartage, mining equipment, stockfeed, food and other supplies, alcohol and entertainment, and in some cases on accommodation and transport to the field. Small farmers were able to earn much-needed cash by providing these goods and services, and by working at times on the mineral fields themselves. Some miners became permanent settlers, choosing to stay on in nearby districts as farmers.⁶

LOWER NORTH ESK AND TAMAR REGIONS

Settlement patterns and roads were well in place in these regions before the first mineral discoveries in Tasmania, and no local mineral discoveries were made here. However, from 1870 the economy of the Tamar and parts of the Pipers region benefited to some extent from successful gold-mining operations not far to the north of the Study Area at the Den, Nine Mile Springs (Lefroy) and Back Creek. While some people travelled to the fields by steamer to George Town, others went by road from Launceston through the Tamar region and used services along the way. The Smiths at Lower Turners Marsh were one family known to have carted produce to the goldfields.⁷

UPPER NORTH ESK REGION

As early as the 1850's people were travelling through the pastoral country of the upper valley of the North Esk, and beyond it on a steep track over Roses Tier leading outside the Study Area to the goldfields of the Fingal/Mathinna district. Some of these people settled in the Upper Blessington district after leaving the goldfields, including the Abrahams family in about 1900.⁸

In May 1879 there was a rush of about 60 miners from Lisle to Whisloca at Blessington. Local settlers showed miners a hole in the ground, and some gold that had supposedly been dug from it. However, this turned out to be a hoax, the gold having been found at Black Boy near Mathinna. Later gold really was found not far from Whisloca on the north bank of the North Esk at the foot of what is known locally as Gold-top Hill. A mine was operating here, possibly for about ten years in the early 1900's and possibly again around 1930, but was abandoned because the adit ran below river level and filled with water. The adit is surrounded by scrub.⁹

Another mine was operated from approximately 1920 until 1930 nearby on Burns Creek, with some payable gold found. The entrance to an adit (about 1.5 km long) can be seen readily from the Burns Creek Road; about 16 shafts lead down to it. About 3-400 metres away are the footings of a water wheel and mine tailings. Remains of the battery have gradually been scavenged. Some remains of hut chimneys still survive. (A member of a local family involved in this mine has carried out some gold-mining in the vicinity in the 1990's).¹⁰

This Burns Creek mine is presumed to be that mentioned as being at Blessington in the Mines report for 1925, at which time Burkett and party had undertaken much tunnelling in the hope of finally discovering payable ore. Inspector of Mines Williams reported in 1930:

“Prospecting and developmental operations were proceeded with on a series of parallel and cross reefs at the Golden Hill Mine, Blessington, and the erection of a stamper battery was undertaken towards the close of the year” (Williams, *Report of the Secretary for Mines for 1929*).

However, floods seriously interfered with mining. Assays showed the rock to be of highly variable gold, silver and arsenic yield. When a 1931 trial crushing of ten tons by the Destiny Syndicate produced gold worth less than £6, operations were suspended. Although these Burns Creek - Blessington mines may not have been significant in the overall history of mining in Tasmania, some more research into these little-known sites and their local importance is warranted.¹¹

PIPERS REGION

Payable gold was never found in this region, although people were actively prospecting here from the time of the 1860's-70's gold discoveries to the north and east in the Lisle-Denison goldfields and to the north-west at The Den, Lefroy and Back Creek (outside the Study Area). For 18 months before the announcement of their discovery at Lisle, the Bessell brothers' party was said to have gradually prospected every creek east of Lilydale.¹²

Prospecting was carried out in quartz associated with quartz veins in the slate beds of the Bangor / Lower Turners Marsh districts, but no significant mining resulted. In 1884 a newspaper correspondent wrote an account of his journey from Launceston along the Pipers River road to Lower Turners Marsh after hearing of a reported gold find by settler James McKenna on his property. According to the government geologist's report of 1918, on another McKenna block nearby at Bangor a small amount of gold was found in a drive (tunnel) near the bank of the Pipers River; this site was later quarried. On the adjacent Freeman block pits and trenches had been dug.¹³

There was some interest in prospecting in the Lilydale district around the 1920's. In 1919 the Lilydale Council resolved to ask the government geologist to investigate mineral possibilities here, and in 1924 geologist Nye prepared a report entitled 'Geology of the Lilydale-Lebrina District' which mentioned two prospects. At Kelp' and Boulbee's Prospect on Kelp's property three miles north-east of Lilydale a shaft and tunnel had been excavated. A large boulder of quartz assayed 4 ounces of gold per ton, but no other gold was found. A shaft was also dug in

the flats near Doaks Creek, half a mile north-east of Lilydale, but no gold was found. ¹⁴

Mining activities beyond the Pipers region were of considerable importance in the process of land alienation within that region and in the emergence of a stable agricultural economy after a time of market depression. Mines in the far North-East and in the Lisle-Denison goldfields gave impetus to improvements to Hall's Track, later to become a main road to the North-East, and a track was cut directly from Lilydale in the Pipers region to the Lisle mine. Many farmers carted produce along this track across the northern slopes of Mount Arthur, the first section of which later became Mountain Road. Some Lisle miners took up farm selections in the Pipers region. After the main rush J. H. Mahnken took up two blocks at North Lilydale in 1882, but continued to seek gold at Lisle part-time as well as carting his surplus produce along the track. Similarly farmers along the Pipers River could cart their produce to the goldmining town of Lefroy; William and Margaret Smith of Lower Turners Marsh sold butter, eggs and fruit in Lefroy. ¹⁵

ST PATRICKS REGION

The first tin discovery in the North-East was made (but not exploited) at Patersonia in 1872, followed by a few gold specks in same district in 1875. The first gold discovery of any significance in the region was reported at Diddleum in March 1879, and the old track to this area (part of which was later used for the Mount Barrow road) was re-opened. Small scale alluvial mining continued intermittently here and on the Camden Plains to the south for many years, miners sometimes earning good wages from the small gold-bearing patches while attempts were made to find a reef. None was found, although on occasions in 1881 and 1891 miners pegged 10 acre claims thinking they had struck a reef. Large areas of land in the vicinity of the Camden and Diddleum goldfields were withdrawn from farm selection. ¹⁶

When the Mason family settled on the Diddleum property in the 1920's, previous miners' diggings were apparent and were sometimes a hazard for stock. Small-scale alluvial diggings continued on the Camden intermittently; modest operations were going in the depression of the early 1930's. According to local anecdotes, Chinese gold miners worked on the Camden for many years, and some St Patricks River farmers carted provisions to them. Some disturbed hummocky landscapes which can still be seen near creeks are attributed to Chinese diggings. Gaughwin (1991) listed but did not visit two gold mines on the Camden, one of them described as a Chinese gold mine. The Camden and Diddleum gold fields have yet to be well documented. ¹⁷

Prospecting in other parts of the St Patricks region was largely unsuccessful in terms of profitable finds. By 1926 field investigations had been conducted on prospects at Myrtle Bank, the Patersonia-Lilydale Road (via Mount Arthur), Patersonia, Nunamara and St Patricks River; these were considered of little economic value. In 1934 the trenches and cut at the Eastburn and Barwick Prospect at Myrtle Bank were reported to have returned no traces of gold, silver or tin. However, there has been renewed interest in prospecting in this region; in 2000 Targa Minerals Pty Ltd was prospecting in an 82 kilometre area around Patersonia. ¹⁸

Although little gold was found in the Myrtle Bank or Patersonia districts, the pioneer farming settlements here progressed rapidly because of mineral finds elsewhere. The track through these settlements was the chosen route to be developed as the main road to the agricultural lands and the mineral fields beyond Scottsdale which were being worked from the 1870's. Because of this existing road, albeit poor in places, this was also initially the sole route used for access to the Lisle gold field, only about five kilometres to the north of Myrtle Bank, during its most productive few years from 1879. Settlers of this district were able to provide accommodation, changing stables, meals and alcohol, transport, cartage, farm produce and general supplies for the miners going to the flourishing settlement of up to 2500 at its peak. ¹⁹

LITTLE FORESTER REGION

The Lisle-Denison goldfields were by far the most significant mineral fields in the Study Area, both in terms of their influence in shaping settlement patterns and the mining landscapes that have survived. This gold-mining district comprises seven distinct but closely-spaced fields with a high density and variety of sites: Denison, Panama, Golconda, Lone Star, Tobacco-Cradle Creek, Lisle and Lebrina. ²⁰

Only brief field and historic research of the goldfields themselves have been conducted in the present Study because this work has already been undertaken by Coroneos, who in 1992 completed a report on his archaeological survey of the Lisle-Denison goldfields. He conducted historic and field research, leading to the documentation, definition and interpretation of the sites and cultural landscapes of the goldfields, as well as proposing management and research guidelines for these and other Tasmanian goldfields for which his survey was a pilot study. Leading from Coroneos' research, five sites in the Lisle-Denison goldfields were selected in the

Sample of Place Types in Forests study in the Cultural Heritage section of the Regional Forest Agreement. These five sites, together with the Panama Mining Landscape, were also included in the Mining Sites study in the same section; all six sites were found to have historic National Estate value.²¹

Using largely primary sources and detailed field investigations, Coroneos compiled a history and site description of the mining operations at each of the seven distinct gold fields from the first gold discovery in 1872, together with an account and specific examples of the wide variety of mining methods that were used, with emphasis on the phase of extraction of the paydirt or ore from the ground rather than the processing of it or the miners' settlements. His report allows interpretation of the disturbances and earthworks of the surviving alluvial and hardrock mining landscapes in terms of such features as pits, creek diversions, cradles, ground and hydraulic sluicing, tunnels, adits, shafts and building sites. However, the terms of reference and the time-scale of his study did not allow for a consideration of the wider, non-mining context of the goldfield settlement landscapes and the network of roads and tracks that served them.²²

It is the latter aspects of the Lisle-Denison goldfields that have been taken up in the present Study. The reliance of mining developments on access, and the importance of the resulting tracks and roads to and between these mines in opening up land for agricultural settlement, determined which farm settlements were to prosper during the period of mining. In turn, the tracks and roads were used by settlers to benefit both themselves and the local economy. With tracks in place, transport, cartage, accommodation, farm produce, and local labour could be provided for the ready market offered by the miners. This influence of the mines was not limited to the Little Forester region itself; access to these fields was through the neighbouring St Patricks and Pipers regions.

These effects are now reflected in the cultural landscape, in the networks of existing and disused roads and tracks that served the mines, and in the age and distribution of the farming settlements. The development and usage of roads and tracks connected with the Lisle-Denison goldfields are discussed in other sections of this report, while reference has already been made above to the influence of mining in the Lisle-Denison on local economies in neighbouring regions of the Study Area.²³

The following brief comments are based on Coroneos' findings, together with some additional interpretation of them, and highlights some aspects of the Lisle-Denison goldfields that are of especial interest in the context of the present study.

Some of these gold fields now only survive as the first in a layering in the cultural landscape of the relicts of various human activities. This is true of the Lisle, Lone Star, Denison and Lebrina fields. The non-mining aspects of these cultural landscapes is considered more fully in the relevant sections of this report. By contrast, the Panama, Tobacco-Cradle Creek and part of the Golconda field are well-preserved, coherent mining landscapes of the late nineteenth and early twentieth centuries in which the spatial layout provides information additional to the sum of the individual sites.²⁴

However, none of the Lisle-Denison fields is acceptable as a cultural landscape of National Estate significance in terms of one of the Australian Heritage Commission criteria, namely that its systematic nature can be visually identified from a particular route or vantage point. Each site is now clothed in vegetation, most of it regrowth after mining, timber-felling and burning off since the first period of occupation. The pattern can only be pieced together by pushing through this vegetation to view the various sites in turn. Unlike at Mount Lyell on the West Coast, none of the mining landscapes of the Lisle-Denison fields are obvious as such at first glance. It is interesting, too, that this was always the case - it is not only a recent phenomenon as the result of regrowth. In April 1879, when Lisle was experiencing the major rush, an observer commented that Lisle differed from the Victorian fields where the whole scene and operations could be taken in at a glance. By contrast, at Lisle the field could only be seen 'a bit at a time' because of the timber and undergrowth.²⁵

Some aspects of the seven goldfields are now considered very briefly in turn. From Coroneos' report it is evident that, although there is a high density and range of sites over this goldfields district as a whole, each field has its own distinctive history and mining remains. Lisle stands alone for its particular historic significance, and in another sense the Denison, Panama, Golconda and Lebrina fields can provide a valuable reminder of the unsuccessful side of company hard-rock mining. In terms of archaeological significance, between them the Lisle-Denison fields provide examples of a very wide range of mining methods.²⁶

Denison goldfield

The first discovery of gold in the Lisle-Denison fields was made at Denison in 1872, but the initial alluvial rush only lasted a few months. A reef was discovered in 1876, and a township was surveyed the following year. The field was an important focal point in the early track network. Hardrock mining was undertaken at various sites by both companies and individuals at different periods until 1912. However, speculative investment, poor

management and difficulties with access for machinery and with working the lodes meant that mining was generally unrewarding, despite the fact that the Great Britain Mine here was by far the richest mine on the Lisle-Denison fields.

The Denison field lies on an undulating plateau about three miles north of modern Golconda, in a dry sclerophyll zone with low, medium density regrowth after recent firewood collecting and clearfelling. The settlement site and a battery here are the best preserved sites of their type on the Lisle-Denison fields; despite this, their condition is poor. Firewood collecting, forestry activities, recent mining operations and scavenging have disturbed the landscape, compounded by the relative ease of vehicular access in this terrain and vegetation. The original alluvial workings remain undiscovered in the dense cutting grass and scrub along the Denison River and Brooklyn Creek. ²⁷

Panama goldfield

The Panama field is situated in a small valley enclosed on three sides by a steep, high ridge. The vegetation cover varies from open dry sclerophyll forest to rainforest to tall bracken and very dense undergrowth, with a corresponding variability in the ease of finding or viewing mining features.

Although the topography and vegetation of the two fields differ, a brief summary of the history of the Panama field shows similarities with that of the Denison field : the discovery of gold in 1872 soon after the first find at Denison followed by short-lived alluvial workings; the discovery of rich quartz in 1877 and a reef in 1880; an active succession of mainly hard rock mining operations from 1877 until the 1920's that were largely unrewarding for the same set of reasons as at the Denison field.

However, it is the aspects of the Panama's history that differ from the Denison's differences that are most strongly reflected in the present cultural landscapes. Panama differs in that the small valley is little known and has not been disturbed by other activities since the 1920's, so leaving an intact mining landscape of the nineteenth and early twentieth centuries, the best preserved overall cultural landscape in the Lisle-Denison fields. The Panama Mining Landscape was documented in the Mining Sites study of the Cultural Heritage section of the Regional Forest Agreement and was found to have significant historic National Estate value.

Natural decay in the damper parts and the unstable ground on some slopes, rather than human activities, have had an adverse affect on many site features. The mining landscape has a profusion of features contributing to the whole, especially those associated with hardrock mining, such as large numbers of adits and shafts, as well as battery sites, mining tracks and habitation sites. ²⁸

Golconda goldfield

The Golconda goldfield should not be confused with the modern settlement near the railway line, two kilometres to the north. This field is separated from the Panama by a ridge and includes a small open-ended valley as well as Mount Wilson. Golconda has much in common with the geography and variable vegetation of Panama, and the history of both Denison and Panama: discovery and alluvial workings in 1872, discovery of reefs in 1877, and generally unsuccessful intermittent hard rock mining from 1879 - 1918 that was plagued by the same set of problems.

As at Panama, the Golconda field has a relatively well preserved mining landscape on Mount Wilson. Features include adits, shafts and remains of a battery, tramway and dwelling. Unlike at nearby Panama where most of the mining was in the valley, at Golconda much of the mining was high on the slopes of Mount Wilson and so offers an interesting contrast. However, little remains of the southern part of the field in the valley, the most significant features here being the Enterprise battery site with its siting and layout unique in the Lisle-Denison fields, and a water race intake. The only possible sign of the informal townsite which boasted a hotel, store and post office is some undulating ground. The site was used for farming from the late 1920's ; part of the settlement could also be under the dam created in the 1970's. ²⁹

Lone Star goldfield

This field is the least significant in terms of gold production, historic importance and mining landscapes: little information is readily available and Coroneos gave it a low priority in his survey work. Small numbers of men were first reported to be working alluvial deposits in this small upland valley in 1878, and again in 1879 in a minor rush from Lisle. In 1891 a hard rock mine was operating, but little is known of it. Agricultural settlement

commenced in the 1880's, and has apparently removed most traces of mining activities. An adit, a possible battery site, a shaft and alluvial diggings remain together with the most substantial and therefore significant early dwelling remains on the Lisle -Denison fields. It is unclear whether they are associated with mining or with farming in the valley. The existing cultural landscape on the valley floor is predominantly an agricultural rather than a mining one, with forestry plantations on the slopes.³⁰

Tobacco-Cradle Creek goldfield

This small field is formed by the two creeks, which are tributaries of Lisle Creek, and the low ridge separating them. The creek valleys are vegetated with rainforest, while the remainder is eucalypt forest with a dense bracken undergrowth. Gold was discovered at Tobacco Creek by the Bessell brothers party in 1877, 18 months before the announcement of their find at Lisle. Rushes from the Lisle field to Tobacco Creek and Cradle Creek followed in 1879 and 1882-3 respectively. The field was never a rich one. Alluvial workings were hampered by seasonal water shortages as at Lisle and, until tracks were cut, access was difficult through the dense vegetation. Despite attempts at hard rock mining between 1882 and 1891, as at Lisle a source of the alluvial gold was never found. After further mining activities in the 1920's and 30's, the field has been largely untouched and pine plantations have only encroached on the fringes. Natural decay has had more of an effect on the condition of the site features.

Little is known of the settlement here, except that there was a store in the 1880's. No remains of habitations were found in the survey, probably because of poor ground visibility. This field survives as the best example of an intact early alluvial mining landscape in the Lisle-Denison fields, including remains of some alluvial methods not seen elsewhere and a section of the Golconda pack track.³¹

Lisle goldfield

The Lisle goldfield is situated in a large upland basin bounded by a steep slopes and a high ridge. Much of the valley floor and the east and west slopes are now under pine plantations, while on the remaining previously mined land there is wattle regrowth. Wet sclerophyll forest is now largely restricted to the higher parts of the slopes, but originally dense forest covered most of the valley.

With this terrain and vegetation, together with the high winter rainfall, access to Lisle was very difficult and a setback to the mining settlement for many years. The original forests were considered beautiful by some commentators and provided a ready source of timber for the large numbers of dwellings, road slabbing and mining purposes. On the other hand, the trees obstructed tracks and were an obstacle to prospecting. In the early months of the rush Lisle was likened to a rabbit warren in appearance, while as early as 1887 the settlement was described as being of dreary appearance and overgrown with wattles.

Lisle is of considerable importance in the mining history, not only of the Study Area, but of Tasmania as a whole. In 1879, the year that discovery of the field by the Bessell party was announced, the State's gold production peaked, thus contributing to the mineral-led economic recovery. Lisle contributed 50% of the 1879 total, and in the brief boom years of 1879-80 was to become the largest and most productive alluvial field ever in Tasmania's gold mining history. At its peak the town had a population of 2300 and numerous shops, hotels and facilities.

Yet Coroneos found that Lisle has been scarcely mentioned in published mining histories, although he himself has documented its history at length, and neither do the cultural landscapes reflect that early historic significance. Coroneos attributed this lack of awareness of the Lisle field to the fact that it was a 'poor man's diggings'. Because of the atypical nature of the goldbearing deposit, no reef was found and so there were no speculative companies to report on. While this condemned Lisle to decline and obscurity, it adds to the historic interest of the field. Also of interest is the true 'gold rush' aspect of the boom years with an influx of itinerant miners, more typical of the mainland than the general Tasmanian experience.

The lack of an intact early mining landscape and the relative paucity of early mining sites is due to the near-continuous history of mining activities of some kind to the present, with much working over of earlier diggings and of almost all of the previously extensive settlement. Lisle is one of the key areas in which gold prospecting has taken place in the 1990's; in 1998 an application was made to operate an alluvial gold mine here. Added to this, much of the field has been planted over with pines since the 1950's.

The most common sites in the parts of the very large field to have been surveyed are examples of hydraulic sluicing and prospecting tunnels on the slopes; the former are unique to Lisle in these goldfields and unusual in Tasmania on this scale. Five of these sites associated with hydraulic sluicing were found to have significant historic National Estate values in the Sample of Place Types in Forests and the Mining Sites studies in the

Lebrina goldfield

Little is known about the Lebrina field, but Coroneos believed it to have low historic value. It is not known when alluvial gold was first found and mined here during the period 1872-1908, but it is likely to have been early since it is not far from the original Hall's Track access route, and on the route from this track to the Panama field. The construction of the modern main Lilydale -Scottsdale road construction may have destroyed some features of the hard rock mine which operated from 1909 to 1917; the small field lies directly to the north of the road on a hill that has dense, low, dry sclerophyll regrowth vegetation after fires. The mining landscape here has been further disturbed by its recent use as a Wyena rubbish tip. The tailings dump is a conspicuous feature in grazing land to the south of the road, and is of archaeological interest as the only intact such dump in the Lisle-Denison district. ³³

OTHER EXTRACTIVE INDUSTRIES

COAL AND OIL

Brown coal is known from various localities in the Tamar Valley as well as east of St Leonards and in Rose Rivulet at Harland Rise (just south of the Study Area). As with most brown coal in Tasmania, these are small, localised occurrences of no economic importance. In 1880 a promising coal discovery was made at Dilston, two seams of apparently good quality coal being found under a considerable depth of clay. At least two shafts were sunk, one about 400 metres east of the former Dilston Inn and the other at the site of the Caledonian Coal Company; traces of the latter's activities are said to be discernible on the present East Tamar nursery property. The coal proved to be of poor quality with a high ash content, but the clay was suitable for firebricks. ³⁴

In 1918 an occurrence of oil shale on the top of a hill near Karoola was reported by W.H. Twelvetrees, Government Geologist. Tests showed the yield to be quite low, and the known quantity was small although the extent of the seam had not been determined as only a small cut had been made. In 1966 the shaft was found to be partially filled but pieces of shale occurred on the associated dump. The wooded hillside was proposed by the City of Launceston as an Area of Regional Significance because of the presence of Permo- Carboniferous fossils and shallow water sedimentary structures of geological interest, but its inclusion in the 1996 Planning Scheme was considered unjustified without further investigation. However, the site has additional historical value as a geological site because in 1889 Mr Thomas Stephens reported that here he had collected the first fossils of the foraminifer group of animal to be found in rocks of this age in Australia. His findings were later confirmed and the specimens scientifically described by leading geologists. ³⁵

CLAY PRODUCTS

Brickmaking

In the earlier- settled districts of the Lower North Esk and the Tamar regions, many prosperous landowners with properties suited to intensive crop-growing built their more permanent dwellings and outbuildings with bricks (or occasionally rendered stone). By contrast the overwhelming majority of buildings in the later-settled pioneering forested districts were of timber construction. ³⁶

This striking difference probably came about for both cultural and physical reasons. The earlier settlers sought to imitate the familiar brick and stone buildings of Britain and, with wealth derived from their large tracts of lightly-wooded, productive land together with convict labour, they were able to build them. The fine sandstones that were widely used in the south and the midlands of the colony did not occur here, but in the Lower North Esk and Tamar regions there were small but accessible local deposits of clay from which soft bricks could be made. Alternatively bricks could be brought the relatively short distance from Launceston. ³⁷

In some cases the bricks are known to have been locally made. At Rostella (Dilston, Tamar region) in 1835, convict labour was used to make bricks on the property and erect the two-storeyed house with cellar, underground tank and a well. At Northcote (Lower North Esk) a depression remains in a paddock where clay was dug for making bricks for the house. At Lenna (White Hills, Lower North Esk region) the existing house and stables were

built from bricks made at a site on the property still known locally as Brick Hill. Old bricks have often surfaced here over years of cultivation. Nearby at Corra Linn property (Relbia, Lower North Esk) there is an area, strewn with brick fragments, that is believed to have been the brick works for at least some of the buildings on the property. At Watery Plains (Upper North Esk) the existing cottage was the second home on the property, built by convicts from soft bricks using clay from a locality on the North Esk known as the Duck Hole. At Gaunt's Windermere property (Tamar) there are hand made bricks evident in the remains of the house, the well and the flourmill wharf and at former cottage site nearby, but as with many buildings in the Tamar and Lower North Esk regions, the source of these bricks is unknown. The nearby Windermere church is said to have been built with bricks brought by boat from Launceston.³⁸

The pioneer settlers of the forested districts of the Upper North Esk, St Patricks, Pipers and Little Forester regions were people of modest means faced with heavily timbered tracts of land which must be laboriously cleared, farmed and built upon without the benefit of convict labour. Suitable timber was more readily available and quicker to build with than either clay or stone, and transport of any goods into these regions was very difficult. For these reasons timber was used even for the more permanent houses, particularly as by now the local eucalypt species had proven qualities and were considered an acceptable alternative to brick or stone. However there were some exceptions. In 1888 the prosperous entrepreneur Ludwig Bardenhagen built a large store in Lilydale with bricks made locally near Rocky Creek.³⁹

Two non-domestic brick-making operations have been recorded in the Study Area, but few details are known. Bricks for the construction of the tunnel (classified by the National Trust) on the North-Eastern railway line (opened 1889) were made at Lebrina, while at Dilston a commercial brickmaking business was operating at around the same time. When coal was discovered here in 1880, tests were also made on clay deposits by McHugh of the Sandhill pottery in Launceston, who found them to be of superior quality for firebricks. (It is also likely that clay dug in the mid 1830's in this vicinity to make the Dilston Cut, the redirection of Lady Nelson Creek to drain the flats, would have been used for brickmaking).⁴⁰

Pottery

There is one commercial pottery in the Study Area. In 1948 the Agripipe pottery was established in semi-industrial Relbia by Joe Chung Gon as silent partner, John Pinner as partner and general assistant and Jeffrey Springer (and later Pinner's son Arthur) as thrower. When Springer died (c1955), his wife Marjorie became managing director for 16 years before handing over to Arthur Pinner, who continued to throw after the sale of the business in 1997.

Clay pipes (mostly for the Public Works Department), flowerpots and decorative fireplace bricks were made at the pottery until fire destroyed the factory and brickmaking machine in 1979, after which brick production was discontinued. A new building was erected but the original pugmill is intact and a traditional hand wheel and a bottle kiln are still used to produce such lines as earthenware pipes and plant pots. Clay is now brought from Youngtown, from part of the extensive Tertiary deposits in the Launceston city area. This pottery overlooks the attractive farm and bushland of the Jangler valley and forms an important industrial heritage component of the unique Relbia cultural landscape. The history, structures and methods of this site and operation should be further investigated because of its industrial heritage values.⁴¹

QUARRYING

Stone

As discussed above, there were few buildings made of stone in the Study Area, brick or timber being more commonly used in the earlier-settled districts and timber in the forested pioneer settlements. In the Lower North Esk region the large stable at Clonmines was built of rendered stone and Northcote was built of local brick on a bluestone foundation, while the former hotel building in the National Trust-classified White Hills settlement is unusual in being built of unrendered bluestone. It is likely that the stone for these and other buildings in the district was quarried at Ivory Bight across the North Esk to the north.⁴²

In the Nunamara / St Patricks River district a large sandstone quarry is operated by Dunns (monumental masons) of Launceston. In 1909 this stone, being quarried by Bourke, was described by the government geologist as being of an excellent quality for building. Local people were employed here to cut and cart stone for grindstones and for buildings in Launceston and Hobart. However, there is no known local usage of this high quality stone, even

at Mount Edgecombe (or Edgcumbe) about 6 km away. This property was taken up by John Adams as early as 1844, a time when stone or brick was widely used for permanent houses. Despite the availability of the convict labour that was used to assist with building stone walls from local basalt rocks lying on the property, the house was built of timber. ⁴³

Stone for road surfacing has been quarried in the past, and continues to be quarried, at numerous sites across the Study Area, whether for local use by government authorities or as a commercial venture. In 1996 the Council listed a total of 20 current extractive industries for stone and gravel as well as slate, sandstone and sand in the Study Area. In some places gravel was available, while in many cases stone needed to be crushed. Stone quarrying at numerous sites was frequently referred to in Lilydale and St Leonards Council minutes, and both disused and operating quarries are widely-distributed landscape elements too numerous to list. For convenience many were located on roadsides, while others required a short access track to the site, as can be seen now by visitors walking in the Merthyr Park and Lilydale Falls reserves. ⁴⁴

The Lilydale Council Clerk reported in the early 1920's that there were no large quarries in the municipality, and that stone for roads was picked up from the surface of the ground or obtained from small roadside quarries as required. In 1915 it was recorded that Mr Davidson's stone crusher would be passing through the Lilydale district shortly and would be available to do any crushing work for the Council. Portable stone crushers were also widely used elsewhere but have been largely undocumented. In the St Patricks region some of the deteriorating stone walls at Mount Edgecombe were sold to be crushed by mobile machines at work in the district. Stone for road making was also obtained from local quarries such as one at Nunamara and another at Targa; these provided employment for local men ⁴⁵

By 1930 gravel was being used instead of stone to a great extent. One source of road gravel was Native Point, subsequently proclaimed a Nature Reserve in 1976. Evidence of gravel pits can still be seen here. The slate beds at Bangor have also proven suitable for road metal, with supplies being obtained in the 1990's from the lower part of the former Bangor Slate Quarry. There are also disused roadside quarries near the operating Snake Gully roadmetal quarry. The latter was formerly the site of a tunnel driven into the hillside that yielded small quantities of gold. In 1998 two other road metal quarrying operations in the Bangor district have resulted in conflict with residents objecting to flyrock from blasting operations. ⁴⁶

The requirement for explosives for blasting at quarries and mines is reflected at another site in the Study Area. A government magazine operates on a Magazine Reserve in bushland in the hills about 2.5 km to the east of the East Tamar Highway near Swan Bay. In 1998 plans were announced for the construction of an explosives plant, the first in Tasmania, next to the magazine. ⁴⁷

There are two localities in which quarrying operations are prominent features in the landscape: on the Fingerpost Hill on the Lilydale Road, and especially at Relbia / White Hills. The stony, lightly wooded southern slopes of the Fingerpost Hill have always been unsuited for agriculture, and the chief landuse in evidence here is stone quarrying along the roadside. A modern road leads to a Boral operation, while at the top of the hill a disused fixed stone crushing plant forms a striking landmark. ⁴⁸

Quarrying for road metal since the late 1950's has dramatically transformed the long-established rural cultural landscapes of the Relbia/Lower White Hills district. The Sugar Loaf at Talisker, a prominent hill which had been a well-known landmark and scenic viewpoint since the time of Governor Macquarie's 1811 visit, has been removed for bluestone. In the same area, the western skyline as viewed from the old agricultural lands of the Relbia and Lower White Hills districts has been re-shaped by large-scale quarrying since the late 1960's on the Cocked Hat Hill and Graveyard Hill. On the former hill the early homestead Mt Oriel now appears to be perched on the edge of the quarry. ⁴⁹

SLATE

The discussion here is only a brief summary of some aspects of slate quarrying and the associated historic heritage sites. For detailed descriptions of the history and workings of the Bangor slate quarries, refer to published detailed studies by Twelvetreets (1918) and Morris-Nunn and Tassell (1984). ⁵⁰

In the district of Bangor (Pipers region), the large bodies of commercial quality slate attracted were attracting attention by 1872. The Bangor Slate Quarry was floated in 1873, and splitters began quarrying into terraces on the prominent bluff on the east bank of the Pipers River, north of the Second River junction. The slates were stockpiled at the site because the roads in this new district were not in a fit condition to be used for transporting

them to markets. Up to 200 men were soon at work building a wooden tramway about ten miles to a jetty site at Egg Island on the Tamar (at Hillwood, to the north of the Study Area). The high expenditure outlay on this tramway without return meant that the company was soon in financial difficulties. By July 1875 the decision was made to sell the company's assets and little further was heard of the quarry until 1880.⁵¹

Meanwhile two other short-lived slate quarries in the district had also started and finished operations. The Piper River Slate Quarry, near Barrett's homestead (across the river to the west from the Bangor Slate Quarry), held promise of excellent quality slate but it was found to be largely below water level. The Tasmanian Slate Quarry was two miles downstream in a difficult site on a steep hillside on the western bank of the Pipers River, necessitating two bridges over the Pipers River in order to cart the slate out. Several cottages and a blacksmith's shop were built. In 1918 Twelvetrees, the Government Geologist, reported on the remnants of the works (known as Just's quarry) and a tunnel into the hill. These sites have not been investigated, but a local resident knows of no remains.⁵²

In 1880 Blair and Arkenhead took up a Crown lease on the Bangor Slate Quarry site. During the following five years they repaired the tramway, erected extensive machinery and works buildings, and built fifty cottages for workers. By arrangement with the government, 175 immigrants were brought out, many of them Welsh quarrymen. A 256 foot shaft was sunk from the top, and a 400 foot tunnel driven in from the bottom to meet it; an air shaft was also made. The future operation of the quarry was planned to minimise wastage and allow for efficient removal of waste. However, the growing popularity of galvanised iron roofing meant that the heavily-capitalised quarry became uneconomical. In 1888 the whole of the extensive plant, tramway and jetty and settlement buildings were sold at auction.⁵³

In 1918 Twelvetrees, the Government Geologist, reported on the deposits and workings, there being a shortage of building materials including galvanised iron. At that time he and others considered that the proposed Bell Bay railway, if connected with Karoola, would pass close to the quarry and could improve its viability. He was cautiously optimistic that the time was favorable to look further into the methods and economics of re-opening the quarry, but no action appears to have followed. In recent years some slate has been taken, mainly for road metal.⁵⁴

In his 1918 report (p.3) Twelvetrees remarked upon the cultural landscapes of the quarry and district at that time. He described the traveller's approach:

"A good metalled road from Karoola follows the valley of the Piper River through pleasant-looking farm lands for 4 miles".

This he contrasted with the quarry:

"The south face of the bluff, where the hill range terminates and falls abruptly to the wide flat valley of the Piper, is clothed with a talus of waste rock from the shaft, and forms a striking object in the landscape as the traveller approaches from Karoola, being visible for a couple of miles. There are large quantities of slate spoil lying on these tips, probably several thousand tons, forming a mantle on the steep side of the hill, through which the young shrubs on the slope have in places grown."

His report includes a photograph of this view of the quarry.⁵⁵

Twelvetrees' 1918 description and assessment of this landscape still holds true, except that the slate rubble is more obscured by tree growth. The quarried hill still contrasts dramatically with the farmland, and would have done so when the quarry was operating in 1873-75 and 1880-88 since the fertile Pipers River flats of Turners Marsh / Karoola were being surveyed and settled from the 1860's, although land clearance would have continued over many years. This cultural landscape featuring the contrast of the quarry with the farmland is thus essentially the same as in the 1880's.⁵⁶

Some features of the old quarry workings as described by Twelvetrees (1918) and Morris-Nunn and Tassell (1984) are known to survive as elements in this landscape, although they are not readily and safely accessible, particularly when the site is being worked. The terracing on the face, the tunnel at the bottom, and the shaft, air vent machinery sites and tramways at the top are all visible. The route of the tramway has not been traced in this Study; much of it lies to the west of the Study Area, roughly followed by the present Old Bangor Tram road. However, a section of the embankment is clearly visible in a paddock near the Pipers River Road.⁵⁷

The Bangor settlement or township was largely clustered on the hilltop next to the top of the quarry, and owed its existence at that time and at that particular site solely to the quarry works, especially the larger operation of the 1880's. The Second and Third River valleys and ridges of the Bangor district were largely unsettled when quarrying first started. During the 1880's, new settlers were able to use the store, the tramway to the jetty for passengers and goods, and community services available at the quarry settlement, which also provided a ready

market for their produce. ⁵⁸

The quarry settlement was a large one, housing at some stages perhaps 200 workers, some of them with families. In 1888 there were over 50 cottages, the manager's house, boarding house, club rooms, police station, school, post office and store, mostly clustered on the hilltop near the quarry. Timber for 90 cottages was supplied by Somerville's sawmill at Lilydale. It was essentially a 'company town', rather like the later Burns Creek and Roses Tier sawmill townships in the Upper North Esk region, although it also came to be the hub of the Bangor farming district. The church was not erected until 1893 after the quarrying had ceased, but it was built on the hilltop adjoining the remaining quarry settlement. ⁵⁹

The settlement largely disappeared as quickly as it had come into existence. With the closure of the quarry in 1888, the buildings listed above were offered for auction and the fate of most of them is unknown. In 1918 Twelvetre described climbing the hill to "the tiny settlement, consisting of the post-office and store, the school, and the Anglican church, which forms the nominal centre of the Bangor district" (p.3). The post office / store was possibly that photographed around 1942 and believed to have been a hotel earlier, but now only foundations and old gardens remain. The school was probably a later State school rather than the company-built school of the quarry years. Both have gone, but the post-quarrying 1893 church remains. (A public hall and three houses have also been built on this part of the settlement site near the junction of the Bangor Road and the Paling Track.) The police station and cell was separate from the larger part of the settlement, and are incorporated in a much-altered dwelling on the river flats to the south of the Bangor hill. ⁶⁰

Most of the Welsh workers' cottages are believed to have been located on land now covered with regrowth bush along the existing original track running west from the Bangor Road to the top of the quarry, and along the ridge running north from it. The school, its site marked by a mulberry tree, and the manager's house, marked by exotic trees, bulbs and bricks, were also in this vicinity. ⁶¹

Thus there are only subtle landscape reminders of this township that was for a short period one of the largest ever in the Study Area. However, the post-quarrying settlement cluster on the Bangor hill has developed on the unusual hilltop site determined by, and a cultural reflection of, the quarrying operation rather than the subsequent farming community.

The Bangor Slate Quarry site was considered in the Mining Sites study of the Cultural Heritage section of the Regional Forest Agreement. It was recommended that the site, which was found to be relatively little disturbed, should be properly surveyed in order to document its apparent historic National Estate significance:

"The Bangor Slate Quarry recruited skilled workers from Wales and Cornwall to work at the mine and demonstrates the characteristics of mining companiew who played an important role in the economic development of Tasmania, and the movement of people and settlement of a particular area. The development of the industry is one of several examples in Tasmania (and elsewhere) of attempts at colonial self-sufficiency and industrial development.

The Bangor Slate Quarry demonstrates the characteristics of late nineteenth century development syndicates, with extensive development and the importation of skilled labour, only to fail due to the vagaries of the market and technological advances. The quarry is well preserved and a good representative example of a relatively uncommon industry in Australia." ⁶²

LIVING ON THE LAND

HUNTING AND GATHERING

The following discussion covers the history and any associated landscapes of a diverse range of rural activities that essentially involve using 'wild' animal and plant resources, whether native or introduced species. In some cases these species were then 'farmed' to an extent, for example deer and fish.

HUNTING NATIVE ANIMALS

In the early days of the Port Dalrymple settlement, food shortages forced the inhabitants to take to the bush with dogs and guns to hunt game, mainly 'kangaroo' (wallaby), to feed themselves. Some extended this lifestyle to become bushrangers, often clothed in wallaby skins, while others found that they could make money more easily from selling game meat to the government store than by the hard work of cultivating the land. ¹

In 1807 Paterson reported that his men were having to go further and further from the settlement to obtain sufficient supplies of wallaby meat. Local lore in the St Patricks region has it that Bullock's Hunting Ground was so named because it was used by a hunter named Bullock as a source of game for the government store in the early days. It consisted of a large area of tea tree and grassy swamps that teemed with wallabies. ²

A variety of wildlife was soon hunted throughout Tasmania for sport, for skins and as pests as well as for food. By 1883 Mrs Atherton, a pioneering settler at Gresford, Bangor (Pipers region) was sending possum skin rugs to other ladies. A photograph taken in 1901 at Yondover near Tunnel (Pipers region), entitled 'The Game Bag', shows a pademelon, a tiger cat or quoll, a wedgetailed eagle and a feral cat. ³

The thylacine or Tasmanian tiger was seen as a threat by pastoralists as land clearance reduced the cover and habitat for both the animal and its natural prey. Family records show that the Stevenson family suffered heavy losses of sheep from tigers in the Upper North Esk valley, firstly on Blessington Estate and then at Elverton and Aplico. In the winter of 1880 tigers were held responsible for the death of 448 sheep at Aplico.

The Stevensons believed that goldminers on the Camden Plains and fur skin hunters on the western side of Mt Barrow (St Patricks) were depleting the natural food supply of the tigers, which then came down south towards their sheep. The Stevensons erected wire netting fences to direct the animals to pitfalls, snares and steel traps. Most were caught in large wood-lined pits with underground drainage to prevent the tigers from drowning. These pits were later burnt in bushfires or filled in; it is thought that none survive. Skins were sold, and some of the skulls were fixed onto old harrow tines wedged into a large tree stump at Elverton. This stump and some of the tines remain. Some tigers were kept alive and later sold; they were kept in the chaff shed which is still standing (slide). The Stevensons caught their last tiger in 1906, around the same time that Emmanuel Prior collected the government bounty for two tigers on the Camden. ⁴

The history of snaring, trapping and shooting of wallaby, pademelon and possums for their skins in Tasmania has been researched by Cubit (1987) and Jetson (1989); details of these activities will not be discussed here. Skins were being exported from the colony by 1823. It was soon found that the thickest pelts could be obtained in winter in the colder high country such as the Central Highlands and the Western Tiers. Many snarers' and trappers' huts, rubbish heaps and pack tracks survive in these areas and have been documented in recent studies, including Gaughwin's (1991) Historic Sites Inventory Project. However, Gaughwin noted that no examples of snaring and trapping activities or sites were recorded from other parts of her geographical range, which included the entire present Study Area. She was uncertain as to whether this reflected a real absence or the need for further oral history research here. ⁵

Research in this Study has revealed that the snaring, trapping and shooting of native animals were indeed widespread activities in the Study Area until after World War 2, and that some huts were built in the high country for this purpose. The following is a composite picture of hunting in the area, built up largely from many oral sources, both published and unpublished.

Miners on the Camden in the 1890's were able, while prospecting, to make wages in skins from the wallaby and possum that were so abundant locally and near Mount Barrow and Ben Nevis. In many districts, settlers earned a living from farming, timber-splitting and sawmilling in the summer months and hunting in the winter, particularly

in marginal farming areas. Hunting was especially important as a source of cash during the depression of the 1930's; skin buyers would travel around the districts. Rabbits were hunted on and near the farm, and some wallaby and possum were taken during overnight trips from the home. Some single men lived in huts on land belonging to others in settled districts, hunting on properties in the district. The serious hunters left their farms and went to the high country for a week or so at a time for the best pelts. Most of these hunters built a hut, although Gordon Fullbrook spent three months of 1913 camped on the Eaglehawk Tier for hunting, well to the north of his Nabowla home.

Ringtails were very much more common than brush tail possums, the reverse being the case now. Many people used carbide lamps to spot the ringtails at night before shooting them; wallaby were usually snared. Skins were stretched and pegged on boards at the hut or on the wall of a barn or shed at home and, in one case at Turners Marsh, on the floor of the house itself. The women of the household sometimes pegged skins and sewed them into rugs or coats.⁶

During the present research, informants mentioned from first-hand knowledge several high country hunters' huts: on the western slopes of Mt Barrow (St Patricks); two on the slopes of Ben Lomond, two on Boags Country on the southern slopes of Mt Barrow, on Ben Ridge, on the Ben Nevis plateau above Upper Blessington, on Ben Nevis ridge, at Evelyn Creek and on Roses Tier (all Upper North Esk). As these are all in remote country rarely visited now, the informants were generally uncertain as to exact locations, present accessibility and the extent of any remains. The exception is the Abraham's hut on Roses Tier where there are chimney remains and a heap of palings. However, photographs have survived of the Ben Nevis ridge hut, built by the Phillips of Ben Nevis property.⁷

RABBIT HUNTING

Rabbits were introduced to the colony before 1816 and were plentiful but not a problem by the 1820's. However, the rabbit population continued to expand in the following decades and Tasmanian government, recognising their threat to agriculture, passed a Rabbit Destruction Act in 1871. Pastures were overstocked and rundown in the older districts, leaving them susceptible to damage by rabbit plagues during the 1870's and 1880's. Trappers fared well at this time.⁸

Perhaps because of a run of dry seasons and a drop in the native cat population, by 1914 the newer mixed farming districts of the North-West and North-East were struck by plagues of rabbits. This included many of the higher rainfall areas of the Study Area. At the Hunting Ground district to the south-west of Nunamara (St Patricks region) there were scarcely any rabbits in 1900, but within a few years they were established in large numbers, especially in the stone walls common in that district such as those still standing at Mt Edgcombe (or Edgcumbe).⁹

At Myrtle Bank (St Patricks region) the plague of 1914 meant that rabbits had to be poisoned, trapped or shot. From around this time farms were being abandoned here and in many bush settlement districts in Tasmania. In the indiscriminate rush to select the remaining land, settlers found themselves with large areas of poor land, much of which they only partly cleared. The bracken, blackberries and fallen logs were ideal shelter for rabbits which then compounded the settlers' problems by overgrazing any pasture. Many settlers abandoned these marginal farms to the rabbits or went to work at the sawmills.¹⁰

In 1925 the Commonwealth government made wire netting available to settlers on good terms so that they could attempt to fence their farm off from the rabbits. But as the Depression set in and farming profits plummeted, many farmers and settlers found that there was more cash to be made from hunting rabbits and selling their skins by the pound. Often the rabbits were the major source of meat for the family. In many cases these people were also hunting native animals for their skins. Rabbits were hunted across the Study Area; people from all regions have given accounts of rabbit hunting for cash at this time.¹¹

Rabbits have played an important role in the history of parts of Myrtle Bank and especially the Camden (St Patricks). According to early residents, these high altitude - high rainfall districts were originally covered largely with myrtle forest. Although much of the high country of Myrtle Bank had been cleared before 1920, there were few settlers clearing land on the Camden at this time. Fires before and during the early 1930's burnt the myrtle forest, leaving many logs lying on the ground, and led to the replacement of the myrtle by grasses. This new environment attracted and supported huge numbers of rabbits. Some families moved to the Camden during the Depression in order to harvest these rabbits.¹²

Thus rabbits contributed to the abandonment of farms in some districts, while presenting a new reason for settlement in others. Between these extremes, many families relied on rabbit hunting for cash. During World War 2, skin prices rocketed and rabbits were hunted in huge numbers in the Study Area and many other parts of Tasmania. Rabbits were finally brought under control with myxomatosis in the 1950's. ¹³

Although rabbits shaped lives and landscapes, there are few structures remaining that were specifically related to rabbits and rabbit hunting. Little of the wire netting fencing remains. Because rabbits were to be found in cleared or semi-cleared areas mainly on farms, people hunted them on short outings from the home and so most did not require a living hut, in contrast with possum hunting. However, some men made a generally solitary living as rabbiters, living at least part of the time in a small hut, often on a pastoral property. Rabbiters' huts were built along the Musselboro Road at Elverton (Upper North Esk); one of these survived and has been moved to a paddock where it rests on the sledge used to shift it. Along the North Esk River between Elverton and Whisloca, mint that grows wild is believed to have originated from rabbiters' plantings near their huts, now gone. ¹⁴

Some rabbiters' huts were used until relatively recently; for example, a man worked until about 1980 as a trapper of rabbits and native animals on Myrtle Bank farms, living in a hut at River Made at Targa (St Patricks) that has since disappeared. Another recently used rabbiters' hut still stands at Ben Nevis (Upper North Esk). Part of this hut was made from a railway carriage. ¹⁵

DEER HUNTING AND FARMING

By 1830 red deer were well established in Van Diemen's Land. In 1834 John Bisdee imported fallow deer to stock his park for hunting, and later some of them escaped and survived in the wild. Regular meetings of hunt clubs were being held by the 1840's. In 1841 the Clarendon pack first met, and the next year James Cox of Clarendon, Nile (outside the Study Area) and John Bisdee supplied deer for a hunt. ¹⁶

James Cox was also the owner of Whisloca in the Upper North Esk region of the Study Area, granted to him in 1830. In 1856 Theodore Bartley wrote to his sons in England of this estate, of which he had just taken over the lease:

"The scenery at Whisloca is delightful. The mountains arise so abruptly and the hills around are very beautiful. You will be pleased to hear that there are a great many deer running on the estate. There are also peafowl which have increased very much. The overseer and shepherds never shoot either deer or peafowl nor will they allow anyone else to do so" (Phillips, p72). ¹⁷

Fallow deer continued to flourish in the Upper North Esk region. Bill Phillips, shepherd and later owner of Blessington Estate (now Camelford North), was a well-known bushman who often provided venison for members of the Northern Alpine Club before setting out from his property for Ben Lomond in the late 1920's and 1930's. Deer were commonly seen on the Satan's Gully route to the mountain. ¹⁸

Deer were taken from Whisloca to the Ben Nevis property, owned by Bob Phillips from 1926. He built a post-and-rail enclosure (still standing) to keep some of the deer as pets, and in turn gave some deer to Jack Towns of Patersonia. Towns bred and reared deer over a period of around thirty years; his deer yard became quite a landmark. Although many of the deer were released, they were soon shot and did not become established in the wild to the extent that has happened in the Upper North Esk. ¹⁹

In more recent years the government conducted studies and introduced deer management plans because of the growing numbers of both wild deer and deer hunters, and the interest in deer farming as an enterprise based on a live capture programme. Deer management became a strong local issue in the Upper North Esk region in the late 1980's. One aspect of concern to landowners has been that some deer hunters were entering land and shooting without permission, sometimes causing damage and leaving fires burning. ²⁰

However, controlled hunting is approved by most, and deer hunting lodges became a part of the landscape in the Upper North Esk region. A modern log cabin-style lodge at Whisloca could be hired by deer hunters, while a similar lodge was built in the early 1990's at Ben Nevis, next to the former makeshift deer hunters' lodge, a former sawmill workers' hut shifted from a nearby mill site for this purpose. A short distance downstream on the North Esk, another sawmill workers' hut was shifted from a different mill for family recreation and fishing as well as by deer hunters. ²¹

At Whisloca the long history of deer on the property took a new direction in the late 1980's. In about 1988 the Trethewies, owners of Whisloca at the time, decided to take advantage of the presence of wild deer on the

property together with the government's live capture programme. They diversified into deer farming which has since become a popular extensive grazing enterprise in Tasmania, although theirs (no longer operating) was the first such farm in the Study Area. The venison was used in the Trethewies' own range of smallgoods, Ben Lomond Specialty Meats. The sheds and special fencing required to contain deer without injury temporarily added a new element to the cultural landscapes of the North Esk valley. ²²

FISHING

In 1866 brown trout were successfully released in the Plenty River in the Derwent Valley. By 1877 the *Tasmanian Gazetteer* was able to report that many rivers abounded in brown trout, including the North Esk. Angling soon became a popular recreational activity, supported by fish hatcheries at Plenty and Waverley, Launceston. Anglers' guides recommended both the North Esk and the St Patricks River in the Study Area for trout fishing. A 1914 guide described reaches of both the lower and upper North Esk that were popular, while the St Patricks River was considered one of the best rivers in the State for its fishing, as well as being convenient to Launceston and very picturesque. ²³

Fishing holidays became popular around the turn of the century, particularly with local and interstate professional city men and their families who would stay as paying guests at riverside farmhouses. Some of these farmhouses in the Study Area are still standing in close to their original form. On the banks of the upper North Esk below Upper Blessington, rooms and board were provided at Wattle Corner. In 1913 Mr Williams of Melbourne caught over 100 trout during his stay of a week. ²⁴

The St Patricks River region was one of the most popular areas in the State for farm-based boarding house fishing holidays. On the St Patricks River at Targa, River Made was a large year-round holiday house renowned for fishing from the 1890's until about the 1930's, and was a major source of income for the Prestidge family. Down river at Hopevale Mrs Peck took in guests, as did the Richards family at Aldridge across the river, but in this case the original house with guest rooms has been replaced. Mrs Tattersall's Rookwood boarding house near the Camden Rivulet was probably the disused farmhouse still standing on the property. ²⁵

On the upper reaches of the North Esk stands a fishing hut, believed to date from the 1920's, that was used by a Launceston doctor and friends. It has been known locally as the 'Doctor's Hut' and is of simple split timber construction. The shingle roof has been replaced. There was another fishing hut (c1930's) used by town people on the Camden (St Patricks) but this has gone. The Green brothers put rainbow trout in the Camden streams which already held the brown trout; these streams attracted fishermen from Launceston and Hobart. ²⁶

The St Patricks and North Esk Rivers are still popular for fishing, although large numbers of cormorants now reduce the numbers of fish; a bounty was once paid for killing these birds. With modern roads and transport these rivers are readily accessible from Launceston for fishing day-trips so that local accommodation is no longer required. However, some people do request permission to camp on river-front sites. From the 1940's until the present, Launceston people have built several substantial weekenders on the St Patricks River. In the 1990's there has been an increase in numbers of both weekend retreats and commuter housing on the St Patricks River and tributaries and the Camden streams, with fishing as one of the attractions. On an upper reach of the North Esk River at Benvale, a local farmer shifted a sawmill workers' hut from a former mill site on his property to an attractive site on the river bank. In the 1990's the hut has been used for family recreation and fishing as well as by deer hunters. ²⁷

To maintain a good supply of trout with which to stock streams, including many in the Study Area, fry were raised at a fish hatchery, located at Waverley, Launceston at first and at Corra Linn from the 1940's. Using much of the plant from Waverley, the new hatchery was established near the site of an early flour mill on a flat area on the right bank of the North Esk. A weir had been built at the upstream end of Paterson (Scout) Island and water was piped and flumed from here to the old mill. This system was re-used for the hatchery, directing water from the flume running around the contour of the hillside and then straight down for a gravity-fed, flow-through supply for the tanks in the wooden hatchery shed. Two adjacent smaller sheds were used for mincing food for the fry and for plant storage. Outdoor ponds were constructed, although the original site drawings suggest that more had been planned. Two weatherboard houses were built for hatchery workers.

Since a policy change in about 1967-68 because of the high cost and labour intensive nature of hatchery -raising of brown trout, the stocking programme has been wound down. In the 1990's the Inland Fisheries Commission kept one officer on site, maintaining the hatchery with largely existing plant in full working order in case of an urgent need to raise fry for release. The hatchery facilities have also been used for aquaculture research. The

officer uses the site as a base for policing and enforcement duties with the Commission. Most recently, Inland Fisheries made plans to build an eel holding facility at Corra Linn.²⁸

Out of angling licence fees, the Inland Fisheries Commission manages and maintains the Corra Linn site as a public recreation area with picnic and toilet facilities. The Corra Linn Fly-Casting club uses one of the outdoor ponds for practice sessions, and a few trout are kept for visitors to view. The river here is popular for trout fishing and swimming, with rock-climbing and canoeing in the rugged gorge immediately upstream.

The hatchery site forms one striking component of the Corra Linn cultural landscape. Contrasting with the rugged natural scenery of the gorge, the painted weatherboard cottages, the oiled board hatchery sheds and the concrete ponds form an orderly and cohesive cluster on the extensive grassy riverside flats planted with mature exotic trees. The hatchery is an intact reminder of the historical importance of establishing and maintaining stocks of trout for angling in Tasmanian streams.²⁹

In the late 1990's another hatchery venture has added a new element to the cultural landscapes of the St Patricks River. In 1997 the Malahoff family applied for Council planning approval to develop a fish farm at Targa. By October 1998 they had built a trout hatchery under their house on a 20 hectare property at Targa, purchased for this purpose because of the water quality of the river, and had produced 200,000 rainbow trout. A 700 metre-long channel taking water directly from the river holds 50000 fish. Planned developments included 12 grow-out raceways for the fingerlings, fry tanks and a flood protection wall.³⁰

The Tamar River estuary has supported fishing both from boats (for commercial and recreational purposes) and from jetties (for recreational fishing), with the catch including cod, trumpeter, blackbacked salmon, mullet, flounder and garfish. There were many small commercial river fishermen based along both sides of the Tamar from Launceston to George Town, with perhaps 30 to 40 boats operating in the 1920's to 1940's. In the 1940's one of these boats was owned by Ern Hill of Windermere, and was of the distinctive local type known as Tamar cod boats, an open wooden craft about 18 feet long with a flattish bottom. Later he replaced it with a fibreglass boat and continued regular fishing until the late 1980's. Hill, like the other eight or so boats with a licence for Freshwater Point to East Arm, mainly went at night to the same spot upstream of Windermere because of the excellent flounder catches. There is no regular commercial fishing, but the Windermere public jetty and now the pontoon is used for launching recreational boats and for jetty fishing.³¹

NATIVE PLANT HARVESTING

Tea-tree was harvested over a period of several decades for a medicinal preparation known as 'Vitadatio'. Mrs Millwood of Patersonia (St Patricks) was said to be the originator of this remedy, probably in the 1880's or 1890's, while in the period from 1910 to 1920 boys in the Underwood district (Pipers) were earning cash by pulling young tea-tree, tying it into bundles to be cut and sent to England to be used in Vitadatio.³²

On a larger scale, in 1915 W. Sulzberger was machine harvesting about 20 tons of tea-tree at Lilydale (Pipers) to be sent interstate for use in Vitadatio. The press report observed that:

"the price paid is a profitable one, and at the same time is utilising a waste product which in the early days caused the pioneers a deal of trouble in clearing" (*Daily Telegraph*, 2 February 1915).

Thus the harvesting of tea-tree would have only slightly altered the landscape by hastening the land clearing process a little.³³

During the depression of the 1930's, people in the Underwood were again able to cut tea-tree by hand into short lengths and bundle it for payment by Barnard, who stored it in a shed (still standing) on his property. Frank Youl used a tractor-driven chaffcutter to further cut the tea-tree before it was sent to England for Vitadatio manufacture. Son George Barnard continued the business for a time during the war at his nearby property.³⁴

The bark of the native sassafras tree, which grows in wet sclerophyll forests, was the main ingredient of sassafras beer. This mildly intoxicating drink, said to be good for the kidneys, was made by the Fullbrook family and most other people in the Little Forester region in the early 1900's. It was made in kerosene tins for continuous, every day use; ginger beer was only made for special occasions. Another native plant of high rainfall areas to be harvested was sphagnum moss. This was collected by the Mason family at Diddleum and sold to Walker's plant nursery in the 1930's.³⁵

The small scale of the harvesting of the species of native plants discussed above would have had little impact on

the landscape, past or present. Wattle bark stripping for use in the tanning industry was on a much larger scale from the early days of the colony. In 1823 'mimosa' bark was one of the major exports, although commercial tanneries were not established in Launceston until the 1830's. In 1829 Hobler was cutting wattles on his Killafaddy farm on the North Esk at Launceston to fill a contract for bark for export to England, the trunks being sold in Launceston for firewood. By 1833 there were reports of wattle plantations for the large export market.³⁶

Little is known of the activities of the wattle bark getters, despite the fact that stripping started so early and continued in the Launceston area as late as the 1940's. Wattle bark was probably widely collected in the Study Area but there is no obvious evidence, particularly as wattles are fast growing and short lived. From oral sources it is known that bark was collected near Nunamara (St Patricks), at Elverton (Upper North Esk) in the early 1900's, on Sawpit Hill (Upper North Esk) around 1925, in the Windermere district (Tamar) and from a plantation on the East Tamar Highway south of Mt Direction (Tamar) in the 1940's. Bark was sold to a mill in Earl Street, and later it was sent to Swansea.³⁷

WILLOWS

Willow trees were being imported to Launceston by the 1830's and were soon naturalised along water courses. The Ballards brought their own saplings from England and planted them on Distillery Creek for export of the canes to the other colonies as well as for use in their own basketware factory. James Ballard opened his basketware shop in 1880 (the family continued in basket making in the 1990's). Later the Alexander Racquet Company provided a market for willow. Around 1934-36 willow canes were harvested along the Upper North Esk and stacked into billets which were sent to the tennis racquet factory at Newstead.³⁸

The exotic willows became so well established that they had to be cleared from blocked water courses. In 1917 John Ballard negotiated a contract with the Lilydale Council to cut willows at Lilydale. Men were employed by the government during the Depression in the early 1930's to clear the North Esk in the St Leonards area to prevent overflowing onto the railway line. One of the Ballard basketmakers had a contract to cut willows on the railway from Newstead to Latrobe, employing 80 to 100 men on commission. Part of this stretch of line passes through the Lower North Esk region of the Study Area. The contract ended in 1959 when spraying for blackberries killed many of the willows. More recently, Ian Dickenson took the contract to clear the North Esk between Elverton and the North Esk Memorial Hall (Upper North Esk) in the early 1990's.³⁹

Although willows are not as widespread as before these and other clearing contracts, they are nevertheless a conspicuous element of the rural cultural landscapes of the Study Area, especially along water ways.

WILD FRUITS

Blackberries were planted in the colony's countryside in 1843 in the hope that they would naturalise and could be gathered. James Fenton's wildest dreams were soon fulfilled and blackberries became the widespread pest that persists today across Tasmania. However, they were collected with enthusiasm in the Study Area; in February 1942 Mrs Chugg of Corra Linn, Relbia (Lower North Esk) recorded that 42 pounds of blackberries had been picked for jam. Some owners of marginal farmland were able to earn some cash from blackberries; a couple living high on Mount Arthur would walk into Lilydale to sell their fruit.⁴⁰

On a much smaller scale, the black thorn which was grown as a hedging plant became naturalised in some districts, and the sloes (used in gin) were harvested by the Thomas family of Everton, White Hills. These can be seen in the roadside thickets of largely introduced species along the Lower White Hills Road (Lower North Esk).⁴¹

HONEY

Farm settlers in many districts commonly collected wild honey or kept swarms in hives. Mrs Atherton, pioneer settler at Gresford, Bangor, recorded in her diary in 1886 that she had taken a swarm of bees. The Olding family used to make mead on the Camden (St Patricks) early this century, cutting down a 'bee tree' to collect the honey. Around the same time the Fullbrooks at Fairbanks, Nabowla (Little Forester) kept bees in hives made from kerosene cases, using the honey to make mead. Bees were also kept by the Richards at Aldridge, St Patricks River (St Patricks).⁴²

Honey has still been collected in the Study Area in recent years, using modern hives that are often shifted from

site to site. In the early 1990's a large group of hives could be seen on Nook Road in the Nabowla district (Little Forester). In the 1970's the Hollybank Apiary (now closed) was established on a small hobby farm at Underwood (Pipers), the owners extending the old farm cottage into a pine chalet with outbuildings, and set up a glass hive for visitor display. In 1980 the small venture ran 200 hives, but many of them were placed on the West Coast for leatherwood honey. ⁴³

FENCING THE LAND

RE-CREATING THE ENGLISH LANDSCAPE

In the early years of the colony, even the cultivated fields were unfenced. In 1829 Widowson observed:

"A great deal of land at present under cultivation has never been enclosed, and much of it only fenced in with the branches of trees piled on each other. Indeed, the old settler (in some instances) may be said to have rather added to, than dissipated, the uncivilized appearance of the country." (p82) ⁴⁴

Widowson was no doubt comparing this disorderly landscape with English rural landscapes, at that time undergoing change through the Parliamentary Enclosures of land. Previously unenclosed or irregularly enclosed lands were being replaced by a chequer-board of quite small and regular fields with straight boundaries delineated by hedgerows or stone walls. Fields are known by their boundaries, and it has often been argued that these boundaries are the key component of the idealised English landscape. Settlers in Tasmania sought to re-create this landscape. The adoption of contemporary English farming practices, made possible by the climate, soils and topography, led to a distinctive rural cultural landscape in which field boundaries were a highly significant element. ⁴⁵

In England the field boundaries were typically formed by hawthorn hedges or stone walls depending on the locality. Settlers aspired to emulate these, and as early as 1826 the Land Commissioners were praising the results:

"a Hedge row of beautiful white Thorn, protected by an admirable Hurdle Fence" (p38).

The latter was probably a wooden post and rail fence, which in the colony was soon considered to be an effective, relatively quick and tidy method of permanent fencing using timber that was readily available on most properties, unlike in England. As Curr wrote in 1824, settlers were content if they could here and there produce a cornfield surrounded by a post and rail fence to remind them on a small scale of the beauties of home. Some skill was required for its correct construction, and here Widowson gave advice to the new settler as to how to engage labour to carry out the work. ⁴⁶

Although hedgerows and, to a lesser extent, stone walls were used to protect crops, contain stock and mark property boundaries, timber was an obvious choice for fencing because of its abundance and the speed and ease with which fences of some description could be built. These factors continued to be of importance with the spread of the pioneer fringe into the more heavily forested areas. The disadvantage was that timber fences are not as long lived as hedges or stone walls as they are subject to rotting or destruction by bush fires. Such a fence was also easily removed when no longer functional. The net result was that most of the earlier timber fences have disappeared, whereas more effort was required to completely remove an old hedge or a stone wall.

The outcome has been that in the Study Area relatively more of the hedges and the never-common stone walls have survived in some form than the once-common early timber fences. Photographs have proven to be a rich source of information as to the past types and distribution of fencing, although the fences were generally not the photographer's main subject matter. ⁴⁷

The rich cultivated lands of the Lower North Esk region were amongst the earliest in the colony to be enclosed. In 1820 Bigge complained that he had hardly observed a single fence in the colony, yet only a few years later the Land Commissioners noted that Lette had made considerable improvements in the way of fencing at Curraghmore, White Hills while Widowson remarked upon Rose's enclosed cultivated paddocks nearby at Corra Linn, Relbia. By 1830 Lette had erected over seven miles of post and rail fences at Curraghmore. ⁴⁸

HEDGEROWS

As the farms became more established in the Lower North Esk, hawthorn hedges were commonly planted along field boundaries, making it one of the most 'English' landscapes in Tasmania. In 1859 Hull described it thus:

"Looking southerly, the Valley of Patterson's Plains spreads out with hedges of the dear old hawthorn and

sweet brier, and extensive cultivated fields" (p78).

In the following year, the farm Everton at White Hills was advertised in *The Examiner* as being for sale with its 250 acres of rich land "divided by 4 miles of unequalled white thorn hedges into 16 paddocks" (12 January 1860). Black thorn hedges were also planted on this property.⁴⁹

The Lower North Esk region still retains many of its hawthorn hedges (some of them mixed with blackthorn, briars and other species), especially along the Relbia - Lower White Hills Road and Everton Lane. Here the hedges line the narrow roads along the small valleys and divide the hillsides into many small fields, forming a patchwork of pasture and cultivated land. In most cases the hawthorns are large and untrimmed, and in many places they have grown wild in thickets. The hedges and the topography combine here to produce what is still one of the most distinctively English landscapes in Tasmania.⁵⁰

The rural heritage value of these Lower North Esk hedgerows is widely recognised but their retention can be threatened by costs and difficulty of maintenance, and the need to widen the narrow roads. This issue arose in 1999 over the loss of hedgerows for the proposed widening of a total length of about 4 km of Relbia Road. After protests the Northern Midlands Council decided to keep a photographic record of the hedgerows to assist later reinstatement of hedges by some landowners who wished to do so.⁵¹

Hawthorn hedges add their distinctive form and seasonal variation to many other landscapes in the Study Area, mainly on the better land in districts settled by about the 1870's. The most significant localities include the Landfall to Burnside stretch of the Tamar region; the gentle hills and valleys around Lilydale (Pipers); the valleys of Patersonia Rivulet and St Patricks River (St Patricks); and on the older farms between Watery Plains and Whisloca in the Upper North Esk region.⁵²

In some places low hedges of blackberry or briars have grown along fences, apparently replacing or reinforcing the original timber or wire fence. These can be seen in a number of archival photographs taken on farms in the heavily forested areas, such as at Ingleburn, Upper Blessington (Upper North Esk) and at North Lilydale (Pipers). These informal hedges along fences remain as quite common features of the rural landscape.⁵³

DRY STONE WALLS

Unlike in England, the dry stone wall was never very common in Tasmania because few localities had supplies of suitable surface stone lying in the fields. Where they were used, they served the combined purposes of clearing the land of unwanted stones, forming a fence without the purchase of materials, and providing shelter from the wind for stock. Their chief disadvantage was the large investment in time, labour and skill required to erect a good dry stone wall.⁵⁴

Because of the comparative strength and durability of an unmortared wall, a number have survived in Tasmania (two of the most significant within the Study Area, as discussed below), although they were usually not built by men with good knowledge of techniques and are often in need of repair. Many are partially hidden by scrub and blackberries.⁵⁵

Earlier settlers in the Study Area were able to overcome the labour problems to some extent by taking advantage of cheap convict and ticket-of-leave labour. This was certainly the case at Mount Edgecombe (or Edgcumbe), Nunamara (although the landowner himself also built some of the large and prominent basalt walls around the hilltop homestead). It was probably also the case at Watery Plains (Upper North Esk), where a length of stone wall remains at the base of a post and rail fence at the original 1820's house site, and at Mount Direction, where there are dolerite dry stone walls around the ruins of the convict-built semaphore station.⁵⁶

Later pioneer settlers taking up forested smallholdings did not have the benefit of convict labour. Many existed on their farms at a subsistence level and were forced to take on labouring jobs themselves for cash, so that they were not always in a position to pay others to build stone walls. This was certainly the case in the marginal farming country of Underwood in the latter part of the nineteenth century. If a settler desired stone walls, then he must build them himself. Such was the case for William Orr who purchased Hollybank in 1886, and probably also for other settlers of at least three nearby Underwood and Brown Mountain properties where stone wall remnants can be seen.⁵⁷

However, lack of dry stone walling skills often remained a difficulty even when the labour problem had been solved. Ian and Kerry Clough, stone walling consultants based at North Lilydale, have observed that while some Tasmanian wall builders had a general notion of methods of construction, few had knowledge of the finer points

of technique so that many walls have since collapsed. They consider the walls at Mount Edgecombe to be significant examples on a State-wide basis of well-built walls of unusual size (up to about 1.8 metres high, compared with the British standard of the time of 4'6", or 1.37 metres) that are still in good condition. Here a primary aim could have been to clear the small patch of very productive basalt soil of its abundant surface stone as efficiently as possible.⁵⁸

Construction techniques in Tasmania were very diversified, partly because of the variety of local stone and partly because of many builders' lack of knowledge of standard techniques. Ian Clough commented that the well-built walls at Hollybank were of an unusual style not seen elsewhere in Tasmania, and possibly specific to their builder rather than following any established standard. However, recent research into the Hollybank Forest Reserve suggests that these walls may indeed follow or resemble a British regional style, namely the Galloway dyke of the south-west lowlands of Scotland, which are situated between the places of origin of settlers William Orr and his wife Elizabeth.⁵⁹

This possible transfer of a traditional British regional style is one of several aspects of the cultural landscape and historical significance of the dry stone walls, built during the farming phase (c1870's-1930) of the Hollybank Forest Reserve as identified in more detail in the 1996 report. The stone walls are amongst the most readily identifiable landscape elements of this phase, and there are still sufficient stone walls surviving to delineate the spatial layout of the only typical pioneer farm in the forested parts of the Study Area (and possibly in the State) to be in public ownership.⁶⁰

Even good construction techniques could not protect old dry stone walls from a fate that was common throughout Tasmania. There were formerly more extensive walls at both Hollybank and Mount Edgecombe, while other walls near the latter at the Hunting Ground, St Patricks River Waterworks and the Nunamara township have disappeared. In all these cases, much of the stone was sold for crushing for public road works.⁶¹

At the Hollybank Forest Reserve, years of natural deterioration due to construction faults, weathering and vegetation, together with vandalism and accidental damage by visitors and theft, have also taken their toll so that there are few lengths of wall in near-original condition. These problems have been compounded by the recent removal of stone from original walls for repairs to other sections, and even for building replacement or entirely new walls (not in the original style).⁶²

New stone walls have also become a landscape feature in parts of the Study Area, associated with the settlement phase from the late 1970's to the present. People moving to hobby farms and commuter houses in very rocky bush country such as Fingerpost Hill and parts of Turners Marsh (Pipers region) have increasingly used the overly abundant surface stone to form walls.⁶³

SIMPLE TIMBER FENCING

Whichever kind of more permanent fencing would finally be employed, the first type of fence on new land was usually a crude brush or log fence, made by using bullocks if available to heap up some of the logs, branches and saplings made available from clearing the land. These simple fences were built from the earliest years through to the last phases of pioneer settlement of forested land such as on the Camden (St Patricks) in the 1930's, and even later when clearing new land on an established farm. A photograph taken at the pioneer farm Yondover at Tunnel in about 1900 shows cattle in a roughly cleared paddock with a brush and log fence along the bush boundary. An old-style log fence was photographed at Whisloca in the Upper North Esk region as recently as the 1940's and another survived on that property until it was burnt in 1968, but none have been recorded in the field during the present Study.⁶⁴

A Myrtle Bank settler wrote in 1879 that this type of log fence was the quickest and easiest one to make, but that it could easily be accidentally burnt and would not stop pigs. It would generally be replaced by a chock and log fence, made by placing short chocks transversely every few metres, with long logs laid alternately with the chocks. Bullocks were used to haul the spars. Fences of this kind were used in the early 1900's by the Abrahams around their summer run on Roses Tier (Upper North Esk), by the Fullbrooks to divide their paddocks at Fairbanks, Nabowla (Little Forester) and by Bob Phillips when he first went to the unfenced grazing property Ben Nevis (Upper North Esk) in the 1920's.⁶⁵

Where available, manferns made convenient chocks, as mentioned by the same Myrtle Bank settler in 1879. A fence made in this manner with manferns survived until recent times on the old Myrtle Bank road, and may still exist beneath the thick undergrowth. Another modification of the basic chock and log fence was in use in early

years on Whisloca (Upper North Esk). When the Trethewies took over the property in 1874 there was a large yard that had been built earlier by shepherds to protect the sheep from Tasmanian tigers. Where the ground was rocky the yard was bounded by a double chock and log fence with spiked stubs stood on end between the two; this was known as a stub fence. On ground that was not rocky, the chock and log fences were not necessary because the sharpened stubs could be stood in a dug trench. ⁶⁶

No chock and log fences were seen in the field during this Study, but an early photograph shows a chock and log fence at the Staubi pioneer farmstead at Doaks Road, Lilydale, while another photograph shows a similar fence at Yonderover, Tunnel in 1898. As recently as about 1940, in the sawmilling township of Roses Tier there was a log fence in use, constructed with large logs and thick planks of milled timber. ⁶⁷

Dog-leg fences were made by crossing two short spars and resting long spars along them. These were cheap and easy to construct but were only suitable for internal fencing; the Fullbrooks used these at Fairbanks, Nabowla in the early 1900's. Other simple fences have been made by nailing sapling rails onto sapling posts, such as around a pig pen at Myrtle Bank; a similar modern fence has been built at Underwood. Likewise, rails of split timber would be nailed onto squared posts, for example at Corra Linn farm, Relbia (Lower North Esk) and at Elverton and Ben Nevis (Upper North Esk). At Ben Nevis a crude fence was made by nailing assorted lengths of sawn timber onto posts, overlapping these rails where they finished between posts. ⁶⁸

POST AND RAIL FENCES

The best permanent style of timber fence was long considered to be the 'post and rail', in which the split or hewn rails were placed into mortised slots cut into the squared posts without the use of nails. These were widespread in Tasmania (including the whole Study Area) for a long period until most were replaced with wire fences in the 1940's and 1950's. Some property owners have chosen to erect post and rail fencing in recent years, including stock yards at Corra Linn, Relbia and Whisloca (Upper North Esk). ⁶⁹

Building post and rail fences required time, skill and effort as well as suitable timber. In 1875 the Trethewies were kept busy carting posts and rails from one to another of their owned or leased properties in the Upper North Esk region. Some were taken to Coombe Bank where extensive post and rail sheep yards in poor condition still adjoined the old roadside shearing shed in the early 1990's. At the time this was the most significant surviving example of early post and rail fencing in the Study Area, forming part of a cohesive cultural landscape of rural structures. Post and rail sheep yards can be seen in other places including Lower Turners Marsh, Lilydale and Lebrina. ⁷⁰

A number of sections of old post and rail boundary or dividing fences still survive, although they are usually fragmentary and in positions where they have been protected, such as under a pine hedge at Darleymore (Lower North Esk) or in a hawthorn hedge at Lilydale. One of the most striking examples is at Watery Plains (Upper North Esk) where the fence is prominent in the landscape of fields and wild box thorns, and has been built so that the fence emerges above a low stone wall. ⁷¹

Many archival photographs show post and rail fences (generally no longer standing) at locations across the Study Area, for example at Relbia, White Hills and Darleymore (Lower North Esk); Blessington and Upper Blessington (Upper North Esk); Lilydale, Bangor and Tunnel (Pipers); and Myrtle Bank (St Patricks). As early as the turn of the century many post and rail fences were already badly overgrown with blackberries, as seen in Northern Tasmanian Camera Club photographs taken at Lilydale. ⁷²

In many settlements in heavily forested areas, the abundant timber was commonly used over a long period to make post and rail fences of a cruder nature. Several rails (often four) of large dimensions were simply nailed between strong wooden posts. ⁷³

PALING AND PICKET FENCES

On the pioneer farms in the forested districts, split paling fences came to be a very common form of permanent fencing. Although using more timber than post and rail fences, they required less skill to build and the resource was locally abundant. Some settlers earned cash by splitting palings and building fences for others. The Stevensons were building considerable lengths of paling fences at Elverton and Aplico (Upper North Esk) in the 1920's. Although settled early, these and other properties on river flats in the district had been used as grazing land, much of it uncleared for years. ⁷⁴

By the 1930's and 40's paling fences dominated farm landscapes in the forested districts, especially in the Upper North Esk region. Often fences snaked across and up and down entire hillsides as at Denholme, Burns Creek (where some tree stumps are incorporated into the fence) as well as in the Blessington area, and at Byethorne and Ingleburn at Upper Blessington. In the sawmilling settlements of Burns Creek and Roses Tier, paling fences separated houses and divided areas of the mill. In the Upper Blessington settlement, also a former sawmilling township, the generous use of timber in paling and other types of fencing and structures remains a striking feature of the cultural landscape. ⁷⁵

Although only fragments now remain in the field, archival photographs including paling fences are plentiful, and show that they varied greatly in terms of their height and the width and the spacing of the palings. Some were joined by weaving wire along the length of the fence rather than with nails, as at Lenna, White Hills (Lower North Esk) and in the deer enclosure at Ben Nevis (Upper North Esk). Modern paling fences around house lots tend to be more uniform in style; the palings are now more likely to have been supplied by a commercial yard. ⁷⁶

On properties with paling or post and rail fences around paddocks, the garden around the house was often marked off and protected by a smart picket fence and gate of variable design, as shown in archival photographs across the Study Area. Picket fences, sometimes with a decoratively shaped top, were also commonly used around houses in townships as well as churches; picket fences were a feature of the Lilydale townscape. Less common was the lattice fence, as at Denholme, Burns Creek (Upper North Esk). ⁷⁷

WIRE FENCES

Wire fencing was common in some parts of Australia by the 1870's but it was not very successful until wire strainers came into use around 1900. In Tasmania wire fencing came into use only gradually. In the older established areas, adequate fencing was already in place and wire was only used as these existing fences needed replacing. Wire fence straining was recorded in the farm diary for 1921 at Corra Linn, Relbia, one of the earliest settled properties in the Lower North Esk region. ⁷⁸

In the pioneer districts, timber was initially readily available and so was cheaper than using wire. However, wire fencing was in use on the pioneer farm Gresford at Bangor (Pipers) by 1883. Wire fences later gradually replaced the old timber ones in all districts, particularly from the 1940's and 1950's when the widespread use of bulldozers led to a rapid increase in land clearance on farms. In 1950 fence replacement was an important aspect of the modernisation of the Windermere property (Tamar):

“Dilapidated fences, covered with blackberries, scrub and hawthorn up to 12 ft. high were simply uprooted and flung aside with a bulldozer. More than 30 miles of new fencing, some of it the most modern in Tasmania, have been constructed since 1946” (*Examiner*, 11 October 1950). ⁷⁹

Most wire fencing consisted of strands of wire run along split wooden posts. Sometimes barbed wire was used; in 1942 the Director of Public Works stated that along public roadways barbed wire should only be placed on the inside of the posts because of the risk of accidents. Wire fencing with split wooden posts can be seen all over the Study Area and is still repaired and replaced. Some newer fencing uses metal or treated pine posts. Wire fencing is inconspicuous and does not visually define boundaries as strongly as do timber fences, hedges or stone walls. ⁸⁰

An example of early ring mesh fencing (c1930's) attached to a large log post survives on a remote logging track in the foot hills of Mt Barrow (St Patricks). Modern mesh (cyclone) fencing is quite common for particular purposes, such as for security at the Nunamara waterworks (St Patricks, loc) and for deer farming. ⁸¹

Wire netting was used from the 1880's in the Upper North Esk region by the Stevensons for leading Tasmanian tigers to traps, while from about 1925 farmers could buy netting with government assistance to that they could fence themselves in with it in an attempt to keep rabbits out. Some remnants of old wire netting boundary fences can be seen. Wire netting was also commonly nailed to wooden framed fences around house gardens or fixed above paling fences, to protect gardens or contain poultry or deer. ⁸²

DAIRYING

For a more detailed historical discussion, refer to Jill Cassidy's 1995 National Estate study, *The Dairy Heritage of Northern Tasmania: A Survey of the Butter and Cheese Industry*.

SLOW BEGINNINGS: FROM FIRST SETTLEMENT UNTIL THE 1850'S

Before the 1850's there was little dairying practised in Tasmania and large quantities of butter and cheese were imported. Although dairy work was considered an appropriate female occupation, women convicts were seldom taken on for outdoor farm work because generally there was so little dairying that dairy maids were not required. Most dairying was restricted to a house cow kept for the family's needs.⁸³

However, at least one early land grantee in the Study Area received as many as six cows on easy terms. On his arrival in the colony in 1818, George W. Barnard was granted 1000 acres, the beginnings of the present Landfall estate, on the East Tamar not far from Launceston, together with various indulgences. One of these indulgences was the use of the six cows on credit of two years, to be paid in money or wheat. After developing his property for mixed farming for a few years, Barnard returned to England. On his return in 1845 he continued dairying, possibly on quite a large scale. One of the largest dairies in this early period, said to have been milking 50 cows in 1845, was situated in the Tamar region; this may have been Barnard's dairy. Although this district had the advantages of good soils for pasture and river transport for dairy produce, there would not always have been sufficient feed in the dry summers.⁸⁴

Other farmers in the Study Area kept a few cows on their properties for their own needs and sold the surplus locally. These properties were generally mixed farms not far from Launceston with an acreage under cultivation, a farm orchard and usually some pigs and poultry. Two such farms were Everton at White Hills and Old Illaroo at St Leonards in the Lower North Esk, which were advertised to let in 1859 and 1860 respectively. Farms such as these were often let to tenants with milch cows included. A small brick dairy, probably that listed in the advertisement, still stands behind the homestead at Old Illaroo and is the only structure specifically related to dairying in this period to be identified in this Study. There was no milking shed mentioned in the advertisement; at this time the majority of cows in the colony were simply milked in the open.⁸⁵

In 1858 Tasmanian dairy exports far exceeded imports, especially from Launceston; farms in the early settled areas mentioned here.

Cows were grazed on native or introduced grasses, and by 1859 the Ayrshire, Devon and Hereford breeds were replacing the earlier Brahmin crosses. As early as 1830, John Williatt took up Elverton in the high-rainfall Blessington district (Upper North Esk) and under a manager ran it as a dairy farm with a herd of Ayrshires. The cream and butter were sent to the township of Evandale.⁸⁶

THE SPREAD OF SETTLEMENT: FROM 1860 UNTIL 1890

In this period dairying continued in the earlier settled areas of the Study Area as discussed above, and was taken up as permanent farming became more established in other areas. When the Trethewie family moved to Whisloca in the high rainfall valley of the Upper North Esk in the 1870's there was a substantial cowshed of about 12 stalls on the property; it is not known whether neighbouring Elverton was still operating as a dairy farm.⁸⁷

The wetter areas of Tasmania were better suited to dairying than some earlier settled districts of the Study Area (such as the Lower North Esk and the Tamar) in terms of the availability of year-round feed. However, large tracts of suitable land in the Study Area were still forested and largely unsettled until the 1860's in the Pipers, St Patricks regions, and the 1870's in the Upper North Esk and Little Forester regions. Early settlement of these forested districts followed a typical pattern of pioneering subsistence farming, with a small area cultivated for potato and wheat crops, a vegetable and fruit garden, and a couple of cows. Small scale dairying was a key element in the pioneer farming economy. The government advised prospective farmers that dairying in a small way would benefit the pioneer settler as he would have a quicker return by running a few cows on newly cleared land than by planting crops. The forested land could be burnt and grass seed scattered in the ashes.⁸⁸

Before 1892 there was no organised dairy factory system in Tasmania and, although exports exceeded imports, large quantities of butter were still imported, particularly during the winter season when local cows were dried off.

However, as pioneer farmers in the Study Area started to produce surplus milk, cream and butter they were able to sell or barter it locally or in Launceston. Some milk was kept for immediate use, largely by the family or for local sale, but most was separated for butter churning. As a new settler at Bangor (Pipers) in 1880, Mrs Atherton found that while milk was expensive, butter (which kept better) was quite cheap in Upper Piper (Lilydale). Most farmers complemented their dairying by fattening and selling surplus stock and fattening pigs on the skimmed milk remaining after separation of the cream.⁸⁹

The mining settlements at Bangor (Pipers), Lisle (Little Forester) and Lefroy (to the north-east of the Study Area) provided ready markets for dairy produce. Farmers in the Lilydale district carted supplies by pack-horse across the slopes of Mount Arthur to Lisle, while many miners travelled to Lisle via Patersonia (St Patricks) where Mr Millwood ran a hotel and a dairy herd. Other farmers at Myrtle Bank (St Patricks) also carted fresh produce to Lisle.⁹⁰

Transport routes were important determinants of markets for dairy and other fresh produce. Patersonia and Myrtle Bank farmers benefited from traffic on the Launceston - Scottsdale coach route. Likewise the construction of the railway from Launceston to Scottsdale assisted farmers in the Pipers and Little Forester regions. During the construction period farmers supplied butter to the workers, and after the opening of the line in 1889 Launceston became a more easily accessible market.⁹¹

Farm milking, separating and butter-making at this time was a laborious and time-consuming activity that was often the province of women with the assistance of children. Farm practices varied, and so too did the problems of contamination. The quality of farm butter was highly variable.⁹²

A CHANGING INDUSTRY: FROM 1890 UNTIL 1912

The early 1890's saw the rise of a more organised and scientifically based dairy industry in Tasmania, using new technologies and allowing for quality control. In 1891-2 people were able to view a working model dairy at the International Exhibition in Launceston, while at the same time the first successful butter factory in Tasmania was established at Table Cape following the Victorian example. The factory movement quickly spread so that about 18 opened (and in some cases, closed) in Northern Tasmania before 1900, the greatest concentrations of dairying being in the north west, at Falmouth and the Fingal valley in the east and around Scottsdale in the north-east, these being regions with large tracts of land highly suitable for dairying.⁹³

The government played an important role in the development of the industry in several ways. The smaller farms that were formed as a result of the activities of the Closer Settlement Board from 1906 were ideal for mixed farming with dairying playing a significant part. Practical instruction in modern dairying methods was offered by the new Council of Agriculture's Travelling Dairy; this visited Lilydale in 1893, two years after the Council had been set up. The Council also appointed a dairy expert in 1900, and in 1910 the Dairy Produce Act was introduced.⁹⁴

By this time production was increasing steadily, with butter now being exported interstate and overseas with the assistance of refrigeration. However, progress had been slow in the 1890's despite new technology, government assistance and the butter factory movement. Problems with cartage, lack of capital for factories and above all the reluctance of many farmers to apply new methods and commit themselves more fully to dairying meant that the industry did not flourish until after 1900. The boom period for butter factories then continued until about 1912.⁹⁵

The Study Area only provided top-class dairying land in a patchy distribution and so did not develop as an important dairying region on a State-wide basis. Four small butter factories are known to have operated for relatively short periods in the Study Area: one at Lilydale (Pipers) and three in the Targa-Myrtle Bank district (St Patricks), all of them set up during the State-wide boom period for butter factories (1900-12). All four were small privately-owned concerns with a sole proprietor, rather than being established by proprietary companies as were most Tasmanian butter factories (despite much government encouragement to set up cooperatives). There was little or no commercial cheese-making in the Study Area, this being an activity largely carried out in good dairying districts more remote from markets but with larger herds to produce milk in the necessary quantities.⁹⁶

While not a leading dairying region, many parts of the Study Area region were quite well placed to supply Launceston, and locally small-scale dairying was a very important element in the mixed farming economy. However, in this study few structures associated with dairying in this particular period have been specifically identified.⁹⁷

In the early 1890's George Barnard (junior) of Landfall started a successful dairy farm at Windermere, run according to modern scientific principles of the time. Details are unknown, but this dairy would have been well placed to supply butter and probably cream by boat to Launceston. H.R. Gardner's property Stornoway at Relbia, purchased in 1892, was sufficiently close to the outlying settlements of Launceston for him to employ two men to milk cows and deliver milk around the district, but until 1927 cream and butter were the main products of this farm. The rapid increase in the use of separators on farms from the turn of the century was an important factor in the increasing viability of dairying, as cream (or butter) kept longer and was smaller in volume than the unseparated milk, so requiring less frequent collection and cheaper cartage to the butter factory. In 1904 J. Lockhart of Lebrina (Pipers) reported that as many as nine farms near his own now had separators.⁹⁸

Farmers in the Nabowla (Little Forester) district were able to sell dairy produce to local goldminers as well as sending surplus by train to a butter factory in Launceston or (after 1910) Scottsdale. Farmers at remote Upper Blessington (Upper North Esk) made only infrequent trips to town and had no general cartage service at this time, so that dairy produce was for local use only. The Abraham family milked cows on one of their hill farms, carried it to another for separating, and carried back the cream or butter as well as the skim milk to feed calves and pigs.⁹⁹

The Lilydale district is well suited to dairying, a fact that was well established by the turn of the century. In the early 1890's, the numbers of cows was increasing (as was fruit production) as the area under crops was declining as farmers recognised that dairying should play a more major role within the mixed farming economy. By 1896 the highly successful German-born farmer and entrepreneur, Ludwig Bardenhagen, had set up the Lilydale Butter Factory in a simple single-gabled timber shed adjacent to his general store in the centre of the township, using cream from his own herd of 30 cows as well as buying supplies from neighbouring farmers. Water to supply the factory was diverted from Rocky Creek in wooden fluming alongside the main road. In 1899 one male and one female were employed at the factory producing 1400 lbs of 'Wheat Sheaf' butter, much of which supplied the Launceston and Lefroy markets. This factory was listed in the *Post Office Directory* from 1898 until 1916, but by 1904 it was not operational at all times and may have been run simply as a creamery rather than a butter factory. The building was pulled down in the early 1990's.¹⁰⁰

Over the time that Bardenhagen was running his butter factory, another Lilydale dairyman steadily gained recognition for his innovative and successful methods. James Wilson lived at Maxwellton Braes (built 1880) and by 1904 was apparently running a bigger dairying operation than Bardenhagen, one that was described with glowing praises by the *Weekly Courier's* agricultural correspondent in several articles over the next few years. This correspondent maintained that "through his system of management he gets better results from his cattle than any other dairyman I have met with in Tasmania" (*Weekly Courier*, 23 January 1904).¹⁰¹

In about 1895 Wilson installed a steam engine, which by 1904 he had connected to drive a chaff cutter, a saw for cutting wood for the boiler, the cream separator, a root chopper, a potato steamer, a domestic wash tube and to pump and reticulate water from a well around a network of pipes to serve various buildings in the complex, including the dairy. The "shrewdly ventilated" dairy was in the garden,

"surrounded by umbrageous trees, which serve the useful purpose of keeping the building cool. It is shrewdly ventilated, and possesses a cement floor, gradually gravitating to one corner." (ibid)

The cowshed accommodated 12 cows in 1904 but was to be extended to take 16, and was well constructed with raised stalls with sloping wooden floors and brick and cement gutters.¹⁰²

In early 1907 it was reported that Wilson was the most advanced dairyman in the State in terms of winter dairying, involving the use of green feed crops. He had just installed a silo, constructed of hardwood lined with sheet metal according to the plans of a Victorian expert, which was filled by a new bucket elevator (powered by the existing engine) from the chaff cutting machine. Wilson's silo was featured in a section on modern dairying in a 1914 government handbook. He made butter all year round for a single Launceston outlet until 1908, when he changed to the provision of table cream.¹⁰³

In 1904 the *Weekly Courier* correspondent wrote of the landscape created by Wilson:

"Mr Wilson is a hard worker, and his homestead and its complete and stable surroundings are the direct monuments of his industry" (30 January 1904).

At Maxwellton Braes numerous elements and the layout of this innovative and prominent dairying concern survive, forming a significant turn-of-the-century dairying landscape. The house exterior exists in its original form with changes to the cladding, and hawthorn hedges, English oaks and plane trees are features of the garden. The concrete-floored dairy is now used as a greenhouse. The woodshed, the baltic pine-lined separator room and possibly the engine room, the base of the silo, the chaff house, the cowshed with remains of possibly eight original bales and the cement walkways, still exist with some modifications. Old pipes and taps of the water

system are evident in various places, and the well can be seen in the paddock.¹⁰⁴

Dairying was also a major activity on the mixed farms of the St Patricks River region in this period. By 1900 most settler families milked a small herd, sending butter to Launceston shops. One of the largest dairymen was hotel keeper James Millwood of Patersonia who was selling his produce at least as early as the 1879 gold rush at nearby Lisle. The early-established Mount Edgecombe (or Edgcumbe) property was nearer Launceston than most farms, and the Adams carted cream and butter themselves, at first by bullock wagon and later by horse and cart. By 1905 a Launceston butter factory was making a twice-weekly cream collection by cart around the St Patricks River districts, reducing to once-weekly at seasonal low periods.¹⁰⁵

However, many farmers complained of the high cartage charges. By 1909 there were at least 25 dairymen in the St Patricks region, milking an average of 15 cows and some up to 40. It was suggested that a co-operative butter factory was warranted, and would further stimulate settlement in the region. While no co-operative venture was ever established, dairying did indeed stimulate settlement and three small private factories were to operate in the region.¹⁰⁶

The attractions of dairying were to alter the landscapes of St Patricks region significantly, as extensive tracts of land were cleared or recleared and settled for this purpose. In the 1900's boom period of dairying in the State, it was recognised that both the high-rainfall river flat pastures and the unsettled higher country of the Camden were ideally suited to this type of farming. A *Weekly Courier* correspondent predicted in 1909 that the St Patricks region would "become one of the best dairying sections in Tasmania" (4 February 1909).¹⁰⁷

Much of the land had either never been cleared or regrowth had been allowed. The 2000 acre estate originally owned by Ronald Gunn, Patersonia, was in the latter category - in the mid nineteenth century much land had been cleared, fenced and cultivated, drainage ditches cut, and buildings erected. When purchased by the Westons of Launceston in 1908, the property had degenerated. It was renamed Dairymead and extensively redeveloped for dairying. Drainage ditches (still evident) were unblocked, land cleared and fenced, and a new homestead (still standing), dairy and men's hut were built. A cowshed was erected over a floor of heavy logs sunk into a pit. Within months a high-quality herd of 25 milch cows was established.¹⁰⁸

About six years before the Westons started redeveloping the old Patersonia property, a new generation of pioneers started work on the Camden, clearing and burning wet sclerophyll forest to be replaced with luxuriant pastures ideal for summer dairying. Some lived on their properties, while others ran them as summer pastures for dairy farms in drier districts, including the Lower North Esk of the Study Area. One such farmer was H.R. Gardner of Stornoway, Relbia.¹⁰⁹

One of the three butter factories known to have operated in the region was well placed to receive cream from Camden farmers. Tom Oliver's factory was situated at the foot of the Camden Hill in the Targa district. Details are uncertain and there are no remains, but it appears to have operated for possibly five or six years from about 1910. Using a steam-driven churn, 'Oliver' brand butter was made.¹¹⁰

Alfred Dean's Myrtle Bank factory, the most successful of the three at least in terms of length of operation, was situated in a seemingly difficult and remote location, on his hill farm on the outer edge of settlement. It was operating by 1912 and possibly several years earlier. Cream was supplied from other farms as well as from the Dean's own herd, made into butter using a large steam-driven churn, and carted in 56 lb boxes for sale in Launceston. The factory closed around 1922, by which time motor transport allowed easier cartage of cream to Launceston. The foundations and some collapsed timbers of the factory and cowshed are still evident; these are the only known butter factory remains in the Study Area.¹¹¹

The third and final factory in the area was managed by Bob Friebboth at Fred Hart's Myrtle Park farm at Targa, not far from Oliver's factory and possibly concurrent with it. It appears to have run for only one or two seasons around 1914, and there are no remains.¹¹²

STEADY PROGRESS AND REGULATION: FROM 1912 UNTIL 1940

Herd testing and compulsory testing and grading of cream and milk in the 1910's led to improved quality of dairy production in Tasmania. A 1914 government handbook reported good progress in the northern dairy industry, mentioning Turners Marsh, Underwood and Lilydale (Pipers) as being eminently suited to dairying. However,

the handbook also pointed out that the best lands were already privately owned and in use for small scale dairying and stock fattening. For those wishing to go into dairying, the handbook advised the purchase of first class land if possible and gave instructions on its preparation for dairying. ¹¹³

Where conditions were ideal, some farmers were able to specialise in dairying. In 1917 successful dairyman James Wilson of Lilydale moved to Relbia to manage the Relbia Farm and Dairy Co, continuing to pasteurise cream. A large up-to-date cowshed and other equipment, including mechanical carriers as at Lilydale, were set up and a herd of Jerseys (later to be successful in shows) and Holsteins was brought in as well as pigs. Twin concrete silos for silage and grain were built in 1924. ¹¹⁴

In 1936 the Lilydale Municipality boasted two First Class dairy herds at Lilydale and two at Lebrina. One of these was run by Hugh Wilson at the long-established Maxwellton property at Lilydale, whose Jersey herd obtained the best testing results in the North-East from 1929-36. ¹¹⁵

Another of the herds belonged to V.C. Arnold of Hollybanks farm at Lilydale. After taking over the farm, from 1930 he introduced a series of planned improvements to the 50 acre run-down farm with only six dairy cows. He built up a highly productive and innovative model dairying operation (successfully combined with orcharding and pig raising) that was the subject of field days and newspaper articles. In the 1930's achieved 'astonishing productivity' through pasture improvements, stock rotation on subdivided paddocks with the use of temporary fencing, silage-making using plank-sided stacks as well as pits. His dairy (fly-proof and well ventilated), cowshed and yard (both concreted) were said to be the most up-to-date in the municipality and were served with reticulated water. In 1933 Arnold was designing and installing an ingenious boiler system to supply hot water to the dairy. For some years he sent cream to Launceston, milking 25 cows in 1939. By 1955 he had acquired neighbouring properties so that his farm totalled nearly 600 acres, supporting about 100 cows and now selling whole milk, only separating the spring surplus. ¹¹⁶

Where local conditions were not ideal all year round for dairying, some farmers including Gardner, Prior and Wilkes practised transhumance, running their dairy cattle at Relbia and St Leonards (Lower North Esk) near Launceston in the winter and taking them to land they owned in the high altitude, high rainfall Camden district (St Patricks) in summer for the better feed. During this period these farmers and others based in the Lower North Esk supplied whole milk for the local Launceston market. H.R. Gardner of Stornoway (Relbia) replaced his herd of Jersey cows for cream production with Illawarra Shorthorns for milk production in 1927 and set up an Artificial Insemination Stud. John Prior from the Camden bought Darleymore (St Leonards) towards the end of the Depression and ran his own suburban milk run. ¹¹⁷

During this period from 1912 until 1940, small-scale commercial dairying as a major activity on a mixed farm was profitable and widespread across the entire Study Area. A great attraction was the regular payment from the factory for cream, contrasting with the low prices being obtained for wheat and potatoes. In many cases milk, cream and butter could be sold locally; at Musselboro (Upper North Esk), farms supplied the local sawmills with fresh dairy produce, sending any excess to town as butter. Another advantage was that the skim milk by-product could be fed to pigs, calves and poultry. Mixed farms ran from one or two house cows up to about 30 cows that were often milked by hand by the women and children of the family. Separators were now in general use on the farms. ¹¹⁸

An innovation designed to make dairying easier was the milking machine, imported to Tasmania in 1902 but not in widespread use until the World War 1 period, probably both because of labour shortages (some dairy workers were granted exemption from war service) and the more scientific approach to dairying. The first machine in the Myrtle Bank district was installed at Dean's dairy farm and butter factory, probably in the 1910's, but it was not used much because it was considered slow and inefficient. This was a widespread opinion of milking machines in northern and north-western Tasmania at the time, and hand milking continued to be common even into the 1930's and 40's when small petrol-driven machines became available. Until the post-World War 2 period, the majority of cows were hand milked by family members. ¹¹⁹

Cream was collected by or taken to the local butter factories at Lilydale and Myrtle Bank / Targa, as mentioned in the previous section, or to those operating in Launceston. By around 1922 all three local factories had closed as part of a general trend towards rationalisation during this period, one of the chief reasons being the development of road transport. Some cream was transported by cart or rail as in the earlier period, but increasingly by truck or service bus from the 1920's. Often farmers would use a carrier who would drive his truck to pick up the cream from outlying farms at a central collection point. At Turners Marsh (Pipers), Margaret Taylor would harness a sheep to carry the cream cans from Wahroonga farm down to the corner of Rowleys Hill Road and the Pipers River Road. At Myrtle Bank (St Patricks) two dairy farmers shared the job of taking their cream by cart to the collection point. ¹²⁰

A considerable amount of butter was still churned on farms in the Study Area, both for household use and for sale locally or in Launceston; this was typical of the period in Tasmania, with a quarter of all butter in 1929-30 being made in farm dairies. Again butter was sent by carrier, by cart at first and later by truck or a truck converted into a service bus; the latter type of vehicle operated from both Lilydale and Bangor. Butter was sent by timber truck from the remote Ben Nevis property (Upper North Esk) to Launceston. In 1940 winter dairying was still unusual for cream and butter producers. As discussed above, several farms near Launceston on either side of the Lower North Esk valley supplied town milk year-round, either for their own milk run or for Bakers' milk; Darleymore, Northcote, Stornoway and Leichardt are examples. ¹²¹

The widespread increase in dairying from the early 1890's until World War 2, although highly significant in the economic and social history of the Study Area, did not dramatically change the rural landscapes of the time. The exception was those high rainfall districts in which the attractions of dairying led to directly to the clearance, fencing and pasture development of either neglected farmland or virgin forests, as in the St Patricks region as discussed in the previous section. More generally, the rise of small-scale commercial dairying represented a shift within the existing mixed farming economy. As the economic emphasis of the mixed farm shifted away from wheat-growing and other crops and towards dairying, the already patch-worked landscape lost some of its cultivated fields and gained pastured paddocks.

A similar process occurred in the Manning Valley in NSW, where commercial dairying began at the same time as in Tasmania. The landscape patterns were not significantly altered, the "commercial dairy farming being simply superimposed on the established pattern of small farm intensive crop cultivation" (Birrell, 1987,p238). More land was cleared for dairy cows on farms alongside wheat crops, and fences were improved and repaired to cater for livestock. Such landscape modifications were also made in Tasmania. ¹²²

Farmers built cowsheds for milking and dairies for cream separating, these structures adding to the cluster of outbuildings on the mixed farm. However, theirs was a somewhat anonymous contribution to the landscape since many cowsheds and dairies in use at this time were not built in any highly distinctive style. The 1910 Dairy Act brought in regulations concerning both the structure and management of cowsheds and dairies in an attempt to improve the often low standards of cleanliness. The regulations stipulated that the cow bails were to have a weatherproof roof and non-absorbent, sloping floors and a drain running the full length and another 30 feet beyond the shed. At Aldridge (St Patricks River) a replacement dairy (timber with a shingled roof) was built in 1915. ¹²³

In practice the regulations were not enforced, and poor conditions prevailed in many sheds and dairies into the 1930's. In the Study Area the cowshed was likely to be any form of modest shed or lean-to that afforded some shelter and perhaps a small number of stalls or bails in which cows could be secured for milking. Details of cowshed construction were not considered in the present Study, but Cassidy (1995) has developed a brief typology of cowsheds in northern Tasmania. As milking machines were introduced, bails were certainly required and a back-out shed (generally of timber with concrete floor) was often erected, followed later by the walk-through and the echelon shed (of which the herringbone was a later version). ¹²⁴

Cream separating required a small, cool, well-ventilated space, preferably with water at hand. In this Study it was found that often the dairy was added onto the back of the house or wash-house, or a small shed was built in a shady spot near the kitchen. At Byethorne, Upper Blessington (Upper North Esk), the cowshed was a simply a skillion on the back of the barn, while the dairy was one of a cluster of additions to the back of the house. Sometimes an existing building could be put to use as a dairy; at Northcote (Lower North Esk), one of the oldest existing buildings in the Study Area, a former store (1824), was a small, high, windowless brick building that was suitable for the purpose. ¹²⁵

However, in some cases a purpose-built dairy was designed with care. On the Olson farm on Brown Mountain (Pipers), the old dairy still stands with its double roof structure designed to allow for ventilation. At Lebrina, a timber dairy shed (still standing) was finished with an ornamental barge board. At Myrtle Bank the Skemps used local timber to build a log cabin-style cowshed with loft and paved, not with concrete, but with local flat stone slabs. Most dairies of this period were built of timber, but an early one at Underwood (now demolished) used some of the all-too-plentiful surface stone, as did the house itself. ¹²⁶

It appears that it may have been a common practice from early years of farming to shade the dairy with a laurel tree, a large evergreen with perfumed flowers that are said to dispel flies. Laurels were found in some of the earliest of northern Tasmanian gardens. The dairy at Hollybank (Underwood, Pipers) was situated under a large laurel, still growing today, while nearby at an old farm site on Brown Mountain the dairy, a small timber shed with a wire-meshed, unglazed window, still stands under a laurel. ¹²⁷

A new Dairy Produce Act was introduced in 1930, bringing in stricter requirements concerning such aspects as the siting, layout, construction, drainage, lighting and ventilation of structures. These regulations were more firmly implemented through farm visits. Despite this the external appearance of cowsheds and dairies was still not highly distinctive, particularly as dairy officers were reluctant to close down farmers who could ill afford to make changes in the depression years of the early 1930's when prices were low. As old sheds were gradually replaced farmers were encouraged to have at least the lower part of the walls made of concrete, so that cow shed began to take on an outward appearance that distinguished them more readily from other buildings in the farm cluster.¹²⁸

No detailed research has been made, but in the Study Area the majority of these much more distinctive cowsheds date from the later, post-1940 period of dairying. Examples of cowsheds and dairies over the long period from the 1890's until 1940 were recorded in many parts of the Study Area. They were identified by owners or local residents. Without this information their former purpose would not have been readily distinguishable by the casual observer. It is thus possible that quite a number of the sheds and lean-to's still existing in the Study Area could have been cowsheds and dairies, but they are not a distinctive element in the rural heritage landscape.¹²⁹

Some farmers specialising in dairying built silos for feed for their herd which would have added a new and much more distinctive type of structure to the farm cluster, but few are known to remain. As discussed in the previous section, only the base of Wilson's innovative silo (c1906) survives at Lilydale, but the 1924 concrete silos at the Relbia Farm and Dairy Co are still evident in a cottage, the unusual conversion having been made in the early 1980's rather than attempting a difficult demolition.¹³⁰

MODERNISATION: FROM 1940 UNTIL THE 1990'S

By the start of World War 2, dairying had become a profitable industry in Tasmania, assisted by government price stabilisation schemes. Factory and farm butter production had increased, but winter dairying was still uncommon except for town milk suppliers including those in the Lower North Esk region. The majority of dairy herds continued to consist of small numbers of cows run as an aspect of mixed farming. However, during the war many farms went out of dairying because of the good government contracts for crop growing and the shortage of labour. This shift was a factor contributing to the introduction of butter rationing, together with war requirements, poor seasons and poor prices. Less butter was made on farms at this time, and this activity never regained its pre-war popularity, although even in the early 1990's farm butter was being made on a small commercial scale on at least one farm in the Study Area.¹³¹

World War 2 brought a new, small but distinctive, element into the dairying landscape. During the war fuel-saving regulations stipulated that cream cans must be left on a stand at the farm gate for collection by the factory truck. This practice continued after the war until the advent of bulk milk collection from the 1960's. During this period, a wooden stand at the gate for cream cans was a common sight across the Study Area. Few if any remain today.¹³²

The story of post-war dairying was shaped by government controls aimed at restructuring the industry so that farmers could receive a guaranteed price while quality and a year-round supply could be assured for the consumer and the export market. A series of governmental authorities and regulations has been established from the war years until the present, at both Commonwealth and State level; they will not be detailed here.¹³³

The restructuring of the 1940's led to a flourishing dairy industry, especially after the establishment of the Milk Board of Tasmania in 1947. In the immediate post-war period, some farmers found it difficult to rebuild inferior dairies because of the shortage of building materials. During the boom years of the 1950's and 1960's many farmers across the Study Area prospered from their bigger, modernised, mechanised and efficient dairy operations. Milking machines had come into widespread use as they were now economical even for a herd of only 10 cows. Their introduction was spurred on by declining family size, the shortage of rural workers, increasing wages and the gradual spread of the electricity supply across the Study Area. The first district away from the urban fringe to be connected to the HEC electricity grid was Lilydale (1940). Dilston and Windermere (Tamar) were connected in 1948-50, St Patricks region in 1954-57, and the Upper North Esk as late as 1960.¹³⁴

As herds increased in size and milk production per cow rose, the design of milking sheds became more important if farms were to remain economically sound. As a part of the post-war restructuring of the industry, the existing government regulations were enforced to control the standards of cowsheds (milking sheds) and dairies (for cream separation). To comply with the new standards, farmers needed to provide spacious, well-ventilated, well-lit milking sheds with water laid on and with floors and lower wall sections of concrete. Similar requirements applied to the dairy, which was to be removed from the milking area. In some cases, walk-through sheds of the

late 1930's and early 1940's may have been suitable for modification rather than replacement. This is believed to have been the case at Darleymore, St Leonards (Lower North Esk). At Seafield, Lalla (Pipers) a dairy was built at one end of a former apple packing shed. ¹³⁵

From the late 1950's farmers found increasingly that they must modernise in order to remain competitive in the dairy industry. Older sheds were often replaced by more efficient, modern herringbone-style sheds. One of the earliest of the modern herringbone milking sheds in the Study Area was built in the late 1950's at Don Simons' farm Maryvale on the Nook Road in the Nabowla district (Little Forester), according to the standard format being promoted by the Department of Agriculture at that time. This progressive dairy was the venue for a Department of Agriculture field day, and photographs of it were used to promote the design. Designed for milking 150 cows, this shed was still in use in the mid 1990's with few changes for the same number of cows, although at one time it milked up to 280 cows. ¹³⁶

For many farmers, dairying was the mainstay of their livelihood, particularly in those districts best suited to it. Improved pasture management now allowed more widespread winter dairying. From field observations and oral sources it is apparent that there were concentrations of dairy farms along well-watered, fertile river valleys such as the Pipers, Second and Third Rivers and Pipers Brook (Pipers); Little Forester River, Lisle and Valentine Creek and Shepherds Rivulet (Little Forester); St Patricks River and Patersonia Rivulet as well as on the high rainfall fertile upper slopes of Myrtle Bank (St Patricks); the upper reaches of the North Esk from Blessington to Ben Nevis (Upper North Esk); Dilston/Windermere (Tamar) and Relbia/St Leonards (Lower North Esk valley and tributaries) near Launceston. ¹³⁷

Until the late 1960's, most of the milk was supplied by high butterfat-producing Jersey herds and sold as cream for butter production, and most dairy farmers kept pigs as a sideline using the skim milk. Those supplying town milk for Launceston often introduced Friesians for their greater volume of milk. Most of the dairy farms in St Leonards and Relbia (Lower North Esk) sold town milk, having their own round until the reorganisation into factory milk supply in the late 1950's. From about the 1940's, Rostella at Dilston also became a town milk supplier. ¹³⁸

In the 1960's and early 1970's, market demands led to a growing requirement for whole milk for the manufacture of an increasingly diverse range of dairy products such as cheeses, spreads and milk concentrates. As skim milk was no longer a by-product, most dairy farmers ceased pig production which became a specialised activity. Rationalisation and amalgamation in the manufacturing sector took place (with none of the factories located within the Study Area), as detailed by Jill Cassidy (1995). ¹³⁹

Refrigerated stainless steel tankers were now used for bulk whole milk collection, and farmers were required to install costly refrigerated stainless steel vats on the farm and allow for a tanker to turn around in the yard. Smaller dairy operations were forced out of business with the new requirements for a bigger milk production by quota, involving more expensive new plant such as modern milking sheds and machines and a larger area of good pasture. Others did modernise their equipment but have since left the industry. The State-wide trend has been towards an increased total milk production, but from a smaller total number of more productive cows, most commonly Friesians, that are run on fewer, larger farms in the most suitable districts with some herds of over 200 cows. The number of both cows and dairy herds in the state had peaked in 1958/9, but many of the herds had fewer than 20 cows. ¹⁴⁰

In the period from World War 2 to the present, various dairy factories have closed and opened with the changes in the industry as discussed above. Consequently the destination and mode of transport of cream and milk have varied, both with time and according to the location of the farm in the Study Area. At first much of the cream was sent by truck or rail to Launceston for butter manufacture. As noted above, cream cans would be left on a roadside wooden platform for collection; no surviving structures of this type have been noted in this Study. Those farmers on outlying farms had to take their cans to collection points. At the remote Ben Nevis property (Upper North Esk), cream had to be taken to Targa (St Patricks) until the herd size increased so that the large scale of production warranted farm collection by the cream truck. An Upper Blessington dairy farm sent cream over Roses Tier to Upper Esk before being forced out of production in the mid 1970's because of the lack of a suitable factory to take the cream. ¹⁴¹

With the closure of the Launceston butter factories, cream from many farms was sent to Scottsdale. When the market shifted rapidly towards whole milk production in the 1970's, factory tankers took milk from the farms, largely to Legerwood. The Cresswells at Nunamara/St Patricks River delivered milk in their own tanker to Bakers in Launceston until the factory closed, after which Bakers collected from that farm and Stornoway at Relbia (Lower North Esk) for their Hobart factory. ¹⁴²

With the use of bulk tankers on modern roads, there is no longer any great advantage for a farm to be located relatively near town markets and factories, as had earlier been the case for much of the Study Area. In general dairying has become concentrated in the best areas in terms of climate and soil that can cater for peak feeding requirements. By 1988/9, 66% of dairy farms were in the north-west of Tasmania and a similar concentration of dairying in this area prevailed a decade later. The Study Area is now of minor significance in the State's dairying industry; in 1998 the Launceston dairying district (including Beaconsfield, George Town, Longford and Westbury as well as the Study Area) there were only 60 of the State's total of 747 dairy farms. Field observations and oral sources suggest that in 1992 there were few commercial dairy farms in operation. They included four at Karoola, two at Lilydale, one each at Lebrina, Tunnel and Retreat (Pipers); two in the Nabowla district (Little Forester); and one at Myrtle Bank (St Patricks). ¹⁴³

Although there is now only a small number of practising dairy farms, the post-World War 2 dairy industry has left a rich legacy of distinctive buildings dotting the rural landscape across the Study Area, with concentrations in those districts best suited to dairying as discussed above. As a result of the enforcement of government regulations on dairy buildings and the economic imperative for farmers to introduce efficient and modern practices, during this period distinctive structures associated with dairying appeared across much of the Study Area. Many of these buildings remain as readily identifiable elements of the rural landscape despite some modifications over time.

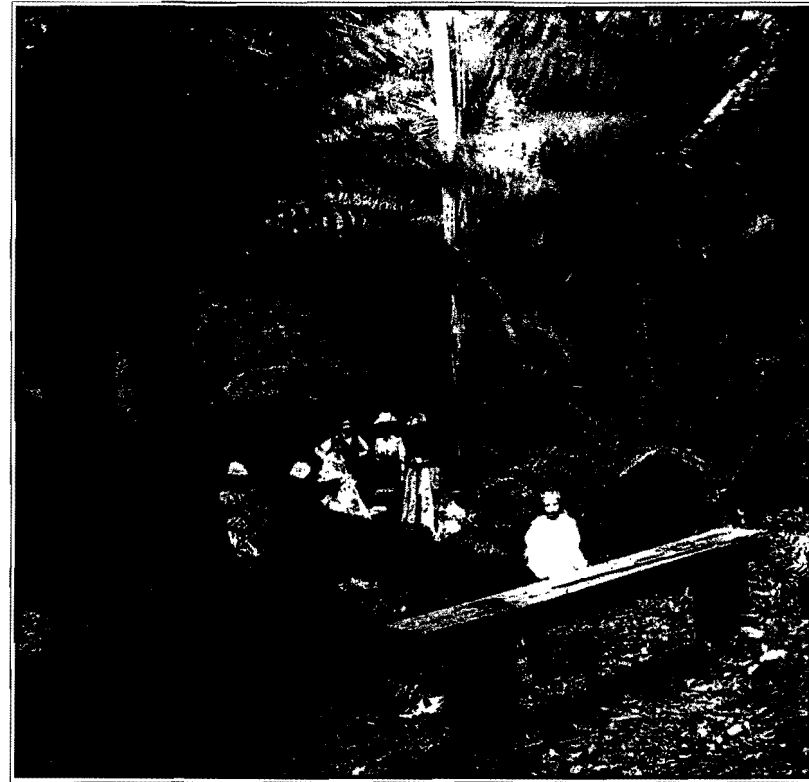
As discussed in preceding sections, in earlier periods there was usually a small dairy, separate from the cowshed (milking shed), for cream separation and storage of dairy produce. However, modern practice was to have the two processes separated but under the one roof. The earlier post-war milking sheds generally had concrete lower walls, with the upper walls of either vertical or horizontal boards or fibro-cement sheets, or sometimes shaped concrete bricks for the entire wall. For later sheds squared concrete blocks and red bricks were generally used. Milking sheds from whole period are generally long and low-lying, with windows and at least partly concrete or brick walls. At the entrance, earlier yards with wooden railings gave way to circular yards with metal railings. Most practising dairy farms now have cylindrical metal feed silos, while some have ensilage heaps covered with black plastic and old tyres. ¹⁴⁴

Because of their solid and distinctive construction, many disused dairy buildings still stand and can be easily identified as such. Unlike the earlier all-timber sheds, they are not readily demolished. In some cases in the field it is only possible to determine that a milking shed is no longer used by the presence of blackberries and broken windows or the absence of milking cows in the paddocks. While some former dairy buildings are put to other uses such as hay or machinery storage, their low-lying location, low height and interior fixtures impose limitations. A milking shed built in the early 1970's at Nunamara/St Patricks River was designed by the Cresswells so that it could later be converted to a shearing shed, for which purpose it is now used. ¹⁴⁵

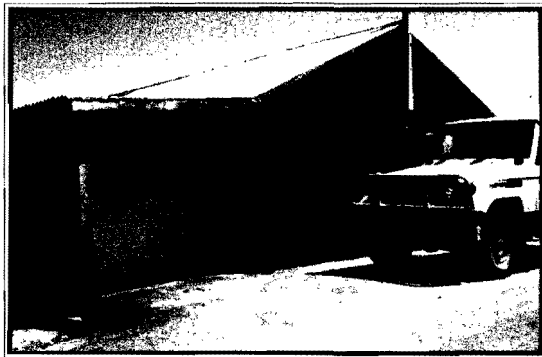
Part 4

PERCEPTIONS OF RURAL HERITAGE

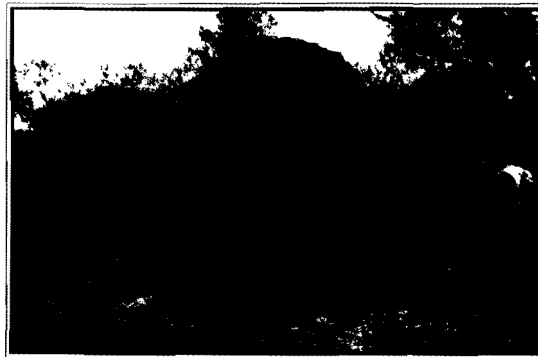
G. McKinlay and G.K. Stackhouse at their skiing and bushwalking hut, Himminsborg, near Carr Villa on Ben Lomond, c1935.
(McKinlay photo, QVMAG)



Denison Gorge, a popular railway excursion from the 1890's.
(Spurling photo, QVMAG)



Machinery shed (R) and former kiosk (L) at the Bridestowe Estate Lavender Farm, Nabowa, 1992.
(M. Tassell photo, QVMAG)



Ruins of Mount Direction signal station cottage, 1992.
(M. Tassell photo, QVMAG)



The Pear Walk (or Pear Arch) on the former Walker orcharding and nursery property at Lalla, 1994.
(M. Tassell photo, QVMAG)

TOURISM: PERCEPTIONS OF THE LANDSCAPE

The advent and changing face of tourism as a specific activity or industry is inextricably linked to changes in travellers' perceptions of the landscapes through which they move and their personal responses to those landscapes. The way in which a person 'reads' the landscape and responds to it is coloured by his or her own cultural experience.

These landscape responses have often been recorded in writing, whether in letters, journals, articles, guidebooks, verse or fiction. Visual records such as sketches and paintings are also a rich source of information, both as to the earlier appearance of a particular landscape and to the artist's personal response to it in selecting and interpreting that landscape. Later, photography supplied a new medium in which to select and compose scenes worthy of recording. All of these kinds of sources have been examined in this Study. In this respect the approach taken in this Study has much in common with that of the Aesthetic Values Identification and Assessment project, which formed a part of the Regional Forest Agreement. That project identified forest places possessing potential National Estate significance according to the potency of the place to inspire artistic or creative works, the importance of those works and their creators, and the degree to which the community of today has come to know of the aesthetic value of the place through those works.¹

The following sections present a region-by-region analysis of travellers' and settlers' responses to landscapes of the Study Area from first settlement to the present time, linked with the emergence of a changing array of general landscapes or specific sites with associated aesthetic and/or social values. Many of these 'special' landscapes and places have held significant aesthetic and social values both for the local community and for visitors from other parts of the Study Area and beyond, and have been regarded as 'tourist attractions'.

Perceptions of the scenic qualities of particular landscapes across the Study Area have been shaped by the gradual cultural adaptation to, and transformation of, that which was at first strange and unknown country. Fashions and philosophies, too, have led to changes in the popularity of particular attractions and destinations. These include the late nineteenth century vogue for the wild and Gothic and the rise of associationism, and since the 1970's the popularity of alternative lifestyle values and a widespread interest in both natural and historic heritage. On a pragmatic level, the movement of travellers to specific destinations has been greatly affected by historical changes in the mode, speed and routes of transport and by the efforts of government and non-government organisations in the promotion of tourism.²

The changing array of tourist attractions has always included both natural and cultural landscapes, and often the juxtaposition of the two has been considered pleasing. Some cultural landscapes have been valued for their familiarity and often their perceived 'Englishness', and for their visual reflection, through patterns and textures, of an orderly and industrious rural productivity. Increasingly, people have also sought out the historic values inherent in cultural landscapes or specific rural heritage sites.

A major aim of this Study as a whole is to provide the contextual and historic information that will enable these rural cultural landscapes to be 'read' in a more meaningful manner. Some of these landscapes, as discussed in the following sections, have an additional and special layer of historical and cultural significance in that they are the scenic attractions of the past that have drawn so many visitors and evoked so many personal responses.

TAMAR REGION

OVERVIEW

This small region of the Study Area consists of a relatively short and narrow strip along the eastern side of the Tamar River, bounded by hills to the east, so that its landscapes are dominated by that river. Ideally this region would be considered as a part of the Tamar River valley as a geographically defined unit, rather than as a disjunct fragment of the Study Area which has been defined in terms of municipal boundaries.

The Tamar valley was chosen for a settlement with the view that it could provide water, a safe anchorage and a means of transport. Thus the river and its landscapes loomed large in the lives of the early settlers of the northern

colony at Port Dalrymple. The Tamar River valley's landscapes were also the first parts of the Study Area to be seen by settlers and travellers arriving in the northern settlement. Because of its vital importance to the settlement, early written comments about the river related more to practicalities such as navigability, fresh water and timber supplies and the suitability of the soils for agriculture than to any scenic qualities. In 1804 Lieutenant-Governor Paterson did see beauty in the open woodland by the river near the future site of Launceston, but this may have been at least partly a response to its potential use by the colonists:

"The wood is in general very lofty, but the trees thinly dispersed, which gives a beautiful appearance to the eye"(HRA III,1,p614).

However, Paterson did respond to the purely scenic appeal of the rugged Cataract Gorge, describing it as "picturesque beyond description" (ibid, p618). ³

Paterson's appreciation of the natural beauty of the Tamar valley at the time of settlement was the first of many such responses from that time to the present. The number and scope of associations occurring in prose, fine art and, later, photography, suggest that the Tamar valley has significant aesthetic value. ⁴

By the 1820's numerous descriptive accounts of Van Diemen's Land were being written and published. In 1822 surveyor and topographical artist Evans wrote of the Tamar:

"The scenery here is delightful ... the perspective so grand, that in some parts the eye is enabled to command a view of forty miles of country, thinly wooded, and abounding with pasture land"(Evans, *Description of Van Diemen's Land*, p38).

In line with the British aesthetic cult of associationism shaping the colonial experience at the time, Evans sought resemblances by the Tamar of some familiar English landscape:

"throughout the greater part of its extent resembles the River Thames along the Essex shore, but in general with a less considerable breadth" (ibid, p40). ⁵

The wording of Evans' descriptions is remarkably similar to that of Jeffreys in his book about Van Diemen's Land, published two years earlier, except that Jeffreys had perceived resemblances to Epsom and Barnsted Downs. The text accompanying 'View on the River Tamar - with part of the Asbestos Hills' in the volume of Lycett's hand coloured lithographs that was published in 1825 also closely follows that of Jeffreys and Evans. Apparently early commentators were content to 'borrow' liberally from earlier accounts. ⁶

Even the usually prosaic government surveyor Wedge made notes at length in his diary about the beauty of the Tamar's landscapes:

"perhaps few rivers through out its course presents scenery more beautiful; hill after hill covered with the rich foliage of evergreen trees and shrubs"(Crawford et al, *Diary*, p7).

These notes were a response to the purely visual beauty of the landscape rather than to any perceived practical use for it, for later in the same diary entry he remarked that the soils here were generally poor and badly watered and the river was difficult for navigation. ⁷

In his 1829 guide for prospective immigrants, Widowson ,too, considered that the banks of the Tamar were probably not generally good for agriculture, judging by the small number of farms, but unlike Wedge and many others he claimed that the river was not difficult to navigate. He wrote of:

"the picturesque beauties of the river, and the thickly wooded banks, with the lofty and majestic looking mountains" (p127),

while looking north from Launceston:

"The rich and varied scenery of this spot presents a landscape surpassing in grandeur and beauty any thing I ever beheld; indeed, it may be justly said to defie description" (p119). ⁸

From the 1820's, not only were the landscapes of the Tamar valley widely praised in written commentaries, but artists were sketching and painting them. Only a small number of these works featured scenes that are within the Study Area although the natural landscapes were similar along the river. Joseph Lycett's 1824-25 series of hand-coloured lithographs included 'View on the Tamar - with part of the Asbestos Hills', depicting a romantic hunting scene in the foreground on the east bank. John Glover sketched for paintings in other parts of the Tamar valley after his arrival by ship in 1831, noting that:

"there is a remarkable peculiarity in the Trees in this country; however numerous, they rarely prevent your tracing through them the whole distant country"(McPhee, *The Art of John Glover*, p43) ⁹.

As settlement spread along the banks of the Tamar, the farmland and houses were perceived to add their own beauty to that of the natural landscape, in keeping with the current vogue for the 'picturesque':

"... further down are the straggling habitations of the more recent settlers, surrounded by clear patches, with difficulty won from the forest by the axe and the firebrand. On the whole, therefore, it may be said that art

and nature combine to render beautiful the scenery on the banks of this important stream”(Stokes, 1846, vol 2, p434). ¹⁰

At this time, the influence of the gothic revival on Tasmanian culture was resulting in some criticism of the doctrine of associationism. So it was that Edward Kemp, while comparing the picturesque scenery of the Tamar with that of the Rhine his 1846 work *A Voice from Tasmania*, he concluded that the Tamar scene could not inspire poetry because of the lack of any historic associations of its own. ¹¹

Margaret Mickle, whose family was living on Gaunt’s property Windermere from about 1845-6 considered that, although nearby were only small farms and ticket-of-leave men’s dwellings:

“on one part of the river nearer town, there were some handsome residences of white freestone, Captain Neilly’s and some others” (Margaret Mickle diary, p17). ¹²

By this time St Matthias Church had been built (1842-43), adding a strikingly picturesque element to the riverbank landscape at Windermere that was to become a popular subject for artists from the 1850’s through to present day postcard photographs, as discussed separately below. This church, like many other early buildings along the Tamar, was oriented towards the river, boats being the chief means of transport along the Tamar valley until after the very poor roads started to improve from the 1920’s and 1930’s. ¹³

The relatively comfortable river journey afforded the passenger the opportunity to admire the scenery, highly romanticised by Stoney in 1856:

“One of the most charming trips in Tasmania is down the Tamar to George Town. Along the river side all the way are handsome places, or fine romantic hills, which, as the course of the river leads from one defile to another, opens some pretty spot to view. Here a neat village is seen slumbering in a tranquil valley; there, some handsome mansion appears; anon, you are lost in the woody highlands overtopping the narrowing stream; again, an estuary opens to view, and wild scenery enchants the eye” (pp236-7). ¹⁴

Gradually more of the dwellings along the riverbank took on a more prosperous and settled appearance, as described in a gazetteer published in 1877:

“The scenery of the river is beautiful in the extreme, the river expanding into wide reaches dotted with islands, and opening into lovely bays; and the banks being varied by bold wooded headlands, and long fertile plains sloping to the distant ranges, on which farm homesteads, and the residences of wealthy landowners are visible in every direction” (*Tasmanian Gazetteer*, p200). ¹⁵

Artists continued to respond to these landscapes, but no works are known depicting the section of the eastern bank of the Tamar that lies within the Study Area. However, this area can be seen indistinctly in the background of some artists’ views of the valley. Examples include Brownrigg’s ‘Launceston in 1872’ and Pigenit’s ‘An autumn sunset - the River Tamar from Cataract Hill’ (c1900). The latter has a lyrical quality reflecting the visionary nature of Pigenit’s response to this Tamar landscape. ¹⁶

From around the turn of the century to this already attractive rural landscape was added a new and distinctive element - the commercial orchard. There had been smaller farm orchards on river bank properties such as Windermere since the 1830’s. In 1892 Medwin established one of the earliest commercial orchards on the East Tamar at his Woodlawn property. However, it was the Tamar valley speculative land boom, spanning the period from about 1904 to 1922, that resulted in dramatic landscape changes as much bushland was rapidly cleared and planted with apple and pear orchards.

In the Tamar region of the Study Area, orchards were established in the Swan Bay, Los Angeles, Woodlawn, Windermere and Dilston districts, but there were never large uninterrupted tracts of orchards here. The patterns and seasonal changes of the orchards contrasted pleasingly with the nearby mixed farms and bushland, forming a patchwork of close settlement in the river valley setting. ¹⁷

Orcharding on the River, a booklet promoting the orcharding industry and published at the time of the land boom (c1911), extolled the virtues of the emerging Tamar landscapes in terms of a European comparison:

“...sweeps of placid water, hill and mountain scenery, gives the waterway that pictorial charm which, now that its banks are beginning to be studded with orchards and country homes, more than justifies its title of ‘Australia’s Rhineland’ “ (no pagination).

This riverbank orcharding landscape had great appeal until the demise of the apple industry from the 1970’s, and was one of the chief scenic attractions of the Tamar region. ¹⁸

The beginnings of these orcharding landscapes coincided with the rising popularity of both amateur and commercial landscape photography, which in turn was aiding the development of tourism as an organised activity.

Members of the Northern Tasmanian Camera Club travelled to the Tamar region in the 1890's and early 1900's and photographed landscapes including the Windermere foreshore (incorrectly titled Barnards Point), St Matthias Church, the Dilston bridge and the Dilston Falls. The latter appeared around the world on a Tasmanian pictorial stamp first issued in 1900, as discussed separately.¹⁹

For several decades river views appeared in the weekly newspapers and were mass produced on postcards, and most tourists travelled by boat. The 1914 *Handbook of Tasmania* described full-day tourist trips on two new and well-equipped river steamers, running daily during the summer season. There were also many other pleasure cruises and picnic outings held on the river, along which were a total of 28 public jetties. As well as providing the most comfortable mode of transport at this time, water craft also afforded the best views of the riverbank rural cultural landscapes - early residences, St Matthias Church, orchards and their associated homesteads, and remaining bushland.²⁰

Early in the twentieth century, road transport was much slower than today so that in 1905 tourist excursion trips to Dilston and to the top of Mount Direction required a full day. As roads improved and private car ownership increased in the 1920's and 1930's, river steamer services were still provided but longer day trips by car were also promoted as in a 1939 newspaper feature article, the chief attractions on the East Tamar being the scenic orchards and St Matthias Church. With the assistance of motor buses, in 1932 a hiking club was able to arrange a scenic walk from Dilston to Swan Bay and Windermere and return.²¹

Today's tourist travels mainly by road. Indeed there was no river boat service downstream of Launceston after the 'Goondooloo' scheduled tourist cruises from Launceston ceased after operating from 1974 until 1982. However, in 1997 Tamar River Cruises and also the Tamar Seaplane were provided tourist services from Home Point in Launceston; the latter ceased but the former continued in 1998 with the vessel 'Tamar Odyssey'. The Tamar region of the Study Area is within easy reach of Launceston and, because of good modern roads and the opening of the Batman Bridge in 1968, this region is promoted as part of a much longer Tamar Valley tour taking in both the east and west banks of the river, or in conjunction with the Lilydale area and the wine-growing districts at Pipers River and Pipers Brook to the north of the study area. The Launceston City Council recognises that the East Tamar Highway is a tourist drive through a scenic area of high sensitivity and considers that this places restraints on further urban growth to the north of Launceston in the Landfall and Boomer Hills areas.²²

Coach and car tours are available, while for the self-drive tourist, brochures cover food and wine, arts and crafts and heritage tours. In the 1990's horse riding from Dilston Lodge was advertised. Services of this period include the Bohemian Restaurant at Dilston, the Windermere Corner Store, Windermere Woodcrafts (at a former orchard homestead), tearooms on the site of the former flour mill, a restaurant in a former woolshed at Rostella (Dilston; opened 2000) and the Signal Station Tavern at Mount Direction.²³

As in many areas of Tasmania, a major attraction for today's tourist in the Tamar region of the Study Area is the opportunity to drive through attractive rural landscapes to properties where they can enjoy seeing produce being grown, sample it and buy fresh supplies; many recent self-drive tourist brochures give specific details of the producers mentioned here.²⁴

The sole remaining long-standing commercial apple and pear orcharding business is Lees Orchards. Bus groups, school tours and passing trade visit the Dilston orchard on the East Tamar Highway for inspections and purchases of fruit. The old vertical board packing shed with original flooring is used for visitor reception and door sales because of its historic interest.²⁵

In recent years tourists have also been able to visit modern orchards: Sweetwater Pears to buy Nashi fruit, Woodmere to buy cherries and Yumaralla to buy stone fruit and home produce. These modern orchards are on the sites of former apple and pear orchards, while some recently-established small private vineyards are situated within traditional orcharding districts (there are as yet no commercial vineyards within the Tamar region of the Study Area). These recent orchard and vine plantings have returned to these districts the linear patterns and seasonal changes of the earlier orcharding landscapes.²⁶

As well as fresh Tasmanian produce, the modern tourist travelling by road is likely to wish to see historic buildings in attractive river valley settings. In 1964 Robertson and Craig recognised this in their book *Early Houses of Northern Tasmania*, in which descriptions were often given from the perspective of the traveller passing through the Tamar landscape as scenes of the past unfold:

"...the traveller will enjoy a rare experience. At Windermere he may, without much imagination, travel back into the past. The road runs towards the river and for most of its three miles it runs parallel to the water, as pleasant a road as will be found in many days' travel. Then a big chestnut tree, in spring holding aloft its

cones of flowers, and a laburnum with its drooping clusters, give evidence of old habitation. On the opposite side of the road, at Windermere, is to be found a church and graveyard which encourages retrospect.”(vol 2, p290) ²⁷

Rural cultural landscapes such as this are often the same ones to have been so admired by travellers along the Tamar last century as discussed above, with the difference that the ‘new’ residences and clearings of the past are the historic buildings and established old gardens and farms of the present.

In the Tamar region of the Study Area, the following buildings have heritage status and have appeared in books and articles : Rostella, Coulson’s Inn (also known as Dilston Inn or Umbugga), Landfall, Burnside barn / flour mill, Dilston Lodge and St Matthias Church and graveyard at Windermere. As noted, St Matthias has been a scenic attraction for visitors since it was built; it is discussed separately below. Dilston Lodge has recently housed a gallery (antiques/fine art), while Coulson’s Inn was an antique shop for a time, so that both of these buildings have been visitors’ stops. ²⁸

The barn at Burnside is a prominent landmark on the East Tamar Highway, but has not often been specifically noted in recent tourist literature, probably because so little information is readily available about this early site. Robertson and Craig’s *Early Houses of Northern Tasmania* (1964) made reference to its landscape appeal:

“On the right side of the road a long mill building of pleasantly coloured brick is idyllically set alongside the rocky creek”(vol 2, p290). ²⁹

By contrast, some of the history of both Rostella and Landfall is quite widely known but these historic houses are not easily seen by the passing tourist travelling by road. However, in the 1990’s the Rostella house was available for rental by visitors. In 1998 the property changed hands and the property has entered a new phase that also offers visitor access. An architect-designed restaurant and art gallery with natural and minimalist styling has opened in 2000 in the old split timber woolshed about 100 metres from the homestead, an annexe shed has been converted into a playhouse with playground, a vineyard has been planted. A riverside walking track with fitness stations, a pontoon and a lake are also planned. ³⁰

There are important historic sites in the region other than attractive intact buildings. The rude timber structures and weatherboard houses associated with the orcharding industry have only recently been recognised as having potential historic and scenic interest as cultural landscapes. The remains of Dr Gaunt’s historically significant mill complex at Windermere are not well known or substantial and are on private property. The cultural landscapes and management of the Mount Direction signal station site are discussed separately. ³¹

With the clearance of land for farmland and rural residential settlement in the region, the scenic tracts of river bank bushland that were so often remarked upon last century are now limited in extent. However, the skyline of wooded hills to the east is little changed, while the relict forest of the Native Point Nature Reserve (discussed separately) is one of the largest remaining natural tracts along the length of the Tamar River. ³²

Rocky Forest extends north along the foreshore from Swan Bay Creek; part of this privately held land has been proposed by the City of Launceston as an Area of Regional Significance, known as the Rocky Forest Creek Gully. This gully has significant botanical values, including dense, reasonably undisturbed wet sclerophyll vegetation. There are four to five metre high waterfalls below a creek junction that are almost dry in summer. Although no early reference to this scenic landscape feature has been found, the smaller and even more transient Dilston Falls were photographed by Spurling as discussed separately. ³³

In 1833 surveyor Thomas Scott drew his ‘Sketch of Crescent Shore etc taken from Mr Coulson’s house’, a semi-pictorial map of the Dilston area which gives a useful indication of the original appearance of the vegetation and shoreline. Two interesting man-made changes have taken place since this map was sketched. Firstly, the shoreline at Pedders Point is now obscured by rice-grass planted in the area in 1947. Secondly, the sketch shows the original course of Fitzgeralds (now Lady Nelson) Creek before it was altered by the ‘Dilston Cut’, a trench cut through to the Tamar in the 1830’s to improve drainage. (Curiously for a surveyor, Scott made an error in labelling Freshwater Point on the west bank as ‘Crescent Shore’, the name given earlier by Matthew Flinders to the curve of Native Point on the east bank.) ³⁴

The section of the river and its banks that lie within the Study Area have natural environmental significance as part of the National Estate-registered Tamar River Wildlife Sanctuary, but the Register states that the condition and integrity of this Sanctuary is under extreme pressure as the result of pollution and the growth of introduced rice-grass. ³⁵

Action is now under way to redress decades of manmade degradation and neglect of the Tamar and its environs, a

1997 report on the health of this river being one of four in Tasmania to be studied by Environment Australia. According to the 1995-96 Tamar River Environs Study, the national significance of the river has long been undervalued - as an estuarine environment, recreational water way and tourism resource. Regional co-operation has brought together Federal, State, local government, Port of Launceston Authority and numerous community groups in support of the strategies and unified management proposed in the Study. The initiatives under way to support tourism and recreation development are: progressive improvement to the environment (including water quality, removal of invasive plants, and foreshore rehabilitation), progressive construction of public access facilities (including a series of jetties and floating pontoons at key locations), facilities for tourist interpretation of environmental and cultural heritage, and an overall tourist marketing strategy for the Tamar Valley.³⁶

One of the key locations for public access along the length of the Tamar is Windermere, where a floating pontoon was one of nine opened in 1998 during the inaugural Tamar River Festival. The outcome for tourism and recreation will be improved boat access including a stopping-off point for the 'Tamar Odyssey' cruises, a possible link to onshore facilities, an interesting place for land-based travellers to visit, and a place for fishing. A new small jetty with 25 metre boardwalk is also planned for Native Point.³⁷

ST MATTHIAS CHURCH, WINDERMERE

As has been noted in the preceding general discussion of the Tamar region, this church on the river bank has long been admired for its scenic charm and historical associations. It has been described, sketched, painted, photographed, researched, restored, used for weddings by people from outside the district, and recognised for its heritage values. Its present good condition owes much to its long-recognised and continuing historic, aesthetic and social significance, extending well beyond its role in serving local religious needs. St Matthias Anglican Church and Graveyard is classified by the National Trust and is listed on the Register of the National Estate.³⁸

Even the traditional story as to the origins of the church has a romantic appeal: Dr Mathias Gaunt promised his wife before leaving England in 1831 that if there were no church near their new home, then he would build her one. As there was none, Gaunt donated one acre of land near his house at Windermere and some of the building costs. Building commenced in 1842 and the first service was held in 1843. An important example of the work of noted Launceston architect Robert de Little, it is considered to be of the colonial Gothic picturesque style with Early English influence. In 1845 it was consecrated, and has significance as one of the first buildings to be consecrated by Rt Rev. Francis Russell Nixon, first Bishop Nixon.³⁹

Bishop Nixon himself was one of the earliest of several admirers to sketch the church in its early years. His works, dating from the 1840's and 50's, included a watercolour, a pencil sketch, a drawing, and two published woodcuts. Other known artists' works of this period are a pencil sketch by Anna Maria Nixon, two coloured pencil sketches by Charlotte Cleveland, a watercolour by E.H. Neville and a sketch by Emma von Stieglitz.⁴⁰

With the rising popularity of both amateur and professional landscape photography in the 1890's, St Matthias Church provided an attractive subject and has continued to do so to the present day. Not only does this wide range of artistic and photographic images indicate the considerable level of aesthetic response to the St Matthias Church as an element of the cultural landscape, but in this Study they have proven to be a valuable source of topographic information such as shoreline and vegetation changes, the position and appearance of former buildings in the vicinity, and of course alterations to the church itself.⁴¹

The church walls were constructed of painted bluestone rubble (probably local), the buttresses and lancet window surrounds of brick brought by boat from Launceston, and the roof of shingles (probably local). Ticket of leave men are believed to have mixed the mortar, using lime made by crushing shells from a river beach. The small church consists of a nave, chancel and square tower.⁴²

Although St Matthias has survived as a functioning church and much-admired landmark, it has had a history of structural damage resulting from the original faulty foundations and water problems. Initially the minister was quartered in an adjoining manse, but by the 1870's the incumbent was living on the western bank of the Tamar where an increasing proportion of the congregation now lived. This move away may have been a contributing factor to subsequent periods of deterioration in the church.⁴³

Some restoration work was carried out in 1884 but by 1893 the church was reported to be in a poor state of repair, so that until 1921 it was not used for baptisms or burial services. Substantial restoration work was undertaken in 1920 at the instigation of local resident David Medwin, including replacement of the original shingle roof.⁴⁴

The small congregations could not readily finance the further substantial restoration required by 1937. Subsequent restoration work involved wider support, drawing on the particular significance of this church. In 1938 Frank Heyward, chairman of the Tasmanian Society which took an active interest in the restoration of historic landmarks, gave an address to the Launceston 50000 League as part of a fund raising appeal for the restoration of St Matthias Church. He argued that it should be allowed to deteriorate further since this picturesque church was seen by thousands of visitors arriving in the Tamar by interstate ferry:

“...visitors from Australia and elsewhere come suddenly on a scene that has irresistably appealed to many Englishmen as being just a section of scenery from their homeland. They have gazed on a little village church, simple, and unpretentious in design standing on the grassy riverbank, backed with fine trees and reflected in the still water of the Tamar.”⁴⁵

This particular scenic appeal of the church has always been inextricably linked with its striking situation in the Tamar landscape, and was emphasised in the ‘statement of significance’ in the Register of the National Estate. The church forms part of a riverside precinct with scenic and cultural values, including the cemetery, the mature trees and the early Windermere farm cluster of buildings and its roadside garden.⁴⁶

The church is best viewed from the river, and for many years this was the most common means of approach for church-goers from both banks, for tourists and picnic parties, and for interstate ferry passengers. Today the church is a point of interest on Tamar River cruises, and it may yet experience a return to larger numbers of viewers from the river as the Tamar River Environs Project is implemented, especially since the site of the planned Windermere jetty improvements and the pontoon (opened in 1998) lie immediately to the west of the church.⁴⁷

In recent decades St Matthias has more generally been accessed by road, and the church has often been mentioned in tourist guides as an attraction worthy of a diversion from the East Tamar Highway, including guides produced by the Launceston City Council. While the Council’s Launceston Planning Scheme 1996 identifies the church as the most significant heritage building in the Dilston-Windermere area, it considers the existing road system limits the potential for increased tourism. However, the Scheme recognises the importance of the church and the Windermere peninsula as components of Tamar Valley landscapes, views from the West Tamar Highway and Rosevears Drive. Tourist brochures also draw attention to the church as a landscape feature whether viewed from the East or the West Tamar roads.⁴⁸

The prominence of St Matthias Church in the landscape is now under a potential threat from the encroachment of rural residential housing. Its future role as a church is also uncertain since the inclusion of St Matthias on a list of about 70 Tasmanian Anglican churches proposed in 1996 for closure, followed in 1997 by a reprieve of two years in which to prove themselves viable. This threatened closure of St Matthias has met with considerable protest, both from the congregation which is working actively to keep the church open, and from members of the wider Tasmanian community who consider that St Matthias has historic, social and aesthetic significance well beyond its role as a local place of religion.⁴⁹

MOUNT DIRECTION SIGNAL STATION

On the summit of Mount Direction are the ruins of a semaphore station which served as one part in an important and successful communication relay system between the mouth of the Tamar and Launceston from 1835 to 1858; its history is discussed in the Services: Communications section. Because of its relative inaccessibility until work proceeded on the construction of a foot track from the roadside to the summit in 1999-2000, this site (listed on the Register of the National Estate) has retained more of its integrity than the other stations at Mount George to the north of the Study Area and Windmill Hill in Launceston.⁵⁰

Its inaccessibility for many years has also meant that few people have visited the site in recent times, possibly accounting for there being insufficient evidence to assess its social values in the 1996 National Estate Social Values Project associated with the Regional Forest Agreement. The extent to which the site was visited as an attraction in the past is uncertain. It does not appear to have been a popular subject for landscape photographers. However, one of the listed one-day excursion trips from Launceston in 1905 was to the top of Mount Direction. It is unknown whether these and other tours drew attention to the site’s convict associations - convicts played a major role in both the building and the running of the station. Possibly the site represented the ‘acceptable’ face of convict tourism as it lacked obvious signs of punishment and brutality. J. Moore Robinson’s 1937 *Historical Brevities of Tasmania*, written for the Tasmanian Government Tourist Bureau, included a brief description of the semaphore system but did not note its convict associations.⁵¹

Brief studies of the site were made in 1975, 1981 and 1984. In recognition of its considerable historic significance, the 180ha Mount Direction Historic Site was effective from April 1984 to be managed by the then Department of Parks, Wildlife and Heritage, which planned to allow a partial restoration and development of the site and visitor facilities by a concessionaire. Later in 1984, a twenty-year lease was granted to private developers who intended to rebuild the access road, the station building and signal mast and to establish a tea room on completion of a private archaeological survey. However, few if any changes were made to the site. ⁵²

Wayne Shipp of the Port of Launceston Authority's Pilot Station and Maritime Museum at Low Head has undertaken archival research of the Tamar Valley Signal Stations. Based on his findings, in 1988 the museum published a detailed information brochure for visitors, together with a cardboard cut-out working model of a semaphore. At this time a community group was formed with the aim as reinstating an operational semaphore system as a tourist attraction. New signal masts were erected on the Mount George and Low Head sites, but as with the original structures there were mechanical problems.

Since 1998 the Mt Direction Restoration Committee has made renewed efforts in planning the reconstruction of the semaphore system to working order as a cultural heritage tourist attraction, and the State government made a grant of \$5000 for a feasibility study. Green Corps projects in 1999 - 2000 have enabled work to proceed on clearing encroaching scrub on the Mount Direction site, building 500 metres of boardwalk and a 1.8 kilometre walking track, and creating a roadside information shelter, picnic area and carpark. ⁵³

In its unaltered state the site has considerable tourist appeal, both for its cultural heritage and as a scenic lookout. The site is not mentioned in most current tourist information, but this should change following the recent opening of the walking track. The visitor finds the ruins on the flat hill top, previously cleared of tall trees and farmed after the time of operation of the signal station, but covered with scrubby regrowth until the recent clearing work mentioned above. The structures include substantial remains of the commandant's cottage invaded and damaged by a large laurel tree, extensive stone walling, a well, a water holding tank or trough and other stone constructions of uncertain use, and eye bolts that held the cables for the mast. Another conspicuous feature of historic interest is a large stone cairn, said to have been erected as part of Sprent's trigonometric survey. The hilltop position commands panoramic views. ⁵⁴

As well as offering a cultural heritage site and scenic views at its summit, Mount Direction itself has always been a notable natural feature of the Tamar Valley landscape. It was one of the few mountains to be distinguished on early maps, initially named Mount Macquarie as on G.W. Evans' (1821) and T. Scott's (1824) maps. A sketch by Scott entitled 'Launceston V.D.L. 1823' shows the mountain distinctly, complete with a post on the summit and annotated 'Mt Macquarie Signal Station', well before the two-way semaphore system was in use. A simpler communication system may have already been established. ⁵⁵

Because of the particular prominence of Mount Direction in the Tamar Valley landscape, its forested upper slopes within the Historic Site have considerable scenic value which should be taken into account in the management of the site. The 40 ha section of this Crown land that lies within the City of Launceston does not include the signal station ruins (which are an Indicative Place on the Register of the National Estate), but it has been proposed as an Area of Regional Significance which requires further botanical and zoological field surveys because of possible habitat vulnerability from surrounding logging operations. Management to preserve botanical and zoological values would also protect the scenic values of the mountain. ⁵⁶

DILSTON FALLS

The production of pictorial postcards from 1893 had been so popular that pictorial stamps were soon produced in several parts of the British Empire and in the USA. Amongst the first were those issued by the Tasmanian government in 1899 and 1900, aimed primarily at promoting the scenic attractions of the island. High quality photographs taken by Beattie and Spurling III, professionals who were both very active in photographing and promoting Tasmania's landscapes, were selected for reproduction on the stamps. The government was determined that they would serve as advertisements for the island's scenery, ordering post offices to cease using the heavy numeral canceller on these stamps. ⁵⁷

So it was that Spurling's photograph of the Dilston Falls on the 6d stamp would have been seen by people around the world from 1900 until 1913. The same scene had already been photographed by R. Lewis Parker and entered in the Northern Camera Club's album of 1894. Spurling's photograph, or one very similar to it, also appeared in an undated souvenir booklet. The Aesthetic Values Identification and Assessment project of the Regional Forest Agreement listed Dilston Falls as an additional forest place with artistic associations. ⁵⁸

Ironically this much-publicised waterfall seems to have been an insignificant and transient feature, unlike the prominent landmarks depicted on the other stamps of the series:

“There is no evidence of the falls’ existence today, and it appears that its composition was more or less that of a mudbank which has since eroded. It could have been that the creek was in particularly strong flood at the time, but there is also a story that a high spring tide up the Tamar estuary occasionally flooded the area beyond its bank, and the waterfall pictured was that of water returning to the river as the tide ebbed.”(Lancaster, p8) ⁵⁹

NATIVE POINT

An area of 127.4 ha was established as a Nature Reserve in 1976 and administered by the Parks & Wildlife Service of the Department of Environment and Land Management. It is listed on the Register of the National Estate and by the City of Launceston as an Area of Regional Significance because it is a valuable relict of the type of forest which once clothed much of the Tamar River’s banks. It is one of the few locations retaining the original vegetation of the estuary. As such it has significant cultural as well as the more obvious botanical values: this is the landscape that was seen, described and admired by so many people since the first settlements on the Tamar as discussed previously. ⁶⁰

The distinctive curve of its pebbled shore line, now lined with introduced rice grass except at the westernmost point, was named Crescent Shore by Matthew Flinders on his map of 1798-9. The road through the reserve leads the traveller to a simple picnic spot in a bushland setting behind this small remnant of pebbled beach; this landscape is probably little different from that at the time of settlement, although Native Point has been extensively worked for gravel and firewood.

This is one of the few points of public access by land to the river in the Study Area. Public use has not been encouraged in the past, but under the Launceston Planning Scheme 1996 this reserve is regarded as a recreational focal point, catering for local needs, and as such should be maintained. Although the forested promontory does not feature in the landscapes viewed by the traveller on other roads within the region, it is a unique scenic feature, contributing significantly to the visual amenity from the West Tamar Highway scenic route and from boats on the river. As noted above, a small jetty and boardwalk are planned under the Tamar River Environs Project.⁶¹

LOWER NORTH ESK REGION

OVERVIEW

When exploring the North Esk upstream of its confluence with the Tamar as far as Corra Linn in 1804, Lieutenant-Governor Paterson found the landscapes of this region so attractive that by 1806 he had moved his Port Dalrymple settlement to Launceston’s present site. Although he described this district as having “a beautiful appearance to the eye”, Paterson was referring largely to the potential for pasture and cropping of the open woodland he had seen rather than its purely scenic qualities. His judgement proved correct as before long this region was successfully supplying the settlement with food. ⁶²

In his 1810 account of the settlement, the explorer John Oxley also praised the North Esk district. Although he too saw a kind of beauty in land through its suitability for colonial purposes, Oxley was perhaps also allowing himself a little more of a personal response to the landscape when he wrote of the North Esk district:

“ a beautiful fresh water river, winds through this charming country... country between the North and South Esks, which in some places are only 6 miles apart, is beautiful beyond description”(*HRA* III ,1, p760) ⁶³

In addition to commenting on the excellent farmland of this region during his 1811 tour of the colony, Governor Macquarie first visited and recorded his responses to two places that were to become important landmarks for many travellers after him:

“... proceeded to the top of the Sugar Loaf on horseback, from whence we had a very fine view of the valley below and the adjoining hills and distant mountains. Descending the Sugar Loaf Hill we pursued our journey for two and a half miles through Camden Valley to the Corri-Linn Cascade...”(Macquarie, *Journal of his tours*, p67) ⁶⁴

The Sugar Loaf at Lower White Hills was to become well known as a scenic lookout point, and Corra Linn on the North Esk River as a picturesque tourist attraction. Macquarie’s account of his visit to Corra Linn was the first known in a long history of personal responses to this scenic landscape which became one of the major attractions

of the Study Area as discussed separately. The Corra Linn gorge now appears much as it would have to Macquarie in 1811, with the addition of a (second) bridge which dates from 1888. ⁶⁵

By contrast the Sugar Loaf, the prominent landmark formerly climbed by travellers (including Macquarie) as a vantage point, has now disappeared from the landscape. The hill was itself the subject of a scenic landscape photograph in a 1910 tourist promotional feature; this is noteworthy as most such photographs for this region were of Corra Linn as discussed below. From about 1959 the Sugar Loaf was quarried for bluestone, thus gradually removing the prominent hill and bringing about a most unusual and dramatic transformation of a landscape. ⁶⁶

After Macquarie's first visit in 1811, the North Esk River valley between Corra Linn and Paterson's Plains (St Leonards) continued to be highly regarded by travellers. The valley was admired by the surveyor and topographical artist G.W. Evans in 1822, both for its advantages for agriculture and for its scenic value:

"The river which flows through it fertilizes the soil, and at the same time that, by its serpentine course, it adds beauty to the scenery" (Evans, *Description of Van Diemen's Land*, p78).

This reach of the river and its pastured floodplains presents a similar landscape now to that viewed by Evans in 1822, and forms part of the North Esk Flood Plain Area of Regional Significance proposed by the City of Launceston for its botanical, geological, historic landscape and scenic values. However, it is not generally acknowledged in the most recent planning documents that the rural residential developments in the Glenwood Road area are compromising these historic and scenic values. ⁶⁷

The Lower North Esk region continued to prosper as a major farming district close to Launceston, so that from the 1820's travellers were increasingly to view it as primarily a rural cultural landscape of dwellings, outbuildings, fences, crops, pastures and roads, all of these being of a variable 'standard' of appearance, rather than as a natural landscape with farming potential. Widowson (1829) liked a well-kept, orderly farm landscape, expressing his disapproval of houses that "wear the appearance of neglect" (p128) and of "the unseemly appearance of the quantities of black stumps" (p117), and again:

"... the land under cultivation is very good, and forms altogether a pleasing residence, though somewhat impaired by the appearance of five or six hundred stumps" (p119). ⁶⁸

Art works by Mrs Landale in the 1850's include views of two modest farms. A watercolour entitled 'Barrowville Feb 1857' appears in a scrapbook owned by surveyor James Scott, who around that time purchased Barrowville and adjoining properties on the northern side of the North Esk upstream of St Leonards. The rustic scene shows a man chopping wood beside a shingled cottage with picket fence around it, tree stumps in the foreground and wooded hills in the background. This particular landscape has changed, the Barrowville cottage having gone and there being no dwelling in the vicinity. This serves as reminder that the traveller in this region in the 1850's would have seen many more small farms with dwellings than today. ⁶⁹

'Cocked Hat Hill Farm, Evandale Jcn, N Tasmania' is a wash drawing by Mrs Landale showing a gable roofed cottage and other cottages and barns on the skyline of the completely cleared steep hillside. This landscape is very similar to that seen by today's traveller on the Lower White Hills Road looking southwest towards the Cocked Hat Hill. Louis Wood's Tasmanian Views sketchbook (1867-8) also includes views in this vicinity: 'From Marchington - Tamar in distance' and 'From Cocked Hat Hill towards St Leonards'. Differing in subject matter is 'Railway cutting near Jinglers Valley' which depicts the bustling railway labourers' encampment on the Launceston and Western line. ⁷⁰

With the rise of tourism from the 1890's, by far the most visited and most sketched, painted and photographed destination in the region (and possibly the entire Study Area) was Corra Linn as discussed separately, and there are relatively fewer and shorter descriptions of other scenic attractions. However, the drive to Corra Linn via the pretty village of St Leonards (to the north of the Study Area) and the rural North Esk valley was also considered attractive. The rural landscapes of the region had gradually taken on a new and more English appearance as the hawthorn hedges, planted along roads and between fields, grew to maturity. In 1894 a feature article about the road from St Leonards to Corra Linn drew attention to this nostalgic element of the landscape:

"Later on the hedges will be white with hawthorn bloom, and the perfume of English green lanes will be dear to the English heart" (*The Leader*, 'Picturesque Tasmania' Supplement, 27 October 1894).

However, this writer then proceeded to reject this associationist sentiment, claiming that along this road the native wattles:

"stud the park-like pastures, and in the spring give such a glow and color to the landscape as I have never seen elsewhereto my soul, and to my senses, the wattle gold and the wattle perfume are dearer than any from England and Araby" (ibid).

Excursions to the "splendid agricultural districts of White Hills" were also recommended in 1903. ⁷¹

Hawthorn hedges are still a distinctive feature of the Lower North Esk region and are a key element in the perceived 'English' appearance of these rural cultural landscapes. White Hills and Relbia, particularly Lower White Hills Road and Everton Lane, present some of the best Tasmanian examples of these 'English' cultural landscapes. These districts offer not only hawthorn hedges, but also other hedgerow species including sweet briar and sloes, old homesteads and cottages with mature exotic trees, winding lanes, rustic timber bridges, and rolling hills with small and irregular fields. The need for road works has recently raised the issue of the future of some roadside hedgerows. ⁷²

In 1949 several scenic routes through the region were available as half day tourist excursions in sedan car, but it is surprising that self-drive tours through these landscapes have not been promoted in recent years. Through the Open Garden Scheme many have visited the grounds of historic Dunedin and Barbrook, where essentially new gardens have been established in old settings. Some tourist brochures of the 1970's and 80's mention the scenic attractions of a route between Launceston and Evandale via White Hills, but there are few if any such references in more recent tourist literature. By their nature these winding lanes would in any case limit considerably the desirable level of tourist traffic. The region is not mentioned in the Heritage Highway promotional information. ⁷³

Buildings on three properties between St Leonards and Corra Linn are on heritage listings, but none of these are visible to the road traveller. Old Illaroo house and stable, built of brick in the 1840's in Georgian styling, and the Dunedin property's Gothic Revival barn with brickwork of a high standard of craftsmanship are on the Register of the National Estate. Nearby Northcote, part of which was a store dating from around 1824, is on the Register of the National Trust. ⁷⁴

People visiting the Ben Lomond ski fields and national park from Launceston view some of the rural cultural landscapes of the Lower North Esk region as they pass through on the main Blessington Road, via St Leonards, Corra Linn and the northern part of White Hills. One conspicuous landmark on this route is the National Trust-classified disused two-storey bluestone building (built as an inn but thought never to have been used for this purpose) by the roadside in the White Hills village. ⁷⁵

Although the roads have always been the major form of transport for tourists in this region, by horse and carriage at first and later by car, the building of the Launceston and Western Railway in 1869 opened up a new route through the Relbia district. This was considered of sufficient interest to warrant an article in the *Illustrated Melbourne Post*, featuring an engraving of the works camp at Jinglers Valley. ⁷⁶

In an account of the first passenger trip on the new line, the country between Jinglers Valley and the Relbia Station was described as:

"a wide and beautiful landscape, embracing a large extent of magnificent arable land, dotted by innumerable picturesque nooks" (The Mercury, *History of the Launceston and Western Railway*, p21).

In the era of railway tourism people with special day trip tickets travelled through this landscape on their way from Launceston to such destinations as Perth, Longford, Western Junction air pageants and the Mole Creek caves. ⁷⁷

For today's visitor there are few specific sites (apart from Corra Linn as discussed separately) or services in the Lower North Esk and no accommodation. At Relbia, wines can be bought at the Glenbothy cellar door by appointment and earthenware at the Relbia Pottery. A pedestrian and horse trail was developed along a section of Glenwood Road. The Launceston City Council's 1988 proposal for rural residential development in the Glenwood Road area included discussion of the need for increased recreational space, protection of rural atmosphere and public access to the North Esk River. ⁷⁸

CORRA LINN

The Corra Linn gorge on the North Esk river was admired for its scenic beauty from the earliest years of northern settlement. Even at this time it was relatively easily accessible since the excellent arable and pasture lands of the Lower North Esk River valley, White Hills and Relbia lay close to the gorge. Most of this land was alienated between 1809 and 1820 and these well-populated districts were served by rough roads - from the settlement at Launceston and connecting to the main route to Hobart. The North Esk River was fordable at Corra Linn, probably near the former flourmill site just downstream of Patersons Island. The first bridge over the North Esk was erected here by the flourmiller in the early 1820's. Hence the scenic gorge was widely known, not far from Launceston, on or near several transport routes and contrasted with nearby rural landscapes. These factors combined to make Corra Linn one of the most popular tourist attractions in Northern Tasmania until the post-

World War years. It was one of 79 forest places in Tasmania identified as having aesthetic values of potential National Estate significance.⁷⁹

The written records of travellers' responses to the natural landscapes of the Corra Linn gorge provide an excellent case study of the influence on nineteenth century Tasmanian culture of the European vogue of the picturesque and the aesthetic cult of associationism. The earliest known written account of visit to Corra Linn was that of Governor Macquarie, who made a detour on his 1811 journey through Tasmania in order to visit the gorge. So struck was he by "this wild romantic view" (p67) and its resemblance to falls on the Clyde in his native Scotland that he named the place Corri-Linn Cascade after them. This is a very early example of colonial associationism, the notion that making a personal association with familiar scenes would enhance the perceived beauty and emotional appeal of a new and unfamiliar landscape.⁸⁰

Another early commentator was explorer and surveyor G.W. Evans, who described the grandeur of Corra Linn in 1822 as well as its accessibility to the traveller:

"The overhanging rocks, and the apparently pendant trees nodding over the passage, fill the mind of the traveller with sentiments of awe and admiration. From this place to Launceston, a distance of about nine miles, a tolerable road leads through some cultivated land particularly that situated on Paterson's Plains" (p78).

While Evans responded to the picturesque nature of the scene he did not express any personal associations with other places.⁸¹

The absence of mediaeval ruins in Tasmania did not stop the fashion of the gothic revival from influencing early immigrants. The artist and writer Louisa Anne Meredith drew liberally on gothic associations to enhance the character of Tasmanian scenery. According to Dixon (1987), an outstanding example is Meredith's series of descriptions and illustrations of Corra Linn. *Our Island Home* (1879) includes an autotype of her pencil drawing of Corra Linn, and the following description:

"...endless variety of fantastic shapes: here, seeming to imitate the massive keep of an ancient fortress, complete with turret and battlement"(p16).⁸²

In the popular 1871 *Walch's Tasmanian Guide Book* which Meredith edited and substantially wrote, she produced more than a page of dense prose describing and praising the gorge, noting its "semblance of Cyclopean walls guarding a giant's citadel, of tower-like isolated rocks"(p155). She also associated a native shrub with the more familiar heather, in her mind even allowing the new to surpass the familiar in beauty:

"the dark Prostanthera, which grows here in rare luxuriance, adds in Spring, masses of its royal purple, more bright and rich than ever was heather bloom"(p155).

Her description must have been read and appreciated by Garran, whose 1886 *Picturesque Atlas of Australasia* borrowed heavily from Meredith's associations.⁸³

A wooden bridge had been erected across the gorge in the late 1850's. The *Walch's Tasmanian Almanac* for 1863 noted that Corra Linn was "much frequented by visitors on account of its picturesque scenery and romantic bridge". According to Meredith (op.cit, 1871,p155), this was an "eminently 'practicable' bridge, and not, as might at first seem, a merely melodramatic myth." Both this bridge and its successor visually appealed to many visitors and were featured in many of the large numbers of drawings, paintings and photographs of Corra Linn.⁸⁴

Possibly the contrast of the man-made structure with the wild natural scene underlaid this appeal. In 1887 a party of visitors discussed the "picturesque but insecure of timber bridge" and the "possibility of erecting a more durable structure without disfigurement to what is one of the prettiest spots in the vicinity of Launceston (*Examiner*, 27 September 1887)." A new concrete bridge was proposed and the claim made "That such a structure would add to rather than detract from the picturesque appearance of Corra Linn need not be argued."

In practice, an iron bridge was built in 1888 and is still in use.⁸⁵

Corra Linn was an extremely popular subject for artists and photographers seeking the picturesque; it is largely on this basis that the place was identified as significant in the Aesthetic Values Identification Project. The earliest known dated painting is an excellent watercolour by Simpkinson de Wesselow dated 1848, depicting the gorge before any bridge had been built, while Emily Bowring's similar view (c 1859) shows the new wooden bridge. Most of the recorded drawings and paintings are believed or known to have been executed between this time and the early 1900's. However, as recently as 1995 the watercolourist Jonathon Bowden produced and exhibited a series of large-scale works on Corra Linn.⁸⁶

Corra Linn works range from an unknown artist's quaint view of the wooden bridge painted in oil on a leaf to numerous engravings published from the mid 1860's, many of them in mainland newspapers. According to Craig

(1964), two of the small number of Tasmanian examples of chromolithography (true colour printing), introduced in the second half of the nineteenth century, are prints of Corra Linn, including one of the better executions of the medium produced by C. Troedel & Co in 1865. Several accomplished oil paintings of Corra Linn are known, including one by Richard Nicholas which received a 'highly commended' award in the Tasmanian International Exhibition of 1891 and was praised by in the contemporary press. An oil painting by P. Lee, a NSW artist who painted landscapes often in a naive style, is dated 1897 but shows the wooden bridge, suggesting that Lee probably copied the scene from an earlier photograph. This was a common practice for artists, including Haughton Forrest who was often provided with photographs by John Watt Beattie; it is not known whether this was the case with Forrest's 1886 'Bridge at Corra Linn'.⁸⁷

In the early 1860's the fashion for amateur photography began to emerge in Tasmania. Alfred Abbott was amongst the earliest of these photographers, illustrating his diary entry (30 April 1860) of a visit on foot to "the celebrated Kora Lynn with photographs of it featuring the "very picturesque" wooden bridge. (He encountered a picnic party there who wanted him to photograph them, but it was too dark to attempt this.) These are the earliest known photographs of Corra Linn, and amongst the earliest surviving of the Launceston district.⁸⁸

Field photography was difficult in the 1860's and 70's. F. Styant Browne, who was to become one of the most influential photographers of his generation, is said to have pushed cumbersome wet plate equipment in a wheelbarrow to Corra Linn and erected a dark-room tent at the location. Landscape photography became much simpler when the new dry plate techniques came into use in Tasmania in about 1879. Stephen Spurling II claimed to have made the first use of dry plates in Tasmania at Corra Linn, some months earlier than J.W. Beattie at Lake St Clair.⁸⁹

There are many known Spurling Studio photographs, showing both the wooden and the metal bridges and possibly taken by both Spurling II and III. With the growth of tourism in Tasmania from the 1880's and 90's, views of Corra Linn by the Spurlings and various photographers including Beattie appeared as prints, lantern slides, postcards, stereo views, newspaper illustrations and Christmas cards as well as in pictorial books.⁹⁰

Prominent amateur photographers also continued to visit Corra Linn in their pursuit of landscape subjects. An art photograph, entitled 'On the Edge of the Moor' and taken downstream of the Corra Linn gorge near the ruins of the 1820's flour mill, won prizes for Styant Browne in interstate photographic competitions in 1903 and 1906. In 1926 Corra Linn was recorded in yet another medium - the motion picture. Some scenes of the film 'For the Term of His Natural Life' were shot at Corra Linn, and the actors enthused about its beauty and suitability for filming.⁹¹

Corra Linn had its own resident character, James Moses, who died at the age of about ninety years in 1908. For years he had lived in summer in a tent near the gate beyond the bridge, opening and closing the gate for the many tourists arriving by carriage or cycle. In the early 1900's Corra Linn boasted a tea-room in the summer season and the gorge was widely promoted as a destination for trips from Launceston. In 1900 the gorge was described as "one of the most frequented pleasure resorts in the island" (*Cyclopedia of Tasmania*, p164). According to the 1914 *Handbook of Tasmania*, Corra Linn was amongst the best known and most popular tourist drives around Launceston:

"The bridge and the glen figure in every collection of Tasmanian views. During the season a tea-room, erected by the Northern Tasmanian Tourist Association, is open for visitors" (p172).⁹²

Such was its continuing popularity as a tourist destination that in 1936 the St Leonards Council asked the State government to fund the upkeep of the St Leonards- Corra Linn road from the tourist vote. Corra Linn was also a popular spot with local people for events such as the district's Boxing Day picnic.⁹³

After World War 2, Corra Linn was increasingly seen as an attractive setting for Launceston and district recreational activities rather than as a tourist destination, although photographs of the gorge still appeared in some publications portraying scenic Tasmania including those by prominent Australian travel photographer Frank Hurley.⁹⁴

In 1945 James McDonald, Attorney General and Minister for Inland Fisheries, put forward a proposal that, if implemented, would have greatly extended the recreational role of Corra Linn. He announced that he intended to acquire land additional to that needed for the new fish hatchery for a recreation area with facilities such as a golf course, tennis courts, refreshment chalets, and a residential hotel. The fish hatchery was built downstream of the gorge near the old flour mill site and the additional land was acquired, but the development did not go ahead. Likewise there was no action on a 1981 proposal for the North Esk near Corra Linn gorge for a large chalet for use by Ben Lomond skiers, for summer health farms and as a fishing base.⁹⁵

Nevertheless the hatchery grounds themselves evolved as an attractive recreation area with toilets and picnic tables in a landscape with gardens, rural and natural elements, that remains popular with Launceston residents for picnics, swimming, viewing the hatchery ponds and trout fishing. (However, in 1987-88 there were concerns over the future of the area for recreation because of problems with litter and fouling of the water.) In 1946 Patersons (Scout) Island, although owned by the Scout Association, became a wildlife sanctuary that is now a Conservation Area under the Parks and Wildlife Service. It is used by the Scout Association for recreational camps. The gorge itself is popular with youths of the Launceston area as an informal gathering place for swimming, and has been used for both private and, in recent years, commercial adventure pursuits such as cycling, canoeing, rafting and rock-climbing. ⁹⁶

While maintaining its long-standing popularity for outdoor recreation activities in an attractive landscape, Corra Linn is no longer regarded by the tourist industry as a significant scenic attraction and is rarely mentioned in brochures. Although the Corra Linn natural and cultural landscapes have maintained their integrity, improved roads and increased private car ownership have meant a far wider range of attractions lie within the reach of travellers based in Launceston.

Two key aspects of the landscapes have changed little since Corra Linn was visited and admired by early travellers: the gorge and its bushland, with only the addition of the 1880's bridge (which was always considered picturesque as discussed and is now of historic interest in itself although this is not widely recognised); and the old farmlands of the North Esk valley in which the hatchery recreation area is situated. In this context these present-day landscapes have a special historical and social cultural significance; they are the scenic landscapes of the past that have evoked so many personal responses in so many forms as discussed above. ⁹⁷

This particular significance is layered on top of other values: botanical, zoological and scenic values of the gorge and lowland river reaches; and historical values associated with exploration and settlement of this earliest of northern rural areas, early transport routes and the site of an early flourmill. The former set of values formed the primary basis for the inclusion of this area in an Area of Significance proposed by the Launceston City Council. The historic values are discussed more fully in the settlement, cropping and flourmilling, livestock and transport sections of this Study. ⁹⁸

UPPER NORTH ESK REGION

OVERVIEW

Ben Lomond dominates the landscapes of this region; so too has it been the chief subject here for writers, artists and photographers, and the major destination for travellers pursuing recreational activities in a natural landscape. For these reasons the history of Ben Lomond as a tourist and recreational attraction is discussed separately.

The open woodland of the upper North Esk valley was explored in 1806 and much of it was formally alienated by 1830. G.W. Evans, land surveyor in Tasmania from 1812 and a topographical artist, saw a pastoral beauty in the well-watered, grassy woodland landscape of the valley to the east of Corra Linn (Lower North Esk). From 1832 artist John Glover represented as a kind of pastoral Arcadia a similar landscape at Mills Plains near his home (to the south of the Study Area). With Glover's habit of visiting and sketching in nearby districts and his love of Ben Lomond, it is possible that he may indeed have sketched scenes in the North Esk valley. The fate and subject matter of 35 paintings sent by Glover to London in 1836 are not known. ⁹⁹

When Theodore Bartley wrote to his sons in Guernsey on 26 May 1856 about the property Whisloca after taking over its management, he was well pleased with the North Esk valley landscape:

"The scenery at Whisloca is delightful. The mountains arise so abruptly and the hills around are very beautiful. You will be pleased to hear that there are a great many deer running on the estate. There are also peafowl which have increased very much."(Phillips, *Bartley of Kerry Lodge*, p72).

Introduced deer and trout flourished in the upper North Esk valley, and visitors have come from other parts of Tasmania and from interstate for recreational hunting and fishing holidays. The associated huts, lodges and farm accommodation of the past and present are an element of the rural heritage landscape. ¹⁰⁰

In 1949 sedan car scenic tours from Launceston included routes through parts of this region, passing such landmarks as Coombe Bank, the Steppes and Wattle Corner. The Upper North Esk region is not promoted as being of great interest to the general tourist. It is seen as suitable for recreational fishing, hunting and

bushwalking. The Ben Lomond plateau (outside the Study Area) is promoted largely as a winter playground with a range of package holidays. People travel through the region for these recreational pursuits, with few facilities or specific attractions on the way. However, the Launceston City Council has recognised that the scenic attractions of rural areas on the route to specific destinations such as Ben Lomond attractions should be considered in future planning.¹⁰¹

The rural heritage values of the region as discussed throughout this report have not been well known, and so there has been little help for the traveller in 'reading' the landscape. The cultural landscapes of the historic pastoral properties Elverton and Whisloca are visible from the main road along the river plains. These landscapes contrast with those of the sawmilling settlements at Burns Creek, Upper Blessington and Roses Tier and the picturesque pioneer bush farming communities in the hills at Blessington and Upper Blessington. However, these sawmilling and pioneer bush farming settlements are not on the direct route from Launceston to the Ben Lomond plateau, neither are their landscape features always conspicuous nor their cultural associations well known.¹⁰²

A few millworkers cottages or their ruins remain at former sawmill settlements, the largest grouping being at Upper Blessington, together with structures and features associated with the sawmilling processes, some of which are too subtle or inconspicuous to be noticed by the casual passer-by. Not far from the former sawmills on Roses Tier a camp was set up at the Crossroads as a filming location for *The Tale of Ruby Rose* in 1986.¹⁰³

Early farm buildings and related structures are more readily recognisable and conspicuous, and numerous examples survive as rural heritage elements of the hill farming settlements, particularly at Upper Blessington. The farmhouse Ingleburn was used as a location during the filming of *The Tale of Ruby Rose*. Ingleburn, other rustic farmhouses and outbuildings and the school house perch on swathes and ribbons of green pasture on the steep forested slopes of Upper Blessington facing Ben Lomond across the main valley. Although not on any designated scenic route for tourists, this picturesque landscape has been displayed on a government tourist poster in the *Tasmania - Be Tempted* promotion (c1986), while similar Upper Blessington views appear in Owen Hughes' books depicting Tasmania for the popular and tourist markets.¹⁰⁴

The Upper North Esk region is sparsely settled and relatively remote from Launceston and so does not offer visitors the lifestyle appeal of, for example, the Lilydale district with its retreat farms, handcrafts and produce. However, the Upper Esk Host Farm, not far east of the region at the head waters of the South Esk River, was marketed formerly as a 'Country Retreat' by the Country Accommodation Association and more recently as a Tasmanian Holiday Retreat, offering the rural lifestyle attractions of a high-country sheep and beef cattle farm and horseriding nearby. It was also promoted as attractive accommodation for skiers, being less than half an hour from the top of Ben Lomond (via the Upper North Esk region). Farm accommodation has also been available at Old Whisloca Cottage on the Elverton property.¹⁰⁵

BEN LOMOND

The Ben Lomond National Park lies south of the City of Launceston municipal boundary which runs along the southern slopes of the North Esk valley. The limits of the Study Area have been extended beyond the municipality southwards to the base of the mountain's rock scree. One of the key early tracks and the only current motor road to the plateau start within the Study Area, while two huts that played a significant role in the history of the recreational use of the mountain are situated at the foot of the scree on the edge of the Study Area. Thus these particular features of the cultural landscape will be the focus of the following discussion, rather than the Ben Lomond plateau itself.

However, the rugged Ben Lomond has so dominated the physical landscape of the Upper North Esk region and indeed northern Tasmania that the history of aesthetic values associated with the mountain as a whole must be discussed briefly. Ben Lomond has made an impression on, and evoked responses from, European travellers and settlers from the time of earliest settlement. The Aesthetic Values Identification and Assessment project associated with the Regional Forest Agreement identified Ben Lomond as one of 79 State-wide forest places with potential National Estate significance, by virtue of its associations of importance with artistic and creative sources in the areas of fine art, photography, film, fiction and poetry. (Some additional sources have been noted in the present Study). Ben Lomond met project thresholds of significance on five of six indicators.¹⁰⁶

The prominent mountain was observed but not named by European explorers before settlement of Tasmania; the explorer Matthew Flinders marked it on his chart as simply "rocky mountains". Ben Lomond was named after the Scottish mountain by Colonel Paterson who founded the first northern settlement in 1804. Although Ben Lomond was not explored thoroughly until Colonel Legge began a survey in 1905, the government surveyor Grimes had

made a rough sketch of it in 1807 and the mountain appeared on early maps, often as the only named feature in the whole of the mountainous north-eastern portion of the island. On surveyor Evans' 1821 map it is marked as "Benlomond or Butts". Until the 1940's it was believed to be the highest peak in Tasmania. ¹⁰⁷

From the first Ben Lomond was admired for its picturesque grandeur and natural beauty; people sketched, painted and later photographed it, wrote prose and verse descriptions of it, climbed it and collected plants from it. It was more commonly viewed or approached from the less remote southern or western sides rather than from the northern side in the Upper North Esk region of the Study Area. However, the botanist Ronald Gunn climbed it from the Upper North Esk valley in 1834. ¹⁰⁸

The most celebrated artist to have responded to Ben Lomond's wild landscapes was John Glover, who ascended the mountain by horse in 1833. He was deeply impressed by its primeval beauty that reminded him of the picturesque landscape painting of European artists Gaspard Poussin and Salvator Rosa. Many of his Ben Lomond scenes were sent to London for exhibition. ¹⁰⁹

Both through picture and prose, Garran's 1886 *Picturesque Atlas of Australasia* also brought Ben Lomond to the attention of those outside the colony. The mountain was depicted as forming a contrasting and striking backdrop to the lowland pastoral landscapes, bringing to mind European cultural associations :

"...the face of the mountain bears a grotesque resemblance to the ruined facade of a Gothic edifice... The plateau on the summit... possesses many features in common with a Scottish moor"(p524). ¹¹⁰

Such European allusions were common. In 1856 one colonist published praises of his or her island home in the local press, in verse form with many landscape analogies and associations. Ben Lomond was honoured as the only local feature to be mentioned by name:

"And o'er Ben Lomond's far and snow-capped height
Pale Cynthia, smiling, sheds her silver light -
Supremely beautiful - serenely fair,

As Beauty's spirit's self were centred there!" (*Launceston Examiner*, 1 January 1856,p2) ¹¹¹

Even the more prosaic *Tasmanian Gazeteer* (1877) extolled the virtues of this "gigantic" mountain and the "magnificent" panoramic views from the summit. Later, travellers were advised to take the train to Avoca in the South Esk valley, where the mountain climber could stay at the hotel and obtain a guide. Stephen Spurling III's many photographs of the plateau in winter, the first of which were taken in 1902, publicised the mountain as a destination for the adventurous. ¹¹²

Although most visitors approached Ben Lomond from the south, there were also rough tracks or routes to the plateau from Roses Tier and Upper Blessington, but these were probably mainly used by hunters and trappers, timber getters and shepherds in early years. By 1924, locals from the Upper North Esk region would meet at weekends with people who had travelled from Launceston to make recreational walking trips on the northern side of the mountain. From around this time, outdoors enthusiasts such as Fred Smithies and Bert and Charles Monds were driving from Launceston to Bill Phillips' property Blessington Estate (now Camelford North) where they would camp by the Ford River/Island Creek. Phillips guided them on a route from here up Satan's Gully, using horses to carry some of the load. These early expeditions were the beginnings of the important and mutually beneficial role played by the rural/timber getting community of the Upper North Esk valley in the development of skiing on Ben Lomond by the Northern Tasmanian Alpine Club. ¹¹³

During the 1920's skiing was underway as a winter sport, mainly in southern Tasmania and at Cradle Mountain. Heavy snowfalls in 1929 created much interest in the sport amongst Smithies' Launceston friends. At a 50000 League meeting in that year, Smithies proposed the formation of a winter sports club, and so the Northern Tasmanian Alpine Club was formed. Its members explored various areas of northern Tasmania to find a suitable place for regular skiing. Several routes to Ben Lomond were investigated; from the south, from English Town and from Roses Tier as well as from Bill Phillip's property at Upper Blessington via the future site of Carr Villa hut. ¹¹⁴

By 1931 the club had concluded that Ben Lomond had the most reliable snow and pressed for its development as a winter resort. Access and accommodation were the key requirements. A protected site below the rock scree with water nearby was selected for a club hut, and Carr Villa was built in 1931-2 to the design of Iles Carr, Launceston architect and bushman. The track up through Satans Gully, a little over 3 miles long, was chained and blazed. Bill and Clarrie Phillips carted most of the locally obtained materials to the site by packhorse, and club members assisted Henry Smith, a local bushman who had contracted to build the hut. The original hut measured 21 feet by 17 feet. It was erected on a foundation of free stone from near the site, on which rested logs to support

the floor beams and the wall framework of sawn timber obtained from a local mill. Local logs and saplings were dragged to the site by horses and used in the round for the roof framework. The paling wall cladding and roof shingles were split from a tree felled on the slope below the site by Henry Smith, and carried up on members' backs. The fireplace of local stone had a corrugated iron chimney. Alterations and additions were under way within months, and many further changes and renovations have since been made. ¹¹⁵

In 1933 NTAC members Gilbert McKinlay and Reg Hall completed a private hut, named Himminborg but generally known as the Log Cabin. This rustic cabin was well situated for shelter and summer walking and climbing as well as winter skiing, nestled and almost hidden in a patch of forest at the base of the scree beside a much larger stream than was Carr Villa. In fact Himminborg was built about half a kilometre east of Carr Villa on the site originally selected, but then rejected, for that hut.

The first of five pre-Alpine Village huts to be designed by prominent bushman and barrister Reg Hall, Himminborg was largely constructed from nearby stone and logs, a practical and inexpensive solution for building a hut only accessible by pack track. A site was selected in a patch of forest on a creek, and was constructed of local stone surmounted by logs. A skilled local bushman, Syd Baker, contracted to undertake the construction of the walls, after which Hall and McKinlay completed the roof. It was a single room of about 12 feet by 8 feet with local stone walls to a height of about 3 feet. Above this, large logs squared off on three sides were laid one on top of the other with holes cut for small windows. Local stone was also used to build the fireplace and chimney. Hardwood saplings supported the corrugated iron roof. ¹¹⁶

Over the period 1934-36, club members formed a vehicular track for the first kilometre from the Ford River and improved the track beyond Carr Villa to the ski slopes. However, from both huts it was necessary to climb up to the plateau to ski, and club members soon felt the need for a hut on the summit snowfields. The Summit Hut was built near Legges Tor in 1937, followed by six private huts and another club hut in 1955 (Championship Hut or Ben Bullen). All seven of these summit huts are now privately owned and still in use.

With Summit Hut providing accommodation on the ski fields from 1937, the club pushed the government to build a road to the plateau. As access improved, so the attraction of the lower huts was further reduced. The government provided its first assistance for the development of the ski fields in the form of a grant for unemployed relief work on the rough vehicular track through Satan's Gully part way towards Carr Villa and the steep pack track onwards to the summit. Club member Bill Mitchell modified an A Model Ford for mountain trips. In about 1945 sawmillers extended the vehicular access to Phillips Creek, about two kilometres from the start at the Ford River. As well as providing access for skiers, local North Esk valley residents used these tracks for recreational bushwalking. ¹¹⁷

The Ben Lomond National Park was established in 1947, with some resistance from the Northern Tasmanian Alpine Club; this is a rare example of opposition to a park proposal by a recreational interest group. An exception was made in this National Park to allow Club members to retain or build private huts. Moves to further develop the snowfields continued from both the government and the Northern Tasmanian Alpine Club. It was the Club rather than the Scenery Preservation Board that took the initiative in road improvements. In the late 1940's, the Club studied aerial photographs and decided to build a rough road of about 12 kilometres from Wattle Corner to Carr Villa making use of an old sawmill track for the first six or seven kilometres - this is the route followed by the present Ben Lomond Road. Club members undertook this work in 1952-3, allowing vehicular access as far as Carr Villa.

Having achieved this with assistance from locals, traders and the government, club members then pressed for the road to be upgraded and continued to the plateau. The road was gradually improved with the club acting as an unpaid contractor, using government grants when available and providing club labour. Intermittent road works continued in a similar fashion after the government's decision (c1960) to continue the road to the plateau via the present route. Permission was given to Tasmanian Board Mills to take logs from the path of the road, and negotiations were made with local landowners who had been selling timber and grazing stock there. Upper North Esk contractors, labourers, farmers and sawmillers continued to be involved in road construction. For many years the NTAC held fundraising dances and concerts in the North Esk Memorial Hall, attended by both club members and the local community.

In 1966 the road finally reached the plateau via Jacob's Ladder, giving access for bulldozers, and two years later vehicles could be driven to the present Alpine Village site, below the seven older huts on the summit. At first the village consisted largely of private and club huts, but now commercial services are available. ¹¹⁸

After the 1930's Carr Villa and Himminborg, the earliest ski huts, were considered too far from the snow fields

and had been little used by members and owners apart from summer bushwalking and climbing. Residents of the Upper North Esk valley had long regarded the mountain as part of their own territory, both for hunting and bushwalking, and after the huts were built residents would walk to these landmarks. ¹¹⁹

Carr Villa was handed over to the 3rd and 6th Launceston Rover Scout Troops in 1963, and Himminborg to Scotch College. Carr Villa is still used by the Scout Association and has been much modified, extended and renovated since it was built in 1932. It is now in a very public and open situation, a large carpark having been developed next to it for those using the skiing shuttle bus. Informal camping is permitted here, the only facility being a pit toilet. By contrast, Himminborg has changed little externally and retains its secluded forest setting. ¹²⁰

As the result of a 1994 study, Carr Villa, Himminborg and the seven huts on the summit (built 1937-60, before the development of the present Alpine Village at the end of the road) have been listed as 'Classified' in the Register of the National Trust. Research showed that the nine huts had considerable cultural significance for their historic, aesthetic and social values. Their locations on the mountain in relationship to one another and to access routes, as well as their fabric, were found to reflect graphically the history of the development of the recreational use of Ben Lomond. Carr Villa and Himminborg represent the early phase of this history. ¹²¹

In addition to these two huts, there are other structures located nearby on the Ben Lomond Road that are associated with the recreational and tourist use of the mountain. These are the Ranger's hut, a barbeque site and replacement picnic facilities erected at a new site in 1996 - toilets, barbeques and tables. Picnic shelters, camping ground and interpretation signs are planned. ¹²²

ST PATRICKS REGION

OVERVIEW

This region falls into that entire north-eastern portion of the island marked on Matthew Flinders' 1778-9 chart simply as: "In this space, many high mountains with rugged tops". Although tracts of land along the St Patricks River were occupied by the 1830's, much of the region was rarely visited by others or written about, except to say that it was rugged and inhospitable. In his 1831 *Almanack*, James Ross dealt with the entire North-East very briefly, dismissing it as "very heavily timbered, rugged and inaccessible" (p143). ¹²³

With the spread of pioneer farming from the 1850's and 60's into the forested districts of Patersonia and Myrtle Bank, situated on the route to Scottsdale and beyond, so travellers and settlers recorded their perceptions of the landscape. Walch's *Tasmanian Guide Book* of 1871 (p220) described the two road branches to Patersonia and to George's Plain and Mt Scott: "... each branch leading into such charming scenery that a choice between them is difficult"; the natural landscapes included views of "vast extent and great beauty" and "wonderful myrtle forest". The traveller would find no inns, but could stay at Mr Bulman's farm. ¹²⁴

The Skemps were new settlers at Myrtle Bank in 1883 :

"The change in the landscape as they proceeded on their journey was a revelation for Rowland ... For the first few miles out of Launceston the farms and countryside were not unlike English rural scenes, except that scattered trees were she-oak, gum and wattle. But, as they proceeded further, the trees became bigger and more numerous, until in the last few miles to Myrtle Bank the gums reached gigantic proportions..." (Skemp, 1952, p39).

The Skemps found the native plants to be attractive as well as providing shelter for stock. They preserved some stands of rainforest on their property and planted native species as well as exotic trees near their home. However, other settlers regarded native species as weeds to be destroyed, while exotics were tended with great care. ¹²⁵

During the 1890's the St Patricks region became a popular destination not far from Launceston for landscape photographers in search of the picturesque and romantic. In 1896 Frank Styant Browne, noted amateur photographer and a founder of the influential Northern Tasmanian Camera Club, set off with artist Joshua Higgs on a scenic tour in a horse-drawn caravan, travelling from Launceston via Fingal to the east coast and returning via Myrtle Bank. In his *Log of a Voyage in a Caravan*, Styant Browne recorded their visit to Faulkner's property at Myrtle Bank, Millwood's at Patersonia and the St Patricks River waterworks. He admired the views of Mount Barrow, under too much cloud to photograph, and Mount Arthur, the latter being photographed as a backdrop to Millwood's pioneer bush farm and pastoral scenes with cattle on the plains of Patersonia. ¹²⁶

In the following year, the Northern Tasmanian Camera Club held a field trip to Patersonia and Myrtle Bank. Here again, the photographers admired the luxuriant foliage and the splendid views of Mount Arthur but rounded up some cows to add interest to the foreground. At least one other club field trip to this district was undertaken. ¹²⁷

With the rise of tourism as an organised industry from the 1890's, the St Patricks River was promoted as a picnic drive from Launceston, while one day excursion trips to the top of Mount Barrow and to the St Patricks River waterworks were advertised. Professional photographers Spurlings II and III worked in both these areas; the two places emerged as specific tourist destinations and are discussed separately below. Local farmers were able to supplement their livelihood by providing tourist services. Tourists wishing to go to Mt Barrow were advised that they could arrange accommodation and a guide at farms on the eastern side of St Patricks River. In the 1890's the St Patricks River district also became well-known both locally and interstate for its farmhouse fishing holidays in attractive riverbank settings at Aldridge and Hopevale at St Patricks River and River Made at Targa. As motor vehicles came into more common use, the number of private boarding houses increased. A 1924-25 tourist directory listed the Hopevale and Rivermead (sic) boarding houses (run by C. Peck and W. Prestige) as well as Myrtle Park (Mrs S.K. Headlam) at Targa, Roslynne (Miss H. Warren) at St Patricks River, Mount Barrow View (Mrs E. Teece) at Mount Barrow and Rookwood (Mrs Tattersall) at Camden. ¹²⁸

After the opening up of the forested north-eastern part of Tasmania for farming from the 1850's, travellers passed to and from Scottsdale through the St Patricks region. This route was selected by the government in 1920 for the main road, later known as the Tasman Highway, and until recent years this was the route promoted for tourists travelling around Tasmania via the far North-East. In the 1980's the government made the decision to improve the Lilydale-Golconda road with the possibility that this would be supported as the major route between Launceston and Scottsdale rather than the Tasman Highway, but in 1992 the government claimed that with funding restrictions neither route would be preferred over the other. However, for many tourists, a benefit of the Lilydale route over the Tasman Highway via the St Patricks region is that the Bridestowe Lavender Farm, currently the pre-eminent tourist destination in the entire Study Area, is situated on the former route. ¹²⁹

Thus the St Patricks region is no longer on the single major through route for tourists, neither is it promoted or serviced by the tourist industry for scenic trips from Launceston as in the past as discussed above. However, the Tiger Wilderness Tours to the North East have travelled via this route, including a stop at Myrtle Park. The old road connecting Patersonia with Lilydale passes across the rainforested slopes of Mt Arthur at a high altitude and would enable the visitor to make a circular trip through both the Pipers and St Patricks regions, but this road has been poorly maintained in recent years and is now barely passable by car.

In general the scenery of this region has not been considered sufficiently distinctive to satisfy the modern tourist who seeks to visit specific destinations and attractions, and there is little promotion of the region apart from photographs in one of Owen Hughes' pictorial books for the popular and tourist market and the occasional mention of Mount Barrow (discussed separately) and Myrtle Park in brochures. The 1996 Launceston Planning Scheme nominates tourist services as an appropriate development for Nunamara. However, services are restricted to the general store/service station and a very basic riverside picnic area at Nunamara, a general store and well-maintained picnic, camping and toilet facilities for indoor/outdoor social, sporting and recreation events at the Myrtle Park Recreation Ground. ¹³⁰

Although there has been a recent growth in host farm, country retreat and heritage accommodation on independently owned properties in many parts of rural Tasmania, none of those currently operating are situated in the St Patricks region. There is an irony insofar as this region was especially popular for this kind of holiday from around the turn of the century until at least the 1920's, when seven local farm properties offered this type accommodation. ¹³¹

Within the St Patricks region there are places which, while not widely promoted destinations within the tourist industry, are popular recreation areas for residents of northern Tasmania and have associated social, historical and aesthetic values. These include Mount Barrow, discussed separately, and Myrtle Park where the mix of river bank bushland setting and cultural landscapes of exotic plantings, buildings and recreation areas are valued for their natural qualities, historic associations with pioneer farming and long usage for social and recreational events as well as fishing and camping. The banks of the upper St Patricks River as well as its tributaries on the Camden have also long been valued for their natural bushland, fishing and camping potential, and several recreational weekends have been built here. Artists have painted at Myrtle Bank, including internationally recognised artist Robert Campbell in 1944 and contemporary Tasmanian artist Robert Ikin. ¹³²

Also at Myrtle Bank is the Launceston Field Naturalists Club's Florence Skemp Reserve. Bequeathed to the Club by John R. Skemp on his death in 1965, the property includes a significant tract of bushland and is now managed

as a wildlife sanctuary with a purpose-built mud brick field centre with accommodation that can be hired by groups or individuals. In addition to its natural values, the property has significant historical, social and aesthetic (both literary and artistic) values for its many visitors, and is listed by the City of Launceston as an Area of Regional Significance. The house foundations, outbuildings, gardens and orchard form a significant rural heritage site and cultural landscape. Its history as a pioneer farm in a forested area is unique in Tasmania for its documentation in Skemp's illustrated *Memories of Myrtle Bank* (1952), one of several works by Skemps with references to this property. The LFNC holds on site a collection of artefacts, archival papers, writings, art works and photographs associated with the Skemp family and the property.¹³³

MOUNT BARROW

Mount Barrow was the only specific feature in this region to be shown on Matthew Flinders' chart of 1798-9, marked as Row Tor. However, this mountain did not attract the early attention and admiration of writers and artists in the way that Ben Lomond did. This may have been in part because Mount Barrow is not as high and arguably not as inherently impressive as Ben Lomond, but also because the most dramatic views of Mount Barrow were to be obtained from such unknown and remote places as the Camden Plains. By contrast, Ben Lomond could be admired with ease from early settled districts of the Nile and South Esk valleys. Access improved somewhat with the opening of tracks from Launceston to Scottsdale via the St Patricks River valley from the 1850's. In Walch's 1871 *Tasmanian Guide Book* the view from Mt Barrow was described as being "of vast extent and great beauty"(p220).¹³⁴

As noted in the general discussion, Mount Barrow was promoted as a specific tourist destination with the rise of tourism from late in the nineteenth. In 1903 the Northern Tasmanian Tourist Association recommended the climb to the summit cairn. Before there was good road access, the landscapes of the area were already well known to the public through the efforts of photographers Stephen Spurling II & III whose work included a number of landscapes at Mount Barrow and the Mount Barrow Falls spanning many years until the 1930's. Mount Barrow was the only mountain listed in the 'worth visiting' section of a 1924-25 government tourist guide. As noted in the general discussion, tourists could stay on local farms in the foothills.¹³⁵

The Mount Barrow Falls Scenic Reserve was declared in 1928, at which time the mountain itself had not yet been given reserve status. The falls were much more accessible than the mountain summit, being less than one kilometre (across private property) from the road serving small farm blocks on the Mount Barrow foothills. This rough road stopped about three kilometres beyond the falls access, a short distance past Rankin's hut on the last of these small hill farm blocks. An illustrated 1934 tourist brochure gave instructions on driving from Launceston as far as this hut, passing through property gates on the way, together with a detailed guide to the long and arduous ascent to the summit cairn and points of interest to be seen. In 1936 the Northern Tasmanian Tourist Association also expressed an interest in the preservation of a fern glade in this vicinity of the Mount Barrow foothills, on a proposed road linking Rankin's hut with the Camden Plains.¹³⁶

Today the 81 ha Mount Barrow Falls State Reserve is little known and rarely visited, there still being no public access to the falls. On the other hand, the opening of the road extension to Mount Barrow in 1940 made the summit readily accessible. The 459 ha Mount Barrow State Reserve also dates from 1940. The City of Launceston has recognised this Reserve, together with State Forest and Commonwealth property associated with electricity transmission towers in the Mount Barrow Area of Regional Significance of 1700 ha. Both the Mount Barrow and the Mount Barrow Falls State Reserves are on the Register of the National Estate.¹³⁷

A new road to the summit of Mount Barrow had been proposed and surveyed as early as 1924 with the aim of opening up the "prospective highland playground" for mountain sports, as claimed on a *Weekly Courier* pictorial page (4 December 1924). Its route was via Musselboro (Upper North Esk) to the south of the mountain. However, it was several years later and by a different route that the present summit road was actually constructed. This was one of several tourist roads giving access to scenic areas that were constructed throughout the State in the period 1934-39 under the Ogilvie government.¹³⁸

The road was an extension of the existing rough road giving access to the northern foothills. When opened, it was the highest road in Tasmania, leading from a stone chalet near the reserve entrance to a commemorative cairn at the summit carpark. This achievement was the result of several years of pressure on the government, organised by a sub-committee of the 50000 League under Fred Smithies as chairman. In 1949 tourists could take a half-day sedan car excursion from Launceston to the top of Mount Barrow.¹³⁹

At the Reserve entrance site features include a parking area, picnic tables, toilet and the stone chalet, recently re-

roofed in colorbond. A myrtle forest nature walk, established in the 1980's, is no longer marked. From the summit parking area, visitors can climb the steps to the Commonwealth VHF radio transmitter station and beyond to the summit. The stone cairn remains in the parking area but the plaque has been removed. To the north is a low-profile shelter hut with curved stone walls dating from the time of the opening of the road. ¹⁴⁰

Mt Barrow is quite a popular day or half-day outing from the Launceston area for residents, being the closest high mountain summit with easy road access to snow in winter, and a succession of mountain habitats and panoramic views all year round. In 1978 twice-daily half-day trips by sedan car were scheduled by the Tasmanian Government Tourist Bureau. However, it is now not widely promoted as a tourist destination, perhaps because it does not have the appeal of Ben Lomond with its winter sports facilities or of the better known, more dramatic and now accessible Cradle Mountain National Park. ¹⁴¹

ST PATRICKS RIVER WATERWORKS

After years of civic leaders seeking a satisfactory solution to the problem of supplying Launceston with water, the St Patricks River scheme was opened at the Nunamara Dam site in 1857 with much ceremony. The scheme was very successful - it is still in use today - and became a source of civic pride. The 1900 *Cyclopædia of Tasmania* included a lengthy article about the water supply system, illustrated by a Spurling photograph of the St Patricks River. In 1904 the occasion of a mayoral visit to the waterworks was recorded in a series of photographs. ¹⁴²

By this time the waterworks site had become a much-photographed tourist destination. Here a noteworthy engineering achievement was combined with a scenic natural forest setting on the picturesque St Patricks River, located at a convenient distance for a picnic outing from Launceston or as a stop on the way to Scottsdale.

Photographs taken as early as 1868-9 appear in the Sale collection, showing both the St Patricks River dam and the Distillery Creek pipeline (near Waverley on the eastern outskirts of Launceston, outside the Study Area). Walch's 1871 *Tasmanian Guide Book* mentioned the water pipes into the city as a feature of the road from Launceston to Scottsdale, and observed that the St Patricks River was reminiscent of streams in Wales or Scotland. In 1889 a newspaper correspondent was charmed by a visit to the waterworks. Influential amateur photographer Styant Browne and artist Higgs stopped at the waterworks on their scenic caravan journey of 1896, as noted in the general discussion for this region. This visit may have prompted a Northern Tasmanian Camera Club field trip to Distillery Creek and St Patricks River, resulting in photographs by several members. In the period 1900-10 the St Patricks River was a popular subject for both amateur and professional photographers. ¹⁴³

In 1904-5 the bluestone ranger's cottage (still occupied) was built, and at this time full day picnic drives to the dam site were advertised for the tourist. The mature exotic trees seen today may have already been well established. The 1914 *Handbook of Tasmania* listed the waterworks as one of Launceston's beauty spots, with the added benefits of attractive countryside on the journey and good fishing and kangaroo hunting, but there were no refreshments or accommodation available for the visitor. ¹⁴⁴

The waterworks are still managed by the City of Launceston, and the Nunamara Dam (excluding the bluestone ranger's cottage) has been listed as an Area of Regional Significance because of the historical, cultural and landscape values identified in this Study as well as the botanical and water quality values. The landscapes of the area, both natural and manmade, have altered little since its days as a tourist attraction despite modifications to the weir and races. However, the site is no longer open to the public because of the risk of vandalism or contamination. ¹⁴⁵

PIPERS REGION

OVERVIEW

From the beginnings of tourism around 1890 until the present, travellers have responded to the general scenic appeal of the Pipers region as a picturesque but orderly and closely-settled hilly district with diverse farming activities, set off by a forested and mountainous setting. There have generally been larger numbers of sites considered to be of specific interest for the traveller to visit than in other regions of the Study Area, the places on the tourist's list having altered over time, largely according to the coming and going of particular enterprises and rural industries, fashions and shifts in the tourist industry, and changes in the modes and ease of transport.

Few of the numerous specific sites have a long and sustained history as tourist destinations, with the exception of the Lilydale Falls which, with some fluctuations in the maintenance of the grounds, have been an attraction since the turn of the century and probably earlier for residents of the region. Of all the attractions, the only major tourist attraction of State significance has been the original Bridestowe lavender farm at North Lilydale. Because the particular interest of the Pipers region lies in the changing mosaic of tourist attractions and associated cultural landscapes, unlike for other regions this section has been structured according to changes over time with no separate discussion of specific sites.

PIONEER SETTLEMENT: 1850'S-1890'S

Matthew Flinders named Row Tor (Mount Barrow) on his 1798-9 chart and annotated a broad sweep of country to the north of it, including the Pipers region, as follows: "In this space, many high mountains with rugged tops." For many years after settlement the landscapes of the heavily forested Pipers region were to remain largely unknown. Few features were named on maps, and there was confusion over those that did appear on them. Thus Tallis' 1851 map showed 'Mt Arthur' to the north of 'Row Tor', the latter being in the position of the currently-named Mount Barrow, but Sprent's 1859 map showed 'Row Tor' in the position of the currently-named Mount Arthur, to the north of 'Mt Barrow'. ¹⁴⁶

Until the late 1850's, the only real interest shown in the district had been by timber getters, most of them piling splitters. In about 1854 Grubb and Tyson set up the first saw mill in the North-East on the heavily timbered banks of the Pipers River at Underwood. The mill and its tramway to Mowbray were marked on Sprent's 1859 map. Artist Frederick Strange painted watercolours of this sawmill which gives useful information, of unknown reliability but not otherwise available, about its structures and layout. Moreover these paintings reflect vividly the artist's response to the heavily-forested landscape. The mill and other buildings occupy a small river-bank clearing, while the house and cottage are totally dwarfed by the solid wall of huge, straight white tree trunks encroaching on the tiny settlement. These trees have been painted much larger than life by any rules of perspective, apparently not through incompetency but because the artist saw the forests as over-powering. ¹⁴⁷

From 1858 small holdings in the forested Pipers region were selected and settled. As in other districts, pioneer farms at first consisted of a simple wooden dwelling in a small clearing with standing dead trees and stumps, surrounded and separated from other farms by large tracts of forest. However, the Upper Piper (Lilydale) district soon earned a reputation for its industrious settlers who were creating a more civilised and orderly landscape. A traveller passing through the district in 1876 on his way to the Ringarooma tin mines was impressed by these improvements:

"The road passes through poor, rocky country, but there is some splendid soil about the settlement, much of it being rich loam ... I was surprised at the improvement visible since my last visit a few years ago. The old homesteads had a prosperous appearance, new ones have been erected, a great deal of fresh land has been lately brought under cultivation, more is being cleared, the road is improved, and there is a neat schoolhouse..."(*Examiner*, 8 June 1876). ¹⁴⁸

By the time that this traveller was making his observations, land alienation was beginning to extend from the nodes of earliest settlement into suitable nearby districts. Here new settlers re-started the process, cutting pioneer farms out of the forest. Soon after arriving in Launceston, English immigrants James and Emily Atherton selected land at Bangor and in 1880 Emily wrote that they were living in their tent amongst the fallen timber on quarter of an acre of their land, the remainder of their 200 acres still being covered with tall trees. At Bangor "the houses are very few and far between and most of the roads little better than bush tracks". Of the more settled Upper Piper (Lilydale) she observed that "if only the roads could be made a little more presentable it would be truly a charming place". ¹⁴⁹

THE GROWTH OF TOURISM: 1890'S - 1960'S

By the early 1900's most of the long-term agricultural and settlement patterns of the Pipers region had stabilised, and Lilydale on the North-Eastern railway line (opened 1889) was the leading service centre. In 1900 the *Cyclopaedia of Tasmania* presented Lilydale as the centre of a thriving, well-kept district with industrious citizens, such as William Somerville who had "surmounted all the hardships and privations of the pioneer, and from bush land has evolved a splendid farm of 100 acres" (p203). This sentiment was to persist, with Loone in 1928 writing with approval of the "industrious class of people" at Lilydale and their "nicely cleared homesteads" (p99). Although the rural landscape was relatively orderly by 1900, standing ringbarked trees remained a striking visual element until after World War 2 as evident in many photographs. ¹⁵⁰

No specific tourist attractions in the Lilydale district were listed in the *Cyclopaedia of Tasmania*, but the return rail fare from Launceston was quoted and it was noted that this “part of the colony has many interesting and attractive characteristics” (p202). Although this may appear a somewhat vague description, it is in fact a remarkably accurate summary of the history of tourism in the Pipers region as noted in the introductory overview. A 1924-25 government tourist publication listed Lilydale in its ‘Worth visiting’ section, noting that it was 21 miles from Launceston by rail and was an agricultural district; no specific attractions were mentioned. The rural landscapes in general have always been admired for their scenic qualities and there have always been a number of places of interest to visit, the particular places having changed over time. ¹⁵¹

In the 1890’s there was a fashion for seeking out the romantic and picturesque, whether in a natural or a cultural landscape. Both were sought and found, often together, in the Lilydale district which could readily be reached from Launceston by enterprising private groups. The Northern Tasmanian Camera Club mounted a photographic excursion to Lilydale in 1894, resulting in a club album with an accompanying written account. The club members paused at the Underwood bridge where “some nice bits of scenery on the creek were secured” on their way to McLennan’s farm near Lilydale Falls where they stopped at a “picturesque camping-ground under a shady clump of large blackwood trees”. As well as photographing the scenic falls and the rural landscapes presented by nearby farmsteads, they found romantic appeal in an old ruined cottage and a waterwheel. In 1897 a party of ladies walked up Mount Arthur for an adventure in a largely natural environment, taking a chaise cart of camping equipment as far up as possible and sleeping on the mountainside. ¹⁵²

A visitor to the Tasmanian Nurseries at Karoola in around 1910 portrayed an arcadian scene created by established farms and orchards within their natural setting:

“...picturesque group of wattle trees, left for ornamental purposes on a bit of rising ground in the midst of the orchard, and while the infant member of the group was being swung in a hammock, the rest of us were able to admire the natural beauty of the scene. Near at hand the Piper River meandered past, turning the while an invaluable home-made water-wheel ... rather imposing and thickly wooded range of hills dividing the valley from the Tamar, and all round were elevations, isolated or in chains, which serve to make this spot a world of its own, separated from everywhere”. ¹⁵³

In the early 1900’s, organised tourist promotions and facilities were under way, the key being that Lilydale was readily accessible by rail. The only known tourist accommodation of this period was an unlicensed boarding house / coffee palace in Station Road, Lilydale; this establishment appeared in a government tourist directory of 1924-25 as Lionel Erb’s Railway Inn. A 1903 article recommended Mount Arthur as a mountaineering excursion, taking the train to Lilydale and then the marked trail, while the following year the excursion to Mount Arthur was the subject of a photographic feature. In 1914 the *Handbook of Tasmania* advised that the trip to the summit of Mount Arthur or to the Lilydale Falls could easily be made from Launceston in one day, the Northern Tourist Association having cut good tracks to both destinations. The combination of natural and cultural landscapes was considered to make the climb up Mount Arthur worthwhile:

“From the mountain there is a fine view of the country, amidst the heavy timbers of which the settlers have cut out homes for themselves, and established an important fruit-growing industry” (p179).

Lilydale Falls required far less effort for the traveller in this age of railway tourism, the railway line crossing the Falls creek within a few minutes’ stroll of the attraction; trains frequently made a stop here. Photographs of Lilydale Falls, notably by Spurling Studios, were widely published in newspapers, promotional material and as postcards from around the turn of the century until the late 1930’s. ¹⁵⁴

During this period before World War 2, Mount Arthur Falls and especially the Lilydale Falls were two of several popular scenic attractions in the region to be promoted by the Lilydale Tourist and Progress Association and the Lilydale Municipal Council. In 1937 the road trip to the Falls, Lalla Nurseries and the lavender farm was the Astor Motors’ most popular tourist trip out from Launceston, taking over 1400 tourists. ¹⁵⁵

From 1925 until the late 1930’s was the period of maximum effort by the Council, volunteer workers and individual donors to develop the Lilydale Falls as an attraction. In 1917 the Council had sought to have the Lilydale Falls Reserve vested in that body, but it was not until 1923 that the lease was granted to the Council. The first move to develop the site was made in January 1925 when a social was held to raise funds to improve the track to the Falls. In November 1925 the RS&SILA held a working bee, the first of several, at which local volunteers cleared ground using bullocks, installed drains, sowed grass, planted trees and made guards, and erected a footbridge and swings. A 1925 photograph shows a working party clearing the picnic area; the site was previously a “ti-tree swamp, which was covered with logs, stumps, blackberries, and scrub”. In addition to voluntary work by local residents, labour was contributed to the Reserve improvements under unemployment relief schemes in the 1930’s. ¹⁵⁶

By 1929 the Council was requesting that the Falls be shown on tourist road maps, and a year later that the railway maintenance gang be responsible for emptying a ladies' convenience planned beside the line at the Falls. On the eastern side of the line, to the south of the railway bridge, was a wooden platform for passengers. ¹⁵⁷

Exotic trees were planted in the picnic area, including two oaks grown from acorns collected from Great Park at Windsor (England) and planted at the Reserve on Coronation Day in 1937. Spring bulbs and a variety of other trees - poplars, birches, liquid ambers, larches, pines, willows and flowering apples, many of them donated by local residents and businesses - were also planted. Care was taken to preserve and add to native vegetation, including the ceremonial planting of a blackwood tree in 1937, while the profusion of native wattle blossom was the subject of newspaper items. Swings were installed in about 1939. Visitors could drive under the railway bridge and park in the old Council quarry site, and then walk on to the first, second and third falls. ¹⁵⁸

Progress at the reserve was frequently reported on favourably in Tasmanian newspapers:

"The reserve is now one of the beauty spots of Northern Tasmania, and in carrying out the improvements every care is being taken to preserve the native trees and the natural scenery. Much interest is being taken in the work by residents of the district" (*Examiner*, 3 September 1938).

However, there were some difficulties with maintaining the grounds in the 1940's. During the war years, spring bulbs in bloom were stolen and the track became overgrown with blackberries, while in 1949 vandalism of trees at the Reserve was reported. In 1942 a swimming pool at the Falls was proposed as a post-war reconstruction project, but apparently never proceeded. ¹⁵⁹

The Reserve continued to be "one of the most popular tourist and picnic resorts in Northern Tasmania" (*Examiner*, 25 March 1964) with both local residents and visitors after World War 2. Special trains were chartered to bring picnic parties right to the Reserve, and a new bridge over the creek was built in 1964. A part-time kiosk was run by Mary Weston (from the property opposite the Falls, now known as Falls Farm) some years in the late 1950's and 1960's; this was a simple shed located beside a large eucalypt near the old entrance. In 1969 new entrance gates were built and the Reserve was renamed the William Wilson Memorial Park in honour of the Council Clerk who had served for 46 years and had been involved in the establishment of the land as a Council reserve. ¹⁶⁰

The Lilydale Falls Reserve was one of several tourist attractions in the region that were largely visited by car. When requested for information about the municipality for publicity purposes in 1936, the Council mentioned the Lilydale Falls as well as the Bridestowe Lavender Farm, the Walker orchards and nurseries at Lalla, Glenford Farm and the wattle blossom around Lilydale in spring. ¹⁶¹

Glenford Farm was a relatively short-lived attraction at Underwood. The early farm house and gardens, also known as the Orange Grove, was situated on the banks of the Pipers River on its northern side at the end of a road. In the early 1930's owner Fred Hart together with May Thorpe established a tourist venture here. There were tea rooms, an antique fire arm display, tennis courts, extensive gardens with rhododendrons, picnic areas, a swimming pool built in the river and walking paths in the scenic gorge river gorge. Masses of wattle blossom were a feature in the spring, as they were in the Pipers region in general at this time. ¹⁶²

Glenford Farm was featured in the *Weekly Courier* in 1932, with the comment that it was a pretty tourist resort that was easily accessible by car from Launceston. However, there were never large numbers and tourist buses are not thought to have visited, possibly because the couple of kilometres from the main road was not an easy drive. Glenford Farm tea garden was still being promoted in 1939. Hart and Thorpe then set up a rest home for elderly ladies on the western side of the house but it was not a success. ¹⁶³

A much more well-known, much photographed and long-lasting attraction was the Walker property at Lalla - nurseries, orchards, extensive ornamental gardens around the homestead and, from the early 1920's, the flower garden by the railway siding. Within a few years of the purchase of the first orchard block in 1902, the many visitors began recording their praises in the Visitors Book. Some found it "a long way, but well worth every bit of it". They wrote of the efforts of the Walkers in turning "rough bush land into a highly picturesque and profitable nursery and orchard" with "everything in perfect order, a scene full of beauty", declaring it "a perfect paradise", "an ideal home", "a perfect place for a holiday", "one of the most beautiful sights in Tasmania" and "Tassy's Botanical Gardens". They commented on the strawberries and cream, the rhododendrons, the autumn colours and the lily pond. At the pond were bathing sheds, spring board and diving platforms, used by visitors and Lalla workers. ¹⁶⁴

By 1909 pears had been planted on the Lalla property's avenue with the intention of training them into an archway, and by 1913 the Pear Walk was well established, as shown in photographs in a special orcharding feature

in the *Weekly Courier*. It consists of an archway 480 feet long and 20 feet wide of pears planted and trained from either side, with side plantings of azaleas, rhododendrons and Japanese maples. Visitors in 1914 admired this "unique" sight and horticultural feat, which rapidly became the key attraction for scenic motor drives through the densely settled orcharding landscapes of Lalla until the demise of the industry in the late 1960's. In 1936-7 tourist traffic at Lalla was heavy enough to be causing considerable road damage. ¹⁶⁵

Like the Walker family's Lalla orchards and nurseries, the Bridestowe Estate lavender farm at North Lilydale (established in the early 1920's) was a commercial farming venture which became a significant tourist attraction. By 1932 as many as 20,000 people had visited Bridestowe, including many tourists from outside Tasmania. In 1935 the Lilydale Municipal Council granted money for improvements of the road to the lavender farm, and later the same year the Council Clerk wrote:

"Indirectly the Estate is of great benefit to many people as it is one of the chief tourist attractions of the North of the State and materially benefits the owners of hire cars and hotels in Launceston." (letter to Deputy Statistician, 30 September 1935) ¹⁶⁶

A 1933 feature article in the *Courier Christmas Annual* declared the lavender farm to be "the Mecca of most tourists" and summed up its appeal:

"At 'Bridestowe' the visitor is charmed not only by the lavender and its attendant industry, but by the glorious old-world setting among magnificent gardens of the homestead, and the picturesque teahouse..."

The numerous newspaper and magazine articles also frequently referred to the attractive rural setting, as in this 1972 description:

"...in a small valley completely surrounded by steep green hills sat two quaint English style bungalows" (*Sunday Examiner Express*, 15 January 1972).

The backdrop of Mount Arthur added to the romantic effect, leading to associations with Europe in a 1959 article:

"...but for the familiar trees of the Tasmanian bushland, the lavender fields at the foot of the mountain could easily be imagined to be on the foot hills of the Hautes Alpes, where the seed came from so long ago"

(*Mercury*, 27 January 1959). ¹⁶⁷

Visitors arriving in tour buses moved through the estate on an internal road, entering at the upper end of the lavender fields, moving down to the tea-rooms and on to the factory where they could view the distillery, drying room, and soap and sewing room. There were also counter sales of lavender products such as sachets, soaps and scents. They then walked through the extensive flower gardens near the homestead to the bus waiting at the gates. ¹⁶⁸

During the years in which tourists were able to visit the Bridestowe lavender farm at its North Lilydale site, from about the late 1920's until the late 1960's, it stood out as a major tourist destination that was unrivalled by any other in the history of the Pipers region. (The venture continues as a major State attraction at its Nabowla site in the Little Forester region of the Study Area). The North Lilydale site remains as a coherent cultural landscape of considerable significance; the complex of oiled timber buildings is recognised by the Launceston City Council as having heritage value. ¹⁶⁹

Less successful of the several attractions of this period were Merthyr Park on the Second River and the Chalet Hotel in Lilydale, both established in 1946. The former was never to be developed according to the wishes of its benefactor, while the latter was relatively short-lived and possibly not as successful as its developers may have anticipated.

In 1917 the Council gained control of the 117 acre property known as Rankins Land fronting onto the Second River near Lilydale, where a place known as The Cascades was a popular picnic site for people of the district. Gravel was being carted from this property for Council works in 1928, and in 1935 the Council enquired into the possibility of purchasing the land. When approached on behalf of the Council in 1937, the absentee owner Lord Merthyr agreed to donate the land on condition that it be kept for the use and enjoyment of the public as a reserve. In 1938 a party drove down the track past the old quarry to inspect this scenic tract of riverbank and open bushland with many kinds of orchids and other wildflowers, and decided that it would make improvements such as walking tracks for visitors. Two months later a promotional feature recommended the riverbank scenery of Merthyr Park for sightseers, remarking that the remainder of the land had yet to be cleared. ¹⁷⁰

Negotiations were delayed by the war so that it was not until 1946 that Merthyr Park was vested in the Municipality by an Act of Parliament. The Council Clerk predicted that it would become a "very valuable and popular camping ground and picnic resort in future years" (*North Eastern Advertiser*, 15 October 1946). In 1949 the Council decided to sell mature eucalypts to sawmillers; possibly the intention was for this to be the first stage of clearing land for camping and picnicking. Later that year a site was chosen for the cairn and plaque

commemorating the donation of the reserve for public use, as stipulated by Lord Merthyr. In 1965 Merthyr gave permission for one acre in the south-eastern corner to be used as a Council rubbish tip for seven years; in practice this usage extended to 15 acres and almost 30 years. By 1969 there was some community concern that the reserve had not yet been developed for tourist or recreational use as originally intended. ¹⁷¹

The Chalet Hotel opened in central Lilydale in 1946; it was a 21 bedroom hotel built in a rustic sheoak log cabin style, approached by two quaint pedestrian bridges on either side of the car drive leading over the creek. Ambitiously designed as a tourist resort but also used by local residents, facilities included golf course, bowling green, swimming pool, tennis courts, horse riding and race track. Buses brought tourists via the scenic Lalla route to the Lilydale Falls, Bridestowe Estate and then to the Chalet Hotel for a Devonshire tea. The venture ceased when the hotel was destroyed by fire in 1963. ¹⁷²

Another proposal from the end-of-the-war period that had little impact was that of the Northern Tasmanian Tourist Association to develop Mount Arthur as an attraction. As discussed earlier, a walking track up the mountain had been cut around the turn of the century as a part of the vogue for romance and natural scenery. In 1940 the Public Works Department had provided money for the road between Lilydale and Patersonia over the flank of the mountain. As private cars came into more common use, at the end of the war there were plans for roads to be improved to provide circular routes around the mountain, thus opening up "one of the most unique resorts in the State" (letter from NTTA to Lilydale Council, 29 May 1945). The Northern Tasmanian Tourist Association pointed out that, since the mountain was timbered to the highest point and offered fern glade scenery, waterfalls and extensive views, it would be ideal for a health sanatorium. In 1949 private land was donated by Fred Kelp for a tourist walking track up Mount Arthur, to be cut by the Forestry Commission. ¹⁷³

In summary, by 1970 several destinations in the Pipers region had come and gone with varying degrees of success as tourist attractions, including the significant Bridestowe lavender farm at North Lilydale. The region centred on Lilydale and environs was still regarded as a pretty rural district with diverse scenery, the major specific destination to survive as a tourist attraction being the Lilydale Falls Reserve.

THE MODERN PERIOD: 1970'S - 1990'S

From the 1970's many city dwellers joined the trend of taking up an alternative lifestyle in the Tasmanian countryside, often seeking a quiet and scenic retreat and the opportunity to grow some of their own food and pursue handcrafts. The Pipers region, centred on the service town of Lilydale and within easy reach of Launceston with modern roads and vehicles, proved popular for such a lifestyle.

As discussed above, visitors had long regarded the Lilydale and surrounding districts as a scenic area with farming landscapes nestled among wooded hills. Now people, many of them professionals from outside Tasmania, wished to live and obtain at least some of their livelihood in these landscapes. However, it should be pointed out that in 2000 some of these 'newcomers' claim that recent forestry activities – clearfelling followed by eucalypt plantations – are destroying the landscape and environmental values that brought them to the Lilydale district. ¹⁷⁴

From the 1970's older houses in townships or on farms were bought to be restored, and new houses were also built, often to modern alternative designs in line with 'rural retreat' or 'self sufficiency' philosophies. Many of the more recently built houses are of ordinary suburban style and are simply 'commuter' properties, their owners taking advantage of further road improvements to live in a rural setting while working in Launceston. ¹⁷⁵

This 1970s-1990's settlement phase has thus significantly altered the cultural landscapes of the Pipers region. It has also introduced a new range of businesses and activities that in turn have altered the tourist's perception of the region.

One of the most popular areas to be settled by the first of these newcomers was around the foothills of Brown Mountain in the Underwood, Karoola and Lalla districts. By 1976 there were reported to be more than twenty 'alternative' families in the small and scenic former orcharding district of Lalla. These families and other newcomers from nearby districts would meet at the Lalla Appleshed market (started in 1973) to buy and sell fresh produce and handcrafts, or at Stuga Restaurant (opened in 1976).

From 1977 they could buy locally made fresh bread and pastries; a professional couple from overseas bought the old wood-fired Lilydale Bakery in Station Road and re-opened it. They could buy plants for their properties from Brown Mountain Nursery, established on overgrown farmland bought in about 1975. They could buy honey from

the apiary established on an old farm at Underwood in about 1978, and general goods from the charming and historic Bardenhagen's store in Lilydale, classified by the National Trust. From 1976 they could visit a hotel in Lilydale, there having been none since the Chalet Hotel burned down in the early 1960's. ¹⁷⁶

From the mid to late 1970s both Launceston residents and visitors from further afield were able take a scenic drive from Launceston to view the picturesque restored farmhouses and modern alternative houses in their attractive rural, garden or bushland settings and to visit the market, the restaurant, the nursery, the apiary, the historic store, the bakery or the hotel. While some of these 1970's businesses with tourist appeal have closed, changed or expanded, other similar enterprises were established so that Lilydale still attracts visitors for similar reasons. ¹⁷⁷

The restaurant and the apiary have closed but the buildings remain as a reminder of their early role in the modern phase of settlement and tourism. The Lalla Appleshed market re-opened in 1988 as a privately run produce and craft centre, and in the late 1990's was run as a tea house with craft sales. At times during the 1980's and early 1990's a regular general market was conducted in the showground hall in Lilydale, while in 1997/8 the Lebrina public hall, under threat of closure, was the venue for a craft market. Craft shops which have come and gone in the 1980's - mid 90's period include the Lalla Woolshed, which specialised in quality handknitting and hand weaving, the CWA craft shop in Lilydale (opened 1982), and the Bark Hut at Lebrina (opened 1988).

In the Lilydale main street, visitors can view the ceramic mural, a Lilydale Arts Council community project created under the guidance of Peter Alting in 1992, while in the mid 1990's both the Lilydale Fine Art Studio and Gallery and The Village Sampler opened in the main street. In 1998 the Arts Council undertook a new project to attract visitors - 15 Aurora power-line poles were painted with pictures representing local scenes, and opened as part of a Lilydale Festival. In 2000 the Bardenhagen's Hardware & Rural Supplies store opened in the restored former blacksmith's shop at Lilydale, complete with a display of memorabilia; the main fabric of the building has been retained but has a new façade. ¹⁷⁸

The 1996 Launceston Planning Scheme (rural appendix, p3) has Lilydale classified as a 'village zone', partly as "an instrument to retain and enhance the historic character"; tourist developments are also proposed as suitable for the Lebrina village zone. ¹⁷⁹

Since the 1970's, visitors wishing to sample the alternative country lifestyle have had the opportunity to stay on host farms or in cottages on rural properties in the region, the particular range available varying over this period but all offering attractive rural settings and local produce. One of the first properties to take in guests was the Stone House on Brown Mountain. Accommodation has varied from a restored pioneer cottage at Hawkspur (Lilydale) to Plovers Ridge (a small organic farm) and purpose-built cottages at the Pear Walk, both at Lalla. ¹⁸⁰

When the alternative lifestylers were beginning to impact on settlement landscapes and set up businesses with tourist appeal in the mid 1970's, the established horticultural enterprises that had long been tourist attractions were in decline. The orcharding industry and associated landscapes had greatly diminished, while the scale of the Walker nursery and flower farm at Lalla was being reduced in favour of the family's Cormiston property on the West Tamar. However, horticultural and garden landscapes have continued to play a major role in the tourist appeal of the region. ¹⁸¹

As in the Tamar valley, wine-growing has replaced orcharding as the chief horticultural activity of the region, with four commercial vineyards established in the Lalla and Lebrina districts by the late 1990's. Vineyards, like orchards, offer the tourist a scenic landscape with their distinctive linear patterns on hillsides, their seasonal changes and the opportunity to sample and purchase their produce. In some cases, buildings erected at the vineyards are prominent landmarks, for example a timber church from Pioneer has been shifted to the Lalla Gully vineyard, and a large cellar building at Clover Hill dominates the skyline. The four vineyards are included in the Tasmanian Wine Route promotion for the Tamar and Pipers Brook valleys and the 1998 *Taste Tasmania Cellar Door & Farm Gate Guide*. ¹⁸²

The closure of the Walker plant nursery and flower farm at Lalla (established 1927) was soon followed by its re-opening in 1982, not as a commercial enterprise but as a government-run tourist attraction. Visitors can visit the WAG Walker Rhododendron Reserve to view the historic plantings and structures and use picnic and barbeque facilities. The Reserve is on the Register of the National Estate and listed by the Launceston City Council as an Area of Regional Significance that is a recognised tourist attraction because of its scenic and cultural values. The social values of the Reserve were discussed, but not assessed because the site is not forest related, in the National Estate Values Project of the Regional Forest Agreement. ¹⁸³

At the same time that the Walker nursery was declining as a commercial venture, the Brown Mountain Nursery and Gardens and associated gallery and bonsai centre was developing as one of the mid to late 1970s lifestyle businesses as listed above, and continued with some changes into the late 1990's. The country garden image of the Lilydale area has been strengthened in the 1980's and 90's by the Lilydale Progress Association's spring Garden Walk tours of private gardens, linked with a steam train trip from Launceston in 1998. Also in 1998, the Arnold gardens at North Lilydale opened under the Open Garden Scheme, encompassing both the 18 year old garden surrounding the Arnolds' house and, across the road, the gardens at the former Wilson farmhouse, Maxwellton Braes (c1880). Some early surviving plantings here include two oaks, horse chestnuts, plane trees, an English 'acacia' and a Five Crown apple tree. ¹⁸⁴

The Pear Walk at Lalla, planted by the Walkers as discussed previously and a major tourist attraction until the 1960's decline of orcharding, has undergone a revival. The Pear Walk property was open in 1995 under the Open Garden Scheme, and the archway and gardens could be viewed by guests staying at the tourist accommodation. ¹⁸⁵

The one major tourist attraction in the region to continue without abatement from earlier periods (as discussed in the preceding section) through to the late 1990's is the Lilydale Falls Reserve. Many of the exotic plantings have survived and grown to maturity, providing an attractive mix with the natural bushland, although weed infestation has continued to be a problem. The Reserve has been used by a large number and variety of visitors, including locals, community groups, private tourists and tour buses. Usage may well have increased since the upgrading of the Lilydale route as a main road to Scottsdale in the 1980's; the Reserve fronts onto this road. The opening of Falls Farm (across the road) for refreshments and accommodation may also have contributed to an increasing number of stops here in the late 1990's. ¹⁸⁶

As in earlier periods, maintenance and provision of facilities has been achieved through the joint efforts of the Council and local groups. In 1991 a new entrance was installed further from the road bend for safety reasons, leaving the memorial gates disused but in place. Visitor activities include picnicking, using toilet and play equipment and walking on the Falls tracks, which were substantially upgraded in the late 1990's with treated pine viewing platforms, bridges, steps, walkways and hand rails. After a period of closure from 1981, short-term campers were once again allowed to stay here from 1986, using the shower and toilet blocks, power, shelters, fireplaces and electric barbeques. In 1988 working bees were held to provide new play equipment. ¹⁸⁷

The National Estate Social Values Project of the Regional Forest Agreement assessed the Lilydale Falls and found this site to have significant social values; it was one of only two Study Area sites in the list of 59 forest places to be so assessed. The Reserve is listed by the Launceston City Council as an Area of Regional Significance, and its future is now guided by a Management Plan prepared in 1995. Based largely on historical research from the present Study in this regard, this Plan recommends that features of historical and cultural interest at this long-established tourist site - the exotic plantings, the railway bridge and siding (in the railway easement rather than the Reserve), the Memorial gates and possibly the two older shelter huts - should be further assessed in terms of their significance, future management and interpretation. The site's long history as a scenic attraction gives an overlay of historical and cultural significance to the landscapes of the Reserve. ¹⁸⁸

The other forest place in the Study Area to be assessed as having significant social values in the National Estate Social Values Project of the Regional Forest Agreement was the Hollybank Forest Reserve. This reserve is listed as one of the Launceston City Council's Areas of Regional Significance for a range of values including historic and cultural. The Hollybank House and Farm (on the Reserve) was listed in the Cultural Heritage Assessment of the Regional Forest Agreement as a forest place type; it was subsequently documented and found to have historic national estate value. ¹⁸⁹

However, unlike the Lilydale Falls, Hollybank does not have a long history as a significant visitor destination. Rather, this 1970's-90's phase is simply the most recent in the long and varied history of human use of this unique site, each phase adding elements to the cultural landscapes now seen by the visitor. These cultural landscapes contrast with the surrounding natural forests.

Hollybank's cultural history dates from the early 1850's when it was occupied temporarily by timbergetters before becoming the site of the first more permanent occupation of the forested North-Eastern region of the state. A water-powered sawmill was established by Grubb and Tyson on the Pipers River (some stonework survives, just outside the present Reserve), served by a timber tramway passing through the Reserve en route to Mowbray. As noted in an earlier section, artist Frederick Strange painted a series of watercolours in the late 1850's, depicting aspects of this mill complex and tramway in a tiny clearing, surrounded by a towering wall of huge trees. Parts of the formation are believed to remain. A mill manager's house was built in the Reserve, becoming a farmhouse

after the closure of the mill in 1871/72.¹⁹⁰

The mixed farming phase continued until about 1933, and sufficient landscape elements remain to allow an understanding of the spacial layout of the farm: building sites and foundations, exotic plantings, paddocks delineated by drystone walls of historic significance, and the farm's internal roadway made by using the earlier tramway formation. The ash plantation phase (1933-55), while not a commercial success, contributed to Hollybank's landscapes not only ash plantings but also an arboretum and experimental plots, rows and individual specimens of exotic species. The Forestry Commission took over in 1955 and made further plantings, including a large area of radiata pines.¹⁹¹

The beginnings of Hollybank's role as a place for recreational use by visitors came in 1964/65 when the Forestry Commission cleared a picnic area; from this time Hollybank was used in a limited way for recreation. In 1972 Hollybank was amongst the first sites selected and improved by the Commission within its new community relations policy of developing a series of forest parks, leading to its proclamation as a Forest Reserve in 1977. Ponds were made at the spring below the first house site, and shelters, picnic, barbeque and toilet facilities, and walking tracks were provided.¹⁹²

From the mid 1980's the Reserve has taken on an educational role as well as the purely recreational. In 1985 the Forestry Commission published a booklet for visitors outlining the history of Hollybank. In conjunction with the Education Department, the Hollybank Forest Centre was built as an interpretive centre for the general public and school groups, not only housing a display about forestry, but also in themselves illustrating a range of building techniques from different cultures and times.¹⁹³

While still a striking landscape element, this assemblage of timber structures is no longer a facility for the recreational visitor, having become a field base for the University of Tasmania's School of Architecture in 1993. A year later the first stage of another educational facility was opened, the Hollybank Forest Training Centre which serves the forestry industry rather than the general public.

However, by this time a new special provision had also been made for the tourist or recreational visitor. The 'Walk of Change' shows visitors aspects of forest management by leading them on new paths through a variety of demonstration areas including natural eucalypt forests as well as mature pine plantations and areas recently clearfelled and planted. As part of this development, information panels were installed at the second homestead site offering limited interpretation of Hollybank's history and cultural landscapes. Some tourist facilities were removed, including the Chalet shelter, and new facilities added. Parking areas were developed, traffic flow was altered and the historic dry stone walls were modified and extended. Special visitor days have been organised, including 'What's happening at Hollybank' (1995) and Hollybank Ecology Day (1996).¹⁹⁴

In the National Estate Social Values Project of the Regional Forest Agreement, it was found that the significant social values of the Hollybank Forest Reserve arise from its primary importance to people of the region as a place to visit and hold social gatherings. Forestry Tasmania has put in place a tourism policy for its forests, within which Hollybank plays a significant role as one of its three most popular reserves in terms of visitor numbers and return visitation rates. It is prized for its unique cultural landscapes and aesthetic appeal. Special cultural events have been planned for this unique setting, including an outdoor sculpture exhibition (c1989-90) and the dance production 'Arboreal' (1996).¹⁹⁵

While Hollybank and Lilydale Falls are valued by visitors for both their cultural and natural landscapes, Mount Arthur continues to be largely valued by visitors for its natural landscapes - as a scenic landmark and walking area. Until the mid-1990's the Launceston Church Grammar School owned a hut, complete with sauna and open-air pool, for outdoor activities high on Mount Arthur at the start of one of the walking tracks. As discussed in the preceding sections, a good track was cut to the summit of Mount Arthur around the turn of the century. The route of this track has not been determined during this Study, but it is probably one of three tracks that have recently been put back into use with the modern interest in bushwalking. Routes leave from Mountain Road, Doaks Road and Whites Mill Road.¹⁹⁶

The user of tracks on the mountain is often unwittingly passing through landscapes of historical significance. Although the cultural values of the area have not yet been sufficiently researched or publicised, it has been suggested that the survey cairn on Mount Arthur dates from the original triangulation scheme and is of State significance. The mountain also has a long history of sawmilling, evident by such tell-tale signs as tramway earthworks, shoe-marked trees and loading skids.¹⁹⁷

The mountain was assessed as a forest place for both its social and aesthetic values within the Regional Forest

Agreement projects, but in both cases was found to be below the threshold of significance. However, Mount Arthur is listed by the Launceston City Council as an Area of Regional Significance for its wide ranging importance, including scenic, tourist, recreational and archaeological as well as botanical and zoological values.¹⁹⁸

Merthyr Park, originally obtained as a scenic bushland reserve for public use as discussed in the preceding section, continued to languish in this respect during the 1970's - mid 1990's, although an area of forest was clear-felled and replanted under eucalypts and another small part of it was still in use as a rubbish tip. However, by 1995 weed control and vegetation rehabilitation were under way and a Bushland Management Plan was drawn up for Merthyr Park. This considers future recreational usage, including the provision of interpretation signs and an extension to the existing River Track (formerly giving access to quarries as well as the Second River) for scenic walks along the riverbank.¹⁹⁹

Thus the Pipers region has continued to offer a changing range of tourist attractions and services rather than any specific major destination, the appeal lying largely in the rural landscapes of hilly farmland and picturesque farmhouses in a setting of natural forests. In 2000 there is a widespread concern by residents of the region, as in other parts of Tasmania, that these rural landscapes are threatened by the increasing practices of clearfelling forests, and establishment of plantations on both former forest and farmland.²⁰⁰

The destination that has maintained the most sustained tourist appeal has been the Lilydale Falls, but even so it has not been promoted in isolation as a major attraction. Because many places of diverse interest are clustered together in the Lilydale - Lalla - Brown Mountain - Underwood area, they have often been promoted in groups; for example, the *Lalla- eleven in one* brochure and (more recently) *Lilydale North-Eastern Tasmania: Heritage, History, Tradition, Wine*; the marketing theme of 'Tasmania's Country Garden' for the Lilydale area; and as attractions within thematic groupings for Northern Tasmania as a region - country accommodation, the Wine Route, historic sites, fine foods, arts and crafts, scenic walks, reserves and gardens.²⁰¹

In recent years, the tourist industry within the Pipers region has benefited from attractions beyond that region. In particular the region lies on the main route from Launceston to the Bridestowe Estate lavender farm at Nabowla, and can also conveniently be combined with a scenic drive through the Tamar valley or a tour of the vineyards to the north at Pipers River and Pipers Brook.

LITTLE FORESTER

OVERVIEW

Of all the regions of the Study Area the Little Forester attracted the fewest early recorded responses to its landscapes. It was no more than an anonymous part of the large north-eastern section of the island, regarded as an unknown, inaccessible and hostile tract of mountainous country as noted in the preceding discussion of the St Patricks region. After its settlement in the 1870's, primarily for mining on the Lisle-Denison goldfields at first but also for timbergetting and farming, descriptions of the region mainly related to its geomorphology and geology. There were no recognised scenic attractions and in any case there were few travellers other than those going to the goldfields.²⁰²

After the opening of the North-Eastern line from Launceston to Scottsdale in 1889, the region was much more accessible and its landscapes as seen along the railway route became well known to many travellers. The line passed through the previously inaccessible but very scenic Denison Gorge, soon to become one of the major destinations of the age of railway tourism. By 1890 Saturday afternoon railway excursions were run from Launceston to Golconda, Denison Gorge and Lebrina. (Denison Gorge as a destination is discussed separately below.)²⁰³

Local business men elsewhere along the line were optimistic that the railway would bring leisure travellers. By 1892 Mr Titmus had built a large hotel in the growing settlement at the Golconda station and was "clearing and laying out a prettily situated recreation ground near the railway station" with the intention of arranging periodic events. The writer of the news item predicted that "if successful, Golconda should become a popular resort for pleasure seekers" (*Examiner*, 30 April 1892). This never eventuated (although over a century later in 1997 a newspaper correspondent proposed a remarkably similar hotel and recreation development for Golconda, including steam train trips). However, for some families living on remote farms the passing trains themselves

proved to be an attraction. Around 1910 the Jones girls from Ferny Hill (to the north of the Study Area) would walk the nine miles south to Golconda for their Christmas Day treat, to watch the train come into the station and pull out again. ²⁰⁴

As the Little Forester region formerly had the Denison Gorge as its sole but nonetheless major tourist attraction as a product of the railway era, so too it once more has a single major tourist destination close to a modern major thoroughfare, namely the road link between Launceston and Scottsdale via Lilydale. The Bridestowe Estate Lavender Farm near Nabowla, discussed separately below, is the most prominent specific attraction in the entire Study Area and is one of the State's major tourist destinations. ²⁰⁵

Because both regions can be readily accessed along the same main route, the Little Forester and Pipers regions have often promoted as one. Thus the 1989 *Let's talk about Lilydale District - Tasmania's Country Garden* brochure gave details of the host farm in the Shepherds Rivulet valley at Wyena, now known as the Red Rooster Host Farm and the only tourist accommodation in the region in the 1990's. (The Shepherds Rivulet was also considered for its social values by the National Estate Social Values Project of the Regional Forest Agreement because of its outstanding natural beauty and possible historic track and settlement sites, but there was insufficient data for assessment). This same brochure listed the Golconda crafts and souvenir shop as well as Bridestowe Estate Lavender Farm. The brochure *The North-East Trail* promoted the lavender farm as part of a tour with a 'fresh farm produce' theme : strawberries, lavender, wine, cheese, asparagus, blueberries. This took in Hillwood to the north west and Pipers River and Pipers Brook to the north of the Study Area. ²⁰⁶

Although Bridestowe is the single outstanding tourist attraction, the Little Forester region has other sites and landscapes with associated aesthetic and community values. The 1996 Aesthetic Values Identification and Assessment project for the Regional Forest Agreement recognised the Sideling Range as one of 79 forest places in Tasmania to reach the project's threshold for possible National Estate significance for its aesthetic values. These values are associated with nationally and internationally acclaimed writer, James McQueen, whose novel *Hook's Mountain* is set in the northern part of the Sideling Range, in particular Nabowla (McQueen's own home town) and the nearby hill named Blumont, much of which is under pine plantations. The novel concerns one man's battle to save the once-forested landscapes from encroaching pine plantations. ²⁰⁷

Three former goldmining districts also have particular aesthetic and social values. At Golconda the Panama Forest was assessed, but found to be below threshold, by the Aesthetic Values Identification and Assessment project because of its part in inspiring the work of artists well-known in Tasmania, namely Blair Gamble and George Richardson. Richardson was living in the Panama Forest at his art and craft gallery/studio, from which the visitor can take a forest walk (developed by the Panama Forest Group) which leads through a remnant of wet sclerophyll forest and passes features of the Golconda goldfield landscape. The Panama Forest was considered by the Tasmanian National Estate Social Values Project of the Regional Forest Agreement, but fell below National Estate threshold. The Panama Ridge Forest is listed as an Indicative Place on the Register of the National Estate. ²⁰⁸

To the south of Golconda, another former goldmining field is associated with a community event. The Lone Star goldfield area is the site of the Tasmanian Circus Festival, an event which has been held seven times to date and is unique in Australia. The Lisle Cemetery and Picnic Ground were proposed, but not assessed, in the Tasmanian National Estate Social Values Project of the Regional Forest Agreement because of their perceived importance for historical family associations and as areas of undisturbed ground in this significant former goldmining landscape. ²⁰⁹

DENISON GORGE

On the occasion of the opening of the North-Eastern railway line in 1889, the *Examiner* reported that the train "entered the romantic and rugged looking Denison Gorge. The scenery of this much-talked-of section of the line was much admired" (10 August 1889).

By the summer of 1890 excursion trains were running from Launceston to Denison Gorge, and records show 670 inward passengers at the Denison Gorge station. The police officer based at Hall's Track (Lebrina) attended the station in 1890-91 when these trains called at the Gorge. ²¹⁰

The Denison Gorge emerged as a popular and well-publicised destination with the rise of the tourist movement in Tasmania. As a tourist attraction it benefited from its popularity as a picturesque subject for landscape photographers, its appeal for recreational walks as part of the vision of Tasmania as a health resort, and above all its eminent suitability for rail excursions from Launceston. ²¹¹

This wet sclerophyll / rainforest gorge was a favourite subject for professional photographers such as Beattie and especially Spurlings II & III. Numerous photographs were published in the weekly papers while others appeared as tourist and guide book illustrations, post cards and stereo views, and in Northern Tasmanian Camera Club and private albums. Where dated, most of these photographs are from the 1900-14 period. Some photographs show picturesque additions to the natural landscape, including figures in 'fairy glen' ferneries, rustic foot-bridges made of manfern trunks and well-formed winding paths with bench seats. ²¹²

Passenger numbers appear to have declined somewhat after the initial rush in 1890, but had recovered to 622 by 1905 when the Northern Tasmanian Tourist Association was promoting the Denison Gorge as a one day excursion trip in 1905. Its popularity as a railway excursion destination continued to increase, with over 1000 inward passengers in 1910, 1915 and 1920, and a railway telegraph office at the station from 1909 until 1917. ²¹³

This was a boom period for railway tourism. The 1914 *Handbook of Tasmania* outlined both the attractions of Denison Gorge and the provisions for tourists :

"This is one of the most delightful of the many vast ferneries with which nature has supplied Tasmania so lavishly. The railway run of 30 miles is through typical Tasmanian country, and the gorge is situated in rugged mountainous surroundings, which give it an added charm. A creek sparkles its way through the seemingly endless wealth of ferns about its banks, and on a fine summer's day the effects of light and shade enjoyed in the popular retreat are bewitching. Excursions are frequent, and the fares, especially when the trip is a half-day one, are very moderate - three shillings first, and two shillings second class; the whole-day-round trip fares are 50 per cent. higher. Seats have been provided, and are convenient when rain has fallen and the ground is damp. Hot water is provided free, and there is a refreshment-room at the railway-station"(pp172-3). ²¹⁴

Some families regularly took the popular Sunday excursion trips, taking big kerosine tins to boil water for billies of tea. Although it was primarily a railway destination, a few may have reached it by road and foot. In 1912 Mrs Dilloway of Lebrina (Pipers), the township nearest to Denison Gorge, wrote to the Lilydale Council concerning a track through her property to the gorge for tourists, enabling them to walk there in a quarter of an hour. It is unclear whether the track existed or was being proposed; consent for a track to the station had been given as early as 1890. ²¹⁵

Increasing numbers of motor vehicles from the 1920's led to a decline in the popularity of railway tourism in Tasmania. However, rail continued to be the major means of access to Denison Gorge. A minor road or track led from the main road, about a mile south of Lebrina, to the Gorge but in 1929 it was only fit for traffic in the summer months. In the 1930's no cars travelled there, although people living in the Lebrina district sometimes walked along the track. Denison Gorge apparently continued to be managed as a tourist attraction; in 1930 the manager of the Launceston branch of the Tourist Bureau advised the Lilydale Council that an application to cut timber at the Denison Gorge reserve had been refused. Rail tickets to Denison Gorge appear to have been withdrawn by about 1942, and no subsequent mentions of the site as a tourist attraction have been found. ²¹⁶

The Denison Gorge station site was visited by rail in 1992 as part of this Study. In the immediate area little remained of the site's beauty and tourist facilities, the former vegetation having disappeared, whether by fire or by clearing or both. An undated photograph of the station area looking east shows a clear area to the north of the station cottage and logs lying on the ground further west.

The rainforest has gone from the two gullies that meet here, apart from a few manferns. The gullies are vegetated with a regrowth of wattle and scrub, together with grassy clearings, blackberries and bracken. A path disappears into the undergrowth in the southern gully; no bridges or seats were evident. The foundations of the cottage to the north of the line (in the photograph mentioned above) are visible, as is the platform to the south. The tall water tower has been replaced with a smaller modern structure. A sign reading 'Denison Gorge' has been painted over one formerly reading 'Newstead Service Station'. This sign was erected by railway enthusiasts who used the grassy area to the north of the line as a picnic area. This site was listed as a picnic ground in the 1991 North-East Tasmania Historic Sites Inventory Project and was considered to be of local significance. ²¹⁷

Although the landscape is much altered since its heyday as a scenic attraction, this largely forgotten but excellent example of a destination associated with railway tourism in Tasmania should be further investigated. The findings of two projects associated with the Regional Forests Agreement highlight the surprising dearth of clear and widely available information on this site that is undoubtedly an excellent example of Tasmanian railway tourism. In the Tasmanian National Estate Social Values Project, the Denison Gorge was proposed for its possible values associated with its past recreational use, but such values were not confirmed from the research conducted in that study. ²¹⁸

The Aesthetic Values Identification and Assessment Project appears to have confused the two Denison Gorges, the other to be found in south-western Tasmania. This latter was found to be above threshold in terms of aesthetic values on the basis of photographs dating from the late nineteenth century to the present, but most of the earlier photographs, including those by Beattie and Spurling III, were probably of the other, now little-known Denison Gorge in the north-east of the State. ²¹⁹

BRIDESTOWE ESTATE LAVENDER FARM

The two Bridestowe lavender farm sites in the Study Area (the first at North Lilydale, the second at Nabowla) can be considered both as agricultural /industrial landscapes associated with lavender growing and processing, and as major tourist attractions. ²²⁰

From 1947 the Denny family started to develop their second lavender farm, located at Nabowla, and after 1973 lavender was grown only at this site. This new farm was first visited by large numbers of tourists in the 1979/80 season (the North Lilydale farm having ceased as a tourist destination in the late 1960's). As the importance of the tourism aspect of the venture grew, several developments were made to cater for increasing numbers of visitors (over 17,000 in the 1992/3 season, and typically more than 20,000 in more recent years). The original small souvenir kiosk adjoining the oiled board machinery shed was inadequate and a snack kiosk and large gift shop with a patio were built near the farm servicing and processing buildings. Other facilities include a carpark, picnic tables, barbeques and toilets. ²²¹

During the flowering and harvest season (typically December-January), visitors can walk and drive through the lavender and view a landscape unique in Australia: fields of mauve lavender flowers, around the mature oaks (planted in 1881 during the property's earlier period as a pioneer farm) and across rolling hills, contrasting with the surrounding bushland and the mountain backdrop. Guides run conducted tours through the distillery and drying sheds and outline the history of the Denny family's lavender farming ventures. Out-of-season visitors have been able to view a video about the lavender farm, including its history as well as the harvesting and processing of lavender. ²²²

As noted in the general discussion of the Little Forester region, the Bridestowe Lavender Farm is a widely promoted and highly successful tourist destination of State significance, visited by coach tours as well as privately. It is unique in the Southern Hemisphere and is one of only a few commercial lavender producers in the world. Photographs of Bridestowe appear in general and tourist books, and on the front cover of a 1997 *Maggie T* fashion catalogue. For visitors the Lavender Farm has the advantage of being well placed for a trip from a base in the Launceston district, often in conjunction with other attractions such as the scenic Lilydale-Lalla district and the wineries of the Tamar and Pipers regions. It is also convenient as an attractive stop on the major tourist through-route between Launceston and the North-East. ²²³

Part 5
SOURCES

ABBREVIATIONS

AHC	Australian Heritage Commission
ALMFA	Allport Library & Museum of Fine Arts (State Library of Tasmania)
AOT	Archives Office of Tasmania
DPIF	Department of Primary Industry and Fisheries
DPIWE	Department of Primary Industries, Water and Environment
DPWH	Department of Parks, Wildlife and Heritage (later the Parks & Wildlife Service)
<i>Examiner</i>	Refers to both <i>The Launceston Examiner (Commercial and Agricultural Advertiser)</i> (1842-99) and <i>The Examiner</i> (from 1900)
<i>HG</i>	<i>Hobart Gazette</i>
<i>HTG</i>	<i>Hobart Town Gazette</i>
<i>HRA</i>	<i>Historical Records of Australia</i>
LCC	Launceston City Council
LFNC	Launceston Field Naturalists Club
LSD	Lands and Survey Department
LLSL	Launceston Local Studies Library (Launceston Library)
Loc.	location
<i>JHA</i>	<i>Journals of the House of Assembly</i>
<i>JLC</i>	<i>Journals of the Legislative Council</i>
<i>JPPP</i>	<i>Journals, Papers and Proceedings of Parliament</i>
ML	Mitchell Library
NL	National Library
<i>PPRST</i>	<i>Papers and Proceedings of the Royal Society of Tasmania</i>
Prop	Property number, as indicated on the editions of the TASMAL 1:25000 series used in this study
OSG	Office of the Surveyor-General
QVM	Queen Victoria Museum and Art Gallery, Launceston
RLHS	Rural Launceston Heritage Study (referred to as QVM Tassell Files)
RNE	Register of the National Estate
<i>TGG T</i>	<i>Tasmanian Government Gazette</i>
THRA PP	Tasmanian Historical Research Association, <i>Papers and Proceedings</i>
TL	Tasmaniana Library & W.L. Crowther Library (State Library of Tasmania)
TMAg	Tasmanian Museum and Art Gallery

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A wide range of archival material (including State and local government records, manuscripts, unpublished papers and photographs) has been drawn upon in this study. When cited, the Reference Notes identify the collection(s) in which the item is held and full source details.

Maps

Current

- TASMAT 1: 100000 Topographic Maps: St Patricks, Forester, South Esk, St Pauls
- Grid references and property numbers as cited in the Reference Notes relate to the following; a set of these is held by QVM:
TASMAT 1: 25000 Series:
Blessington 5240 (Edition 1)
Ben Nevis 5441 (Edition 1)
Dilston 5042 (Edition 2)
Exeter 4842 (Edition 2)
Giblin 5440 (Edition 1)
Launceston 5041 (Edition 2)
Lilydale 5043 (Edition 2)
Lisle 5243 (Edition 1)
Maurice 5442 (Edition 1)
Nabowla 5244 (Edition 1)
Nunamara 5241 (Edition 1)
Patersonia 5242 (Edition 1)
Prospect 5040 (Edition 2)
Retreat 5044 (Edition 2)
- Current place names and localities are shown on maps in the OSG Central Plans Register: Local Government Areas: City of Launceston, Municipality of Northern Midlands and Dorset.

Archival

Office of the Surveyor-General (OSG): map holdings for Dorset and Cornwall in the Plans, Roads and Survey Diagram series.

Lands & Survey Department 'land grant maps' (various editions) for Dorset and Cornwall; these are referred to in the Reference Notes (for example LSD: land grant map: Dorset 1B) and copies are widely available (for example, LLSL, AOT and QVM collections as well as OSG).

Oral interviews

During this project the following people were interviewed (in person and/or by telephone and/or provided written answers to questions). Notes from these interviews are held at QVM.

Frank Abraham, Rob Andrew, Ross Baird, Joy Baker, Dinah Bardenhagen, Marita Bardenhagen, Ken and Molly Barker, David Barratt, Ian Bassett, Shaun Blake, Jack Branagan, Bridestowe Estate Lavender Farm, Jack Brooks, Mary Brophy, Martin Buggy, Susan Burt, Herbert Bye, Neville Calvert, Les Cartledge, Brian Chamberlain, David Chugg, Jill Cassidy, Gwen and Russell Chugg, Mike Clark, Ian and Kerry Clough, Rhona Cocker, John Coombes, Fred Coppleman, Eileen Coward, Gwen and Elson Cresswell, Ron Dean, Lance Dell, Rae Dennis, Mary Dent, Marge Devine, Ian Dickenson, Leo Dolan, Betty Dunn, Gaylene Dyson, Judy East, Rob Edgetts, Eileen Elms, Brian Farmer, David Flynn, Irene Flynn, Peter Frith, Gordon Fullbrook, Rod Gee, Mavis Gibbins, Bruce and Libby Goodsir, R.H. (Bob) Green, Rhonda Hamilton, Eric Hanson, Jean Hardwick, Lily and Dudley Higgs, Marty Higgs, Betty Hill, Ern Hill, Rod Hill, Gwen Hingston, Herb Hingston, Joe Horcicka, Reg Hudson, Wal (Brum) Imlach, Jim Jarrad, Cecil Johnson, Emil Johnson, the Kavic family, Fred Kaye, Mervyn Kelp, Alfred Kerkham, Tony Kettle, Cis Knight, Mandy Laing, Naomi Lawrence, John Lees, Hubert Leslie, Shirley Leslie, Scott Livingston, Kevin Lockett, Gwen and Bruce Mann, Fay McCormack, Jack McKercher, Gilbert McKinlay, Mary MacRae, Andrew Napier, Noel Maroney, Harry Mason, Mary Mason, Tony Mitchell, Andrew Napier, Carl Olson, Alan Orr, Neil Parker, Billie Parry, Carl (Punch) Phillips, Brian Plomley, Doris and Ian Quarrell, Simon Raffan, Rex Rainbow, Jessica Reid, Robert Richards, Anne Richardson, Eric Rice, Iris Rice, Jean Rice, Greg Rothall, John Rothall, Marcia Rothall, Greg Rowlands, Stan Rushton, Angus Scott, Annabel Scott, Greg Searle, Olga Sellars, Jack Shennan, Kath Shepherd, Wayne Shipp, John Simons, Tom Simons, Rohan Sinclair, Alison Smith, Andrew Smith, Merle Smith, Peter Smith, Ross Smith, Robin and Joe Soccol, Bill Stevenson, Lena Sulzberger, Robert Sulzberger, Mrs Szekely, Rod Tait, Graeme Thompson, B.M. (Snow) Thomas, Mrs P. Thurley, Terry Timothy, John Tole, Anne and Max Trethewie, Roger Trethewie, Bill Turner, Dianne and Wayne Venn, Kerry Wakefield, Dorothy Walker, Harold and Reginald Walker, Geoff Watkins, David Wilson, Michael Wilson, Cecily and Ralph Young.

REFERENCE NOTES

PART 2: Settlement and Services

SETTLEMENT: THE REGIONS

Lower North Esk Region

- 1 For details of soils, climate & vegetation refer to Davies,(ed.), *Atlas of Tasmania*, 1965; Pinkard, *Land Systems of Tasmania: Region 4*, Department of Agriculture, 1980; Noble, *Land Capability Survey of Tasmania. Tamar Report*. Department of Primary Industry, 1992 and Grose & Moreton, *ibid*, *South Esk Report*, Department of Primary Industry and Fisheries, 1996..
- 2 Paterson: Journal of exploration of Port Dalrymple, *HRA* III,1,pp614-18 (2-5 December 1804). Refer also to sections Living on the Land: Livestock & Crop-growing.
- 3 Paterson's account: *ibid*, p616. Macknight, *Historical Survey of Northern Tasmania 3: Low Head to Launceston*, 1998, pp96-7 (maps), & pp107-9. Proposed camp site location on Leichardt: Prospect 158087
- 4 Vegetation patterns: Kee, *Midlands Aboriginal Archaeological Site Survey*. Occasional Paper No. 26, Department of Parks, Wildlife and Heritage, 1990, p11 Fire: *ibid*, p18. Historical evidence: Plomley, *Friendly Mission*, p45. St Leonards: Kee, *op.cit.*, pp27,29. Kee's survey: *ibid*, pp33, 57-8, 89.
- 5 Land grant details from maps including LSD: land grant map Cornwall 3A and OSG: Dorset 8 (?1814); Morgan, *Land settlement in early Tasmania*, p10 (Note: Morgan incorrectly stated that the Paterson grant and others were on the South Esk river, probably because of confusion between the South and North Esks in various early records). Patterson's Plains name: Von Stieglitz, K.R., *A Short History of St.Leonards with Some Notes on the White Hills and Franklin Village*, Launceston, p7. Early maps of the district sometimes labelled the northern side of the valley as Patterson's Plains (eg. OSG: Dorset 1 (NE Portion of V.D. Land with discoveries made by Thomas Lewis); based on his survey of 1829-30) while others the southern side (eg.LLSL maps: Map of the Northern Located Portion of VDL; J.H. Hughes, 1837 and OSG: survey diagram: Cornwall 1/71). Later residents: D.Chugg, S.Leslie (interviews).
- 6 Around 1805: combined (limited) evidence from *HRA* III,1,pp640, 655 and LLSL: Dunedin property file. From 1811: *HRA* III,1,p716. Corra Linn property: OSG: Dorset 8 (?1814); loc: Prospect 185052. By 1813: Morgan, *op.cit.*, pp10-16. It is beyond the scope of this study to list these land grants; refer to VDL Land Grant lists (copy held QVM) in conjunction with LSD: land grant maps Cornwall 3A & Dorset 1B and OSG: Dorset 8.Camden Valley name: OSG: Dorset 8 (?1814).
- 7 By 1823: Morgan, *op.cit.*, pp10-23. Wedge: Crawford, Ellis and Stancombe, *Diary of John Helder Wedge 1824-35*, pp17,19,35,37. Settlers: Von Stieglitz, *A Short History of St.Leonards with Some Notes on the White Hills and Franklin Village*, p19; Von Stieglitz, *A History of Evandale*, pp10,26 and Duff, *Pleasant Places – Words to the Young*, pp164-5. MacLeod: Von Stieglitz, *History of Evandale*, pp10,26 and Widowson, *Present State of Van Diemen's Land*, pp128-9.. Mill loc: Prospect 184071. For details of flour mill and farming, refer to Cassidy & Preston, *Thematic Study of the Tasmanian Flour Milling Industry* and sections Living on the Land: Crop-growing & Livestock; the mill and associated bridge are marked on OSG:plan: Dorset 1(late 1820's) and OSG: survey diagram: Dorset 1/50 (1840). Early survey maps also show the size of grants, road networks, fords, dwellings, farm buildings, cultivated land, gardens, fences: for examples, refer to pre-1840's maps OSG:plans: Dorset 1 and 8; Cornwall 6,17,23,35,36,51; survey diagrams: Cornwall 1/211 and 1/71; also see TL: Scott's 1824 map (reproduced in Newitt, *Convicts & Carriageways*, p30).
- 8 Plomley, *The Aboriginal/Settler Clash in Van Diemen's Land 1803-1831*. Occasional Paper No. 6, Queen Victoria Museum and Art Gallery, Launceston, 1992, pp5-23.
- 9 Interpretations include those proposed by Plomley, *ibid* and Ryan, *Aboriginal Tasmanians* (the latter's views based on those of Rhys Jones). For discussion of the North Midlands, North East and Ben Lomond tribes and their boundaries refer to Ryan, *ibid*, pp 15-35 and Kee, *Midlands Aboriginal Archaeological Site Survey*, pp,12-15 and *Aboriginal Archaeological Sites in North East Tasmania*, pp 10-11. Clashes: Plomley, *ibid*, pp 63,66,97-8. Property locs (refer also to OSG: Dorset 1 & LSD: land grant maps): Killafaddy (outside Study Area; Launceston 145120); Millwood Plains, Blessington 213053 (house gone: refer to G.Chugg(interview) & Von Stieglitz, *History of St Leonards*, p24.); Stewart held large tracts on north bank of North Esk east of Corra Linn gorge, including props Blessington 0032 & 0041 (latter at Ivory Bight). Umarrah: Ryan, *op.cit.*, p155.
- 10 Macquarie, Lachlan, *Journals of his tours in New South Wales and Van Diemen's Land 1810-22*, p67.
- 11 Widowson, *Present State of Van Diemen's Land...*, pp76-8.
- 12 Corra Linn & Dunedin: details in following discussion & notes. . Egerton: Von Stieglitz, Von Stieglitz, K.R., *A Short History of St.Leonards with Some Notes on the White Hills and Franklin Village*, p36; loc Blessington 213038. Tecoma: H.Hingston (interview); date given as 1826; loc Blessington 217049. Note date given as 1830's in Real Estate section, *Examiner*, 19 January 1996 & 2 February 1996 (copies held in QVM Tassell Files: Real Estate files: Lower North Esk)
- 13 Curraghmore: McKay, (ed.), *Journals of the Land Commissioners for Van Diemen's Land 1826-28*, p72; loc Blessington 230042. Details from Lette's letter of 8 June 1830 as quoted in Von Stieglitz, *History of Evandale*, p84.
- 14 Marchington: VonStieglitz, *op.cit.*, p39 and McKay, *op.cit.*, p20; loc Prospect 159044. Dunedin cottage: QVM Tassell Files: Lower North Esk: notes from National Trust visit 1997. Cottages: refer to *Launceston Heritage Review*, September 1990, pp12-16; Corra Linn, Bridge Farm, Glenbank (refer to QVM Tassell Files: Real Estate files: Lower North Esk & Jordan's Corner locs: Blessington 186052,195066, 212045 & 202020. House locs: Everton (c1897, Real Estate, *Examiner* 22 April 1994), Everton Springs, Barbrook (The Entertainer, *Examiner*, 17 June 1990), Lenna (G.Chugg, interview; also refer to QVM Tassell Files: Lower North Esk: notes from National Trust visit 1997), Curraghmore: Blessington 214012,236018,207018,207051,230042. Dunedin (*Launceston Heritage Review*, *op.cit.*, pp6-8; QVM Tassell Files: *op.cit.*; buildings, fences & garden are marke on OSG: 1843 survey diagram: Dorset 1/65), Northcote (QVM Tassell Files: Lower North Esk: notes from National Trust visit 1997, Illaroo(LHR, *op.cit.*, pp10-11), Mt Oriel, Leichardt (LLSL Residences files: *Examiner*, 5 May 1979), Stornoway (details & photographs in Gardner, *Stornoway and the Gardner family 1788-1988*, 1988 (unpublished; copy held QVM: Tassell coll); also refer to QVM: Tassell Files: real estate files: Lower North Esk) locs Prospect 189088, 171083,179089,168037,158083,171048.
- 15 Details from Register of the National Estate; see also *Launceston Heritage Review*, September 1990, pp6-8,10-11 further details. Northcote: G.Hingston (interview; further details provided; refer to QVM Tassell Files: Lower North Esk: notes from 1997 National Trust visit; also see OSG: survey diagram: Dorset 1/1.
- 16 Corra Linn building: D.Chugg (interview), also : *Launceston Heritage Review*, September 1990, p14; loc 186052. The barn is marked on OSG: survey diagram: Cornwall 1/71(1844). Lenna: G.Chugg (interview) and QVM Tassell Files: Lower North Esk: National Trust 1997 visit notes; loc 207052 . Note that there is possible confusion over whether particular details apply to Lenna or to Harland Rise (latter outside Study Area), both of which were said to be owned by J.W. Gleadow; see Von Stieglitz, *History of Evandale*, pp69-70, and *Walch's Tasmanian Guide Book*, 1871, p154.

- 17 Curraghmore: Lette (1830) as quoted by Von Stieglitz, *History of Evandale*, p84. Gardens: for example, Dunedin and Corra Linn (Relbia) gardens are marked on OSG:survey diagrams: Dorset 1/65(1843) & Cornwall 1/71(1844). In 1838: QVM: Secondary files: *Launceston Horticultural Society* (typescript), p12. 1828: QVM Tassell Files: Don Martin file: *Early Tasmanian Horticulture 1804-1843*, D.Martin, 1976. For further details about Marchington, see Von Stieglitz, *History of Evandale*, pp73-4. Everton & Illaroo: *Examiner*, 16 June 1860 & 12 January 1860 (property advertisements; copies held LLSL: Residence files. Refer also to sections Living on the Land: Orchardring & Vineyards.
- 18 Corra Linn: D.Chugg (interview); suggested listing: *Launceston Heritage Review*, September 1990,p14. Northcote: G.Hingston (interview).
- 19 Refer to section Living on the Land: Fencing.
- 20 For discussion of types of settlers, see Morgan, *Land Settlement in Early Tasmania*, pp16,31-35. Peck details: Glenbank from L.Dolan (interview); loc Blessington 212045; other details from QVM Tassell Files: Cresswell/Adams papers: 1987 Roy Peck tape notes. Ivory Bight loc: Blessington 215056.
- 21 McKay, *Journals of the Land Commissioners 1826-28*, p20. Widowson, *Present State of Van Diemen's Land*, pp117-18. Gee details from Von Stieglitz, *History of Evandale*, pp29-31.
- 22 Examples of valuation rolls include *HTG*, valuation roll for Morven, 18 May 1858; *HTG*, valuation roll for District of Launceston, 11 May 1858 & 25 January 1870; *HTG*, assessment roll for rural municipality of Evandale, 1 February 1870.
- 23 In 1859: *Examiner*, 25 October 1859. Tenant farms: *Let's talk about Evandale* (brochure; copy held QVM Tassell Files: tourist brochures); Talisker loc Prospect 197024 ; land portion loc Prospect 208036.
- 24 Lenna details from G.Chugg (interview); loc Blessington 206052. Cottage loc: Prospect 179081.
- 25 Everton Mount, Corra Linn gorge: G.Chugg (interview); Glen Elm loc:Blessington 227028. Lower White Hills road: D.Chugg (interview); locs Prospect 178038 & 192029. Cocked Hat Hill loc: Prospect 162035. NL Coll: Landale, Mrs, 'Cocked Hat Hill Farm, Evandale Jcn, N Tasmania', wash drawing,NL/R456. Barrowville loc: Blessington 218065. Watercolour: NL Coll: Landale, Mrs, 'Barrowville Feb 1857', watercolour, NL/R455 (in James Scott scrapbook). Refer to section Tourism: Lower North Esk for discussion of art works. Barrowview site details from: L. Dolan & G.Chugg (interviews); loc Blessington 205056. Ivory Bight loc: props 0041,0042,0043. Details of Ivory Bight (named; including Peck's homestead and cultivated land.) and Barrowvale (including hut and garden) can be seen on early survey maps including OSG: plans: Dorset 27 & 45 and survey diagram: Dorset 3/61.
- 26 Early huts: G.Chugg (interview). Houses from this period can be seen in QVM: photograph collection: Tassell project slides; one example is Glen Elm, loc Blessington 236028. Changes, land acquisition, houses, buildings & farming practices at Stornoway, Relbia make a good case study & are documented in Gardner, *Stornoway and the Gardner family 1788-1988*, 1988 (unpublished; copy held QVM: Tassell coll); loc Prospect 171048.
- 27 H.Hingston (interview)
- 28 H. Hingston , G.Mann (interviews)
- 29 Ibid; refer to QVM photograph collection: Tassell project slides. For Relbia locations, refer to maps Prospect 5040(1:25000) and LSR: land grant map Cornwall 3A.
- 30 Launceston City Council, *Rural Residential Living Strategy*, 1992 & Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*; Launceston City Council, *Glenwood Road Development Feasibility Study*, Launceston, January 1988.
- 31 Ibid,1992, especially p7ff; also LCC, 1996,op.cit,Rural pp9-12. Refer to QVM photograph collection: Tassell project slides, also QVM Tassell Files: real estate: Lower North Esk.
- 32 QVM Tassell Files: real estate: Lower North Esk; also H.Hingston, G. Mann (interviews). Glenard loc: Blessington 228023; locations of other properties are listed in preceding endnotes, also marked on maps Prospect 5040 & Blessington 5240(1:25000)
- 33 Main route to Hobart: refer to section Transport: Roads: Lower North Esk. General comments about licensed premises from section Services: public houses. Opossum Inn loc: Prospect 183059; refer to next reference note. Note that according to Von Stieglitz, *History of Evandale*, p62, three members of Brady's bushranger gang drank at the Opossum Inn, Breadalbane in 1826 (ie. before the known licence date of 1833) and were buried near it.
- 34 Refer section Transport: op.cit. Opossum Inn: D.Chugg (interview); QVM photograph collection: Tassell project slides. Von Stieglitz, *A Short History of St Leonards*, pp 33,39; 15-16 acre block: Gardner, *Stornoway and the Gardner Family 1788-1988*, p17 (unpublished; copy held QVM: Tassell coll.) Prospect 183059. A 'house' is marked at the site on a map of 1844 (OSG: survey diagram: Cornwall 1/71). Another inn: D.Chugg (interview); loc vicinity Prospect 184035. Details of early years of licensing & naming of inns have not been researched here. From readily available records (AOT: Hotel register; compiled from *HTG* licensing records) it is known that the Opossum Inn was licensed for at least the period 1833-35 (but possibly earlier) Other listed licensed premises of this period & general vicinity are the Albion, The Springs, Cocked Hat Hill (1839-68); Cocked Hat (1853); Half Way House, Cocked Hat (1837-38); Tasmanian Inn, Cocked Hat Hill (1833). Von Stieglitz mentioned a Wheat Sheaf Inn at the Springs that was trading in 1826 & details of other early public houses in the area.(*History of Evandale*, pp62,64).
- 35 In 1820: Morgan, *Land Settlement in Early Tasmania*, p51. In 1875: *Walchs Tasmanian Almanac*. Pound Lane: D.Chugg (interview); ran from White Hills Road at Prospect 173046. The pound on the northwestern corner of the "road to Breadalbane Village" are marked here on OSG: survey diagram: Cornwall 1/71(1844); at this time the land belonged to J.Peck. Refer also to section Transport: Roads: Lower North Esk & Routes.
- 36 Refer to section Services: Basic Services.
- 37 Ford: G.Chugg (interview); loc Blessington 213053. Other details from D.Chugg (interview); Corra Linn, Stornoway & dam locs: Prospect 185052, 173046 & 178061. Refer also to sections Living on the Land: Stock-raising & Dairying.
- 38 By 1914: AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/3 (6July 1914). Relbia supply: G.Rowlands (interview). White Hills intake: G. Thompson (interview); loc Blessington 213054. Chimney Saddle: Rivers and Water Supply Commission, c1976, *North Esk Regional Water Supply: Chimney Saddle Treatment Plant* (booklet; copy held QVM Tassell Files: Services). Refer also to sections Settlement: Upper North Esk and Services: Basic Services. Chimney Saddle loc: Blessington 252056 and QVM photograph collection: Tassell project slides.
- 39 HEC 110000 volt line: Launceston City Council, *Glenwood Road Development Feasibility Study*, 1988,pp27-30. Route of line: refer to map Prospect 5040 (1:25000); substation loc Prospect 153085. 1949 map: Australian and New Zealand Association for the Advancement of Science, *Handbook for Tasmania*, Hobart, 1949, pp78-9,83 & map (endpapers). For discussion of HEC refer to section Services: Basic Services.
- 40 Landscape reminder: ibid. Planners: LCC,op.cit,pp27-30.
- 41 In 1932: *Weekly Courier*, 20 October 1932, p32 (includes photographs). Lenna: G.Chugg (photograph captions, QVM:P:1997:0918); Lenna loc: Blessington 207052. Pigeons, hares: D.Chugg (interview); property locs: Prospect 186052 & 182033. Shooting: D.Barratt (interview); loc Prospect 157089. Jumps: ibid; loc Prospect 154082. Gee Park: H.Hingston; loc Blessington 203019. Glenwood Road: Launceston City Council, *Glenwood Road Development Feasibility Study*, 1988, p34.
- 42 All details & sources from section Tourism: Lower North Esk: Corra Linn.
- 43 Launceston City Council, *Glenwood Road Development Feasibility Study*, 1988,pp7,9,10,33-5,fig.4. Picnic area: M.Clark (interview); loc Prospect vicinity 172071.

- 44 LCC,op.cit, pp9-10, fig.4; Clunes Study: ibid, Appendix A, p69.
- 45 In 1992: Launceston City Council, *Rural Residential Living Strategy*, 1992.
- 46 In 1988: B.Hill (interview).
- 47 Bridge, roads: refer to section Transport: Roads: Lower North Esk & routes.
- 48 Ibid. For church & hotel details, see following discussion. Anecdotal source: H. Hingston (interview).
- 49 Section Transport: Roads: Lower North Esk & routes
- 50 Water supply problems, cartage: G.Chugg, H.Hingston (interviews). Teachers wrote: White Hills School Registers 1930's-1944 (held by B.Hill, Musselboro; notes in QVM Tassell Files: Betty Hill papers). Lane, ford: G.Chugg, H.Hingston; refer also to section Transport: op.cit.; loc Blessington 214054.
- 51 Farmers Arms loc: Blessington 213038. From the 1820's: Von Stieglitz, *History of St Leonards*, p36. Archival records: AOT: Hotel licensing records (sourced from HTG). In 1857: *Examiner*, 12 December 1857. HTG, valuation roll for District of Morven, 18 May 1858. OSG: survey diagram: Cornwall 7/32. Until 1877: AOT:op.cit.
- 52 White Hills Inn loc: Von Stieglitz,op.cit,p36; Blessington 209050. Archival records: AOT: op.cit
53. Local folklore: Von Stieglitz, op.cit,p36. According to Von Stieglitz, Peck owned the stone building and the wooden hotel was run by the Liversleys (sic); this issue is confused because according to HTG licensing records (AOT,op.cit), licensees of the White Hills Inn (wooden) included Livsey (1870-77), T.Peck (1882) and G.Peck (1883), while according to HTG, 9 March 1880, assessment roll for rural municipality of Evandale, Livsey was operating a licensed inn owned by T.Peck. Stone building loc: Blessington 210050. Quarried: L.Dolan(interview).
- 54 For general points refer to section Services: Churches. St Pauls loc: Blessington 208036. Mereweather: Von Stieglitz, *History of St Leonards*, p11. LSD: land grant map Cornwall 3A; church site & landowners marked on OSG: survey diagram: Cornwall 1/217 (1840's) Gee details from Von Stieglitz, History of Evandale, pp30-1.
- 55 1842 details from Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p65. Mereweather: Von Stieglitz,op.cit, pp11,18,35.
- 56 In 1857: *Examiner*, 10 December 1857. Church records: Henslowe, op.cit.,p65. School: *The Tasmanian Gazetteer*, 1877, p 223; JHA 1883/70 (Education: Report of Royal Commissioners: Appendix V). In 1882, 1917, 1922: Henslowe, op.cit,p65. Aplico details from QVM Tassell Files: Stevenson family papers & B.Stevenson (interview).
- 57 By 1836: Launceston Circuit preaching plans & notes (copy held in QVM Tassell Files: M.. Morris-Nunn, file for *Tasmanian Church Survey: Inventory of Church Properties in Tasmania prior to 1950*. Unpublished report to the Queen Victoria Museum, Launceston, 1984). Refer to earlier discussion of settlement for details of Curraghmore & Lenna; locs Blessington 230042 & 206051. Lenna: , Methodist Church Committee, *Tasmanian Methodism 1820-1975*, p45; site details: G.Chugg (interview). In 1877: *Cornwall Chronicle*, 25 April 1877; dedicated, Methodist Church Committee, *Tasmanian Methodism 1820-1975*, p45.
- 58 Church loc: Blessington 215050. Refer to section Services: churches. Methodist Church Committee, *Tasmanian Methodism 1820-1975*, p45. Curraghmore estate owned by Trethewie: QVM Tassell Files: Stevenson/Trethewie papers.
- 59 Guidebook: *The Tasmanian Gazetteer*, 1877, p 223
- 60 In 1861: Orchard, *Post Offices of Tasmania*, p65. In 1877: *The Tasmanian Gazetteer*, 1877, p 223. By 1910: *Tasmanian Post Office Directory*. Shop details from H.Hingston & G.Chugg (interviews).In 1967: Orchard, op.cit,p65.
- 61 JHA 1867/31 & JHA 1863/22 (Board of Education Reports). In 1883: JHA 1883/70 (Education: Report of Royal Commissioners: Appendix V) and JHA 1883/123 (Board of Education Report).
- 62 In 1944,1934: White Hills School Registers 1930's-1944 (held by B.Hill, Musselboro; notes in QVM Tassell Files: Betty Hill papers). Leased: AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/9 (5 April 1945).
- 63 Arthur 1828 (& other general information) taken from section Services: Police. Peter Lette: Ross, *Van Diemen's Land Almanack 1831*, p153. Curraghmore loc: Blessington 230042. In 1864: *Walch's Tasmanian Almanac*. By 1867: JHA 1867/62 (Territorial Police Force). Municipality of Evandale: Von Stieglitz, *A History of Evandale*, p94 (also pp62-3 for details of Robert Wales, Assistant Police Magistrate for sub-police district of Morven until 1855) . By 1880: *Walch's Tasmanian Almanac*; the police station is likely to have been at the known township site: Blessington 212049. Early 1930's: *Walch's Tasmanian Almanac*
- 64 School: *Examiner*, 9 December 1881. Hall details from H.Hingston (interview); in 1938 it was owned by Mrs Howard (AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/9, 2 June 1938). In 1960: ibid, AB 375/12 (10 October 1960). Hall loc Blessington 210050.
- 65 By 1930's : White Hills School Registers 1930's-1944 (held by B.Hill, Musselboro; notes in QVM Tassell Files: Betty Hill papers). All other details from H.Hingston (interview). Tacoma loc: Blessington 217048.
- 66 H.Hingston (interview). 1996 details from Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*; Rural appendix p13.
- 67 In 1877: *The Tasmanian Gazetteer*, 1877, p 223. World War 1: Broinowski (ed), *Tasmania's War Record 1914-18*, Appendix. In 1948: *Tasmanian Post Office Directory*.
- 68 Refer to section Transport: Railways for further discussion. In 1868: *Illustrated Melbourne Post*, 8 October 1868 (includes engraving from Louis Wood sketch (Mitchell Library: Louis Wood sketchbook 1867-68); also Chamberlain, *Early Steam in Tasmania*, pp3-5 (includes copy of this engraving). In 1869: JLC 1869/26 (Police, Territorial). Likely sites: B.Chamberlain (interview); loc Jinglers Bush, Relbia: Prospect 155084 &167048.
- 69 Since 1913: Orchard, *Post Offices of Tasmania*, pp13,52. In 1871: Chamberlain, op.cit, p35. In 1877: *The Tasmanian Gazetteer*, 1877,pp22-3.
- 70 For details of Franklin Village & Breadalbane, refer to Von Stieglitz, *History of St Leonards*, pp37,19 and *The Tasmanian Gazetteer*, 1877,pp22-3,80. For further discussion of roads, refer to section Transport: Roads: Lower North Esk. Pound Lane: D.Chugg (interview); loc Prospect 169044.
- 71 Post office dates from Orchard, op.cit, pp13,52.
- 72 *The Fruit World of Australasia*, 30 June 1914, pp40-41,58 (periodical; copy held LLSL).
- 73 Overend and Robb, *History of the Launceston and Western Railway*, 1869 (copy held QVM); refer to section Transport: Railways for further details.
- 74 *The Fruit World of Australasia*, op.cit, p58.
- 75 1914 report: ibid. Jinglers Creek bridge loc: Prospect 151062.
- 76 Calendar: QVM coll: 1917 orcharding calendar. Genders: *Fruit World*, op.cit, p41.
- 77 Before 1920: In 1919 Chung Gon was seeking to use and "extraordinary" supply of water (AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/4, 1 May 1919). Local sources: D.Chugg (interview) & Chung Gon family (interview; notes from interview with J.Cassidy); refer also to section Living on the Land: livestock; market gardening. Market garden & piggery, pottery, horses locs: Prospect 163052, 163055, 147062.
- 78 Hall/school: D.Chugg & Chung Gon family (interviews, as above); loc Prospect 167050. School 1926-54: *Walch's Tasmanian Almanacs*. Relbia PO was open 1913-69 (Orchard, *Post Offices of Tasmania*, p52). Railway closed as a booking station in 1957, passenger service 1978 (Atkinson, *Railway Tickets of Tasmania*, pp178,188). In 1948: *Tasmanian Post Office Directory*.
- 79 Use of trains: D.Chugg (interview). Station cottage loc: Prospect 167049. Platform loc: Prospect 167048. Fire station: refer to section

Services: Fire Services; loc Prospect 173047.

- 80 Pottery: McGrath, 'The Pottery at Relbia', *Pottery in Australia*, vol 26, no 3, August 1987; for further details refer to section Extractive Industries: Clay: Pottery. Sawmill, joinery, cartage, gravel/fibreglass locs: Prospect 148064, 144063, 147064, 158056.

St Patricks Region

- 1 By 1813: Morgan, *Land Settlement in Early Tasmania*, pp13-14. Land suitable: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map.
- 2 Refer to section St Patricks: Services.
- 3 By 1823: Morgan, op.cit., pp20-23. Bullocks Hunting Ground loc: OSG: survey diagram: Dorset 1/62; Nunamara prop 0317. Frame Farm loc: ibid, Dorset 40/13; Nunamara prop 0307. Details of specific properties have not been researched.
- 4 Crawford *et al* (eds), *Diary of John Helder Wedge 1824-35*, p23.
- 5 In 1829-30: QVM: Files: Exploration by land: N and NE: Transcript of Survey Note Book, Thomas Lewis. Other details from OSG: plan: Dorset 1 (NE Portion of V.D. Land with discoveries by Mr Lewis; n.d)
- 6 In 1831: Morgan, op.cit., p22. The properties listed are shown as 'location orders' on LSD:land grant map Dorset 1 (1915) (copy held QVM: Tassell Files). Gee, Hodgetts, Burbridge locs: Nunamara props 0317,0320 and Patersonia prop 0450.
- 7 Paterson grant: OSG: survey diagrams: Dorset 2A/72 & 8/30; HTG, 27 June 1834, pp432-3; loc Nunamara 0414. Adams grant: OSG: survey diagram: Dorset 1/124; Myrtle Park Committee, *They Told a Tale*, pp94-5; QVM: Tassell Files: Mason/Cresswell papers; loc Nunamara 0348.
- 8 Anderson location: OSG:survey diagram: Dorset 1/6 (1844) and road plan: Dorset 8 (1854). Loc: Patersonia & Maurice props 0218 & 0217.
- 9 For detailed discussion of land occupation & settlement of the colony in this period refer to Morgan, *Land Settlement in Early Tasmania*.
- 10 Hobler, ibid, pp148, 157-8. Aborigines under pressure: Plomley, *Aboriginal / Settler Clash*, pp12-13. Port Dalrymple tribe: Plomley, *Tasmanian Tribes*, pp9-10,18-20,38.
- 11 Frame Farm and Bullocks Hunting Ground locs: Nunamara props 0307 & vicinity 0317. Folklore: including QVM: Tassell Files: Cresswell/Mason papers. In 1807: HRA, III,1, pp668-73.
- 12 Tribes:Plomley, *Tasmanian Tribes*, pp9-10,38. Ryan, *Aboriginal Tasmanians*, pp21,23 (based on Rhys Jones, 'Tasmanian Tribes', Seminar paper, Department of Prehistory, RSPS, ANU, 1971). Kee, *Aboriginal Archaeological Sites in North East Tasmania*, 1991. Robinson: Plomley, *Aboriginal / Settler Clash*, p15.
- 13 Details of grants from HTG, 27 June 1834, pp432-3. King's grant. LSD: see land grant map Dorset 1B for extent of Kings's grant. Frame Farm & Gee's farm loc: Nunamara props 0307 & 0317. Hill: OSG: survey diagrams: Dorset 40/13 & 1/65; refer also to section Settlement: Lower North Esk.
- 14 Gee's land:HTG, op.cit. White Hills: refer to section Settlement: Lower North Esk. Gee on north coast: QVM: Files: Exploration by land: N and NE: Transcript of Survey Note Book, Thomas Lewis 1829-30. Adams: QVM: Tassell Files: Cresswell/Mason papers. In 1844:Myrtle Park Committee, *They Told a Tale*, pp94-5.
- 15 Patersons block loc: Nunamara prop 0414. Until 1908: in 1908 the property was purchased by Weston & Weston and re-named Dairymead (*Weekly Courier*, 4 February 1908). Huts: OSG: survey diagrams: Dorset 2A/72 & 8/30. Cattle track route: HTG, op.cit.
- 16 Paterson's grant: LSD: land grant map Dorset 1B. For biographical details of Gunn, see Burns & Skemp, *Van Diemen's Land Correspondents 1827-1849*, ppix-xix. From 1832: Buchanan, *Tasmanian Collecting Localities of Ronald Gunn and Joseph Milligan*, pp4,12,14 and QVM: Personal Files: R.Gunn(includes details from Mitchell Library files).
- 17 Diddleum loc: Patersonia & Maurice props 0218 & 0217. From 1840's: Burns & Skemp, op.cit, map opp p18, pp106-7, 122; Buchanan, op.cit, p14.; Burns & Skemp, op.cit, pp106-7,122. Refer to section Transport: Roads: St Patricks: routes. No remains: H.Mason, M.Mason (interviews).
- 18 Anderson location: OSG:survey diagram: Dorset 1/6 (1844) and road plan: Dorset 8 (1854). Said to have been: Bramich details are from secondary sources (Bethell, *The Story of Port Dalrymple*, p188) and QVM: Von Stieglitz Secondary files: Tamar Valley & NE Tasmania: 'The founding of Scotsdale a hundred years ago', undated *Examiner* article (1950's) . However, it is possible that these details refer to the adjoining property to the north of the river (loc. Patersonia 0207) which was owned by W.Bramich (see OSG: survey diagram: Dorset 1/6, 1844). Gunn used track: Burns & Skemp, op.cit, map opp p18, pp106-7, 122. Scott: Hookway et al, *Scott's New Country*, pp8-10. Adjoining 1000 acres: marked on QVM: Tassell Files: fragments of early (undated) Dorset 1 land grant map. This early track to Diddleum may have been the one known to have been later followed by the Mount Barrow road as far as the hairpin bend (Patersonia 353217) before heading north; refer to section Transport: Roads: St Patricks: routes.
- 19 Chimney loc Launceston 179129. Split timber dwelling loc: Launceston 157136.
- 20 Adams details from QVM: Tassell Files: Cresswell/Adams family papers; also Myrtle Park Committee, *They Told a Tale*, p22. Site of original dwelling: Nunamara 235153. In 1920's: ibid, p68.
- 21 By 1861: OSG: road plan: Dorset 21 In 1858:HTG, valuation roll for Launceston, 11 May 1858. Road map: OSG: road plan: Dorset 27. Low lying area loc: Nunamara 233156. These two road plans show existing and proposed road routes from Launceston to Nunamara; refer to section Transport: Roads: St Patricks.
- 22 Adams details from QVM: Tassell Files: Cresswell/Adams family papers; also Myrtle Park Committee, *They Told a Tale*, p22. Gunn details from Morris-Nunn & Tassell, *Launceston's Industrial Heritage: a survey*, p99. Refer also to section Living on the Land: Fencing. House site Nunamara 228153.
- 23 1858 details from HTG, valuation roll for Launceston, 11 May 1858. 1859 survey: OSG: plan: Dorset 22. Crossingham property loc: Dilston prop 13183 & strip continuing to south-east (now portions of 13174 & 5012); hut loc Dilston 193208. An 1861 map (OSG: road plan: Dorset 21) shows that Lady Jane Franklin's land included Tressick (Nunamara prop 0306) and Gunn's leases included nearby 'rough hills' Nunamara 0346/7 & 0315/6.
- 24 This track is marked on OSG: road plan: Dorset 8 (1854). About 1860: OSG: road plan: Dorset 17 (James Scott & Donald Stronach, c1860). Diddleum is the 800 acre location to J. Anderson, & Glenburn is the 250 acres of W.Bramich (loc Patersonia props 0217/8 and 0207; refer to OSG: survey diagram: Dorset 1/6). For discussion of route to Diddleum, refer to previous section & section Transport: Roads: St Patricks. Georges Plain 100 acre block loc: Patersonia prop 0766; there is still a track towards this block on the approximate route of the original (along the boundary of blocks Patersonia 0770 and 0771); this track also appears on QVM: Tassell Files: maps: early land grant map fragments Dorset 1 (undated). Gardner block : OSG: survey diagram: Dorset 27/7 (1886); loc Patersonia prop 0714..
- 25 1858 Waste Lands Act: *Acts of the Parliament of Tasmania*, Vol.1, 'An Act for Regulating the Sale and Disposal of Waste Lands of the Crown in the Colony of Tasmania', 21 Victoria No. 33, 1858. Effects of this act in other heavily forested areas are discussed in Kelp, *Evolution of a Land Settlement Pattern*, pp4.2-4.5, also Parkes, *Pioneering the Bushlands of the Mersey-Leven Interfluvium 1840-1901*, p34.
- 26 River crossing shown on OSG: road plan: Dorset 27 (1865), also QVM: Tassell Files: maps: early land grant map fragments Dorset

- (undated). Crossing loc: Nunamara 256188. Paterson property: Nunamara prop 0414/Patersonia prop 0417. By 1867: OSG: survey diagram: Dorset 8/30; homestead loc Nunamara vicinity 262197. By this time: blocks including Patersonia props 0665-0661 and 0067-0671 and descriptions of land on OSG: plan: Dorset 44 (Hurst, 1862)
- 27 'The Forks': AOT: Place Names Index: Nunamara. Timber splitters: Skemp, *Memories of Myrtle Bank*, p35 and refer to section Timber Industry: 1850's-1880's. Beale's track: Loone, *Tasmania's North East*, p74 and Hookway et al, *Scott's New Country*, p19. Beale's track route is marked on OSG: road plan: Dorset 17 (c1860) and OSG: plan: Dorset 57 (1867). Splitters' track: Skemp, *Memories of Myrtle Bank*, p35. Splitters' camps: Anon (*by a Recent Settler*), *Emigration to Tasmania*, pp95ff.
 - 28 By 1860: OSG:survey diagram: Dorset 2A/74. Austin's block loc: Nunamara props 0394/5 & 0405/6. Hut & ford locs: Patersonia 248177 & 251178. 1865 map: OSG: road plan: Dorset 27.
 - 29 By 1861: details from OSG: road plan: Dorset 22. The village reserve was the tract of land (later subdivided into small blocks) between Patersonia Road to the west and Patersonia prop 0500 to the east. *JHA* 1860/8(Calder report).
 - 30 Calder: *ibid*. Bulman purchased Patersonia props 0592 and 0845/0591. In 1859: *JHA* 1862/46 (Lands of Tasmania)
 31. 1861 details from OSG: road plans: Dorset 22 & 23. Hut site: Patersonia 296285. Tracks and some land purchases are also marked on OSG: survey diagram: Dorset 2A/70, OSG: road plan: Dorset 17 (c1860) and OSG: plan: Dorset 57. During 1860's and 70's: *JHA* 1864/19 (Tramways in Dorset), *JHA* 1866 (Crown Lands and Roads), *JHA* 1879/55 (Public Works). Property boundaries: refer to Patersonia & Lisle sheets
 - 32 The progressive taking up of land its distribution was traced by reference to LSD:Dorset land grant maps and land valuation/assessment rolls over the period; including *HTG*, valuation roll for Launceston, 11 May 1858; Selby, 25 January 1870; assessment rolls for Selby 23 November 1880; *HG*, assessment rolls for Selby, 12 September 1899 & 19 November 1903. Targa survey: OSG: plans: Dorset 56 & 100. In 1889: *JPPP* 1889/62 (Special Reports from District Surveyors). In 1898: *JPPP* 1899/47 (Report of Surveyor General, p23).
 - 33 Population: Broinowski, *Tasmania's War Record 1914-1918*, p209ff.
 - 34 Anon (*by a Recent Settler*), *Emigration to Tasmania*, 1879, pp50,52,72ff,95ff. Skemp, 1948, *Memories of Myrtle Bank*, pp24-7,45,67 (includes early photographs and sketches), Carins & Andrews, *The Carins Family*, pp22-3 documents the Carins pioneer farm at Myrtle Bank. Skemp house site: Patersonia 299283. Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p25.
 - 35 Road route: *JHA* 1861/158 (Roads and Tracks to the Waste Lands of the Colony,p13)*JHA* 1860/8. Many Gunn leases sold: *HTG*, 31 July 1860. Gunn: purchased land, relinquished leases: QVM: personal files: R.Gunn (Calder papers, p85-6,J.E. letter to R.C.Gunn, October 1863) probably Patersonia prop 0413 (refer to LSD: land grant map Dorset 1B). Leases included 320 acres at Patersonia (OSG: survey diagram: Dorset 2/7.5, 1851) Reluctance: *JHA* 1860/8 (Lands in Ringarooma District).
 - 36 By 1870: *JHA* 1870/61 (Waste Lands of the Colony), p29. *HTG*, valuation roll for Selby, 25 January 1870.
 - 37 Mineral fields: refer to section Extractive Industries: Mining. Settlers: Skemp, *op.cit.*, pp35-40. Road expenditure examples in *JHA* 1878/46, 1878/92 and 1881/60. The Corners: Myrtle Park Committee, *They Told a Tale*, pp5-6 (includes photograph). Loc: Nunamara 248176. Licensing details from AOT: Licensing Courts LC 31/1(1881-1886, records for St Patricks Hotel).
 - 38 For details of settlement spread, description of land see reports in *JPPP* 1889/62, 1890/63, 1899/47, 1902/42, 1909/21. Surveys: for example, one of Austin's blocks (Patersonia prop 0747) and one of Rankin's blocks (Patersonia 0778) were surveyed in 1899/1900 and 1906 respectively (OSG: survey diagrams: Dorset 52/7 and 82/18. Mount Barrow land selection: *JPPP* 1900/44 and 1904/26. Refer to sections Transport: Roads: St Patricks; Living on the Land: Hunting and gathering. Huts: QVM: Tassell Files: Cresswell/Adams papers: notes from Vern Peck tape; Rankin's property Patersonia prop 0789 had a hut (*Mt Barrow* (1934 brochure, copy held LLSL Mount Barrow file). Botanical structure: Davies & Davies, *Plant Communities of Mt Barrow and Mt Barrow Falls*, p23; for details refer to section St Patricks: services and amenities.
 - 39 Land selection, roads: *JPPP* 1902/42 (Lands and Surveys, p23). Subsistence farms: QVM: Tassell Files: Cresswell/Adams papers: notes from Frank Bourke & Vern Peck tapes; G & E Cresswell (interview); for site photographs, refer to QVM photograph collections. Known farm site locs: Nunamara 3002295 & 303191. Millwood holding : refer LSD land grant map Dorset 1B;loc: Patersonia/Lisle prop 0203; QVM photograph collection.
 - 40 In 1890: *JPPP* 1890/63 (Report of Conservator of Forests).Dating from 1893: OSG: survey diagram: Dorset 85/5. Prior block loc: Patersonia prop 0833.
 - 41 In 1900: OSG: survey diagrams: Dorset 51/14, 53/4, 53/9, 53/6. In 1909:'Risdon', *Weekly Courier*, 28 January 1909; includes photographs of rural landscapes in the region.
 - 42 Tattersall, Jacobson farmhouse locs: Patersonia 380226 & 354244; see also LSD: land grant map Dorset 1C. Barra View, Hillview houses loc: Patersonia 366218 & 359229; see also LSD: land grant map Dorset 1C. For details & photographs of early farms, see Myrtle Park Committee, *They Told a Tale*, pp 11,12,51 and N.Calvert, G & E Cresswell, C.Johnson, E.Hansen, M.McCrae & QVM: Tassell Files: Cresswell/Mason notes: Bourke & Peck tapes.
 - 43 Adjoining properties: *ibid*, p69; W.Imlach (interview). Sources for the region show that the pioneering landscapes appeared successively as new districts were settled; for example, Myrtle Park Committee, *They Told a Tale*, pp11,12, 51, 72,87; Richards, *Early Days of St Patricks River*, pp 19-20,46-7. Established farmscapes: *ibid*, pp67-73, 196.
 - 44 Refer to Skemp, *Memories of Myrtle Bank*. G.Cresswell (interview); hotel & police station locs: Patersonia 268253 & 253232. Refer also to St Patricks services.
 - 45 Examples include houses just beyond Waverley (Hillside) Nunamara, St Patricks River & Myrtle Bank; locs respectively Launceston 188117 and Patersonia 246178, 285220, 295282. Federation styling loc: Patersonia 293220.
 - 46 In 1900's and 10's; rabbits: *ibid*, pp212, 219. In 1909: Risdon,*Weekly Courier*, 4 February 1909 & 28 January 1909.
 - 47 Abandoned: *ibid*, p218. Block size: refer to LSD: Dorset land grant maps & *HTG*, *HG* assessment rolls. Ex-convicts: Anon, (*Recent Settler*) *op.cit.*, p95ff; Skemp, *op.cit.*,p60; W.Imlach (interview). No experience or money: *ibid*; Skemp, *op.cit.*, pp34-5, 39,44,47; Carins, *op.cit.*, p22-3. Land marginal: *ibid*; Noble, *Land Capability Survey of Tasmania. Pipers Report*, map.
 - 48 Landscapes: Skemp, *op.cit.*,pp218-21, 234-5, W.Imlach (interview).
 - 49 Gunn's property is mentioned earlier in this section and in previous section; a farmhouse is marked on OSG: survey diagram 8/30; loc Patersonia props 0414/0417). Around the middle of the century: *Weekly Courier*, 4 February 1909).
 - 50 *Ibid*. Dairy mead loc: Patersonia 268200.
 - 51 *Ibid*; includes photographs.
 - 52 1909 details from 'Risdon', *Weekly Courier*, 28 January 1909. Refer also to section Living on the Land: Dairying.
 - 53 Root crops: Myrtle Park Committee, *They Told a Tale*, *passim*; also QVM: Meek, 'Notable Events of Our District 1804-1952'. For more detailed discussion of farming activities, refer to the relevant sections of Living on the Land. Raspberries:'Risdon',*Weekly Courier*, 28 January 1909; includes photograph. Warren's farm loc: probably Patersonia prop 0638 (G.Cresswell, interview). For further Warren farm details, see Myrtle Park Committee, *They Told a Tale*, pp7-10.
 - 54 In 1909:'Risdon', *Weekly Courier*, 28 January 1909. Refer to sections Timber Industry & Extractive Industries.
 - 55 For details & sources refer to sections Tourism: St Patricks and Living on the Land: Fishing. Aldridge, Hopevale, River Made, Bourke's & Rankin's locs: Patersonia 286242, 283245, 308267, 284204, 357210.
 - 56 Aldridge, Hopevale, River Made information from R.Richards, R.Dennis, J.Tole (interviews); Richards, *Early Days of St Patricks River and District*, pp2-5; QVM: Tassell Files: Cresswell/Mason file: E.Tole notes; Myrtle Park Committee, *They Told a Tale*, pp26-7. For

- further details & sources refer to sections Tourism: St Patricks and St Patricks services.
- 57 Problems: Skemp, *Memories of Myrtle Bank*, pp218-21. Agricultural Bureau:LLSL: archives: Myrtle Bank Agricultural Bureau: minutes of meetings 1928-1931; Skemp, op.cit., pp232-4.
- 58 Soldier settlement scheme: Robson, *History of Tasmania*, vol 2, pp408-10; Skemp., op.cit, pp228-30. Location of farms: Skemp, op.cit., p228; Myrtle Park Committee, *They Told a Tale* , p3; G. Cresswell (interview); OSG: plan: Dorset 56.
- 59 Skemp, op.cit.,pp220-1; refer also to section Timber Industry.
- 60 Quote; sons, labour: Skemp, *Memories of Myrtle Bank*, p221.
- 61 Ibid, pp234-5.
- 62 For sources & further details, refer to section Timber Industry and QVM: sawmill site register. Struggling Monkey mill settlement loc: Patersonia 303252.
- 63 For sources & further details, refer to section Timber Industry and QVM: sawmill site register. Camden, Jones & Gunns mills settlement locs: vicinity Patersonia 387207; Maurice 417238; Maurice 464234 & 470230.
- 64 Age of houses: refer to QVM: project photographs. Camden/Diddleum: H.Mason (interview) and Myrtle Park Committee, *They Told a Tale* , p33. The Boulders loc: Patersonia 388263
- 65 Refer to section Timber Industry.
- 66 Ibid; refer to QVM: project photograph collection for examples of these landscapes. Myrtle Bank plantations include early farm holdings along Myrtle Bank Road (referred to in earlier sections).
- 67 G & E. Cresswell (interview); refer also to section Living on the Land: Stock & Dairying.
- 68 G & E. Cresswell (interview)
- 69 Ibid. Example of Tasman Highway property is Nunamara prop 0345.
- 70 G & E Cresswell, N.Calvert (interviews); Mount Edgecombe, Mountain View & Rookwood locs: Nunamara 228153, Patersonia 285220 & 381225. Scott estate: A.Scott (interview). For further details of farming, refer to sectin Living on the Land: Stock & Dairying.
- 71 *Examiner*, 30 March 2000.
- 72 Refer to section Tourism: St Patricks. Aldridge: R.Richards (interview); see also Richards, *Early Days of St Patricks River and District*, pp3-4 (includes photographs); loc Patersonia 286242. River Made: J.Toile (interview); loc Patersonia 308267.
- 73 Clemons details from R.Richards (interview); Richards, op.cit., pp3-4; loc Patersonia 289242. Other St Patricks River details from H.Leslie & R.Dennis (interviews); locations (in order mentioned) Patersonia 281251, 286249 & 289248. Hogg's: Richards, op.cit,p4 and J.Toile (interview); loc Patersonia 306266. Myrtle Park: for further details refer to Launceston City Council, *Myrtle Park Management Plan* and section Tourism: St Patricks; loc Patersonia 305266.
- 74 Compiled from details from E.Hansen, C. Johnson, T.Timothy (interviews). Camden Park, mill manager, Camden mill locs: Patersonia 378216, Maurice 418237, Patersonia 386207.
- 75 Values: Skemps Reserve is an Area of Regional Significance; see Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p26; refer also to section Tourism: St Patricks. Details from LFNC: historical papers; field centre loc: Patersonia 297283.
- 76 Summarised from section St Patricks: settlement; refer also to section Transport: Roads & Railways.
- 77 For general discussion of water supply, refer to section Services: Basic Services: water. Nunamara: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural appendix, p8. Adams: Myrtle Park Committee, *They Told a Tale* , p22. Washing: ibid,p6.
- 78 Several sources were used for history of the Launceston water scheme as outlined in this discussion; major source was Morris-Nunn & Tassell, *Launceston's Industrial Heritage: a survey. Part One*, pp323-36 (including photographs). Other sources QVM: Tassell Files: Services: Launceston City Council notes on water scheme;ibid, Becker, *Distillery Creek Gorge*; ibid, Royal Society files, Launceston waterworks notes. Photographs held by QVM (project and archival) and LLSL; *Weekly Courier*, 12 March 1904.
- 79 Sources as above
- 80 Sources as above
- 81 Sources as above. Weir, tunnel, Distillery Creek ,filtration plant locs: Nunamara 251171, 248167,224164, Launceston 174133.
- 82 Sources as above. Tunnel, marker, cottage locs: Nunamara 246167, 244168,247172. New races: J.Jarad (interview). In about 1904: L.Cartledge (interview); LCC holds records of cottage.
- 83 Refer to section Tourism: St Patricks. Photographs: see QVM collection, LLSL, Morris-Nunn & Tassell, op.cit. For present landscapes see QVM: project photographs.
- 84 Filtration plant details fromQVM: Tassell Files: Services: LCC notes on water scheme; also from L.Cartledge (interview) and other LCC staff at Filtration Plant. LCC holds records of Filtration Plant.
- 85 Transmission line details from ANZAAS, *Handbook of Tasmania* 1949, pp83,78-80,map. Local axemen: Myrtle Park Committee, *They Told a Tale*, p59. Telegraph poles: ibid, p40 (photograph). 1954-57 period: ibid, pp6,61. St Patricks River waterwheel: G.Cresswell (interview); loc Nunamara 268198. Furlongs:Myrtle Park Committee, *They Told a Tale* , p13; loc Patersonia 359229.
- 86 Rock cairn loc: Nunamara 349192. Sprent: Jones, *Backsight*, pp74-5. According to Gaughwin (1991, p23), cairns on Mount Stronach and Mount Arthur date from this triangulation scheme. In 1940: Mosley, *Aspects of the Geography of Recreation in Tasmania*, p223. Two clusters locs: Nunamara 352191, 354175. For further details refer to section Services: Communications.
- 87 Mount Barrow road: Mosley, op.cit, pp56-7, 223. Local men: Myrtle Park Committee, *They Told a Tale* , pp76,81.
- 88 Three reserves: Mosley, op.cit, p223. Details of Mount Barrow and Mount Barrow Falls reserves from National Parks and Wildlife Annual Report, 1991/2, p65. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural pp24-6; see also LCC: ARS sheets.
- 89 Chalet, cairn and shelter locs: Patersonia 358201, Nunamara 355189 & 354191. Refer to sections Tourism: Mount Barrow and Services: Communications.
- 90 Davies & Davies, *Plant Communities of Mt Barrow & Mt Barrow Falls* , pp22-3.
- 91 Refer to Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp25-6 and LCC: ARS sheets for details. Location of RS 23: upstream of the water race for the filtration plant as far as Launceston prop 0307 at the Tasman Highway , together with the gully of a tributary meeting the main stream at the junction of props 100917/10912.
- 92 Refer to Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp25-6 and LCC: ARS sheets for details; loc Nunamara 250171; ARS may not include the bluestone cottage.
- 93 Ibid. Refer to section St Patricks: settlement for details; loc Patersonia 298283
- 94 Refer to following Patersonia & Nunamara sections. Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural appendix p8.
- 95 Sprent & Walch maps are reproduced in Newitt, *Convicts & Carriageways*, pp204, 233; Fraser loc: probably encompassing Nunamara props 0311 & 0310 and Launceston prop 10933. 1870 report: JHA 1870/61 (Waste Lands of the Colony); loc Nunamara prop 0338 and Launceston 10912/3 and part of 10914. See LSD: land grant map Dorset 1B.
- 96 Refer to district sections. For additional comments on schools see Myrtle Park Committee, *They Told a Tale* pp16,31,46.
- 97 Refer to district sections. Dances: ibid, pp60,47,68.
- 98 JHA 1860/8(Calder report).The village reserve was the tract of land (later subdivided into small blocks) between Patersonia Road to the

- west and Patersonia prop 0500 to the east. See maps OSG: town plan: Patersonia (copy held LLSL); OSG: plan: Dorset 81, OSG: survey diagram 2A/71. In 1862 James Scott bought 2 town lots (JHA 1862/46 Lands of Tasmania). By 1886: see following discussion for details of these services; also see Skemp, *Memories of Myrtle Bank*, pp92-6 and map of the district in 1883.
- 99 Settlers benefited: *ibid*, pp36-8; refer also to sections Little Forester: Lisle, Extractive Industries: Mining and Transport: Roads. In 1884: Myrtle Park Committee, *They Told a Tale*, p88. Gee's Flats loc: Patersonia prop 0450 (*ibid*, p75 & G.Cresswell, interview). Road Trust, Council details from Richards, *Early Days of St Patrick's River and District*, pp30-38.
- 100 Decline: Skemp, *op.cit*, pp37-8. In 1920: JPPP 1920/7 (Parliamentary Standing Committee on Public Works: Main Road to North East Proposal); refer section Transport: Roads.
- 101 In 1927: Myrtle Park Committee, *They Told a Tale*, p89. Hall loc: Patersonia 253218. In 1954: AOT: St Leonards Council minutes AB 375/10 (12 August 1954). Other details from *ibid*, pp64,75,78,81 and Richards, *op.cit*, p25.
- 102 Dates: Orchard, *The Post Offices of Tasmania*, p48. Location: G.Cresswell (interview); loc. Patersonia prop 0471. Description of Patersonia in Anon (Recent Settler), *Emigration to Tasmania*, 1879, p45. Mentions of PO in Skemp, *op.cit*, map & p91; Richards, *op.cit*, p1; Myrtle Park Committee, *op.cit*, p37.
- 103 Traffic: refer section Transport: Roads. St Patricks. For further Millwood details see Skemp, *op.cit*, pp92-6, Hookway *et al*, *Scott's New Country*, pp52-3. Mount Arthur Inn loc: G.Cresswell (interview) & Skemp, *op.cit*, map; Patersonia 268253: By 1876: AOT: hotel licences 1866-1880. Millwood hotel details & further information Skemp, *op.cit*, pp92-6 & Hookway, *op.cit*, pp52-3; Richards, *Early Days of St Patricks River and District*, pp1,12. In 1878: AOT: *op.cit*. Patersonia Hotel loc: Skemp, *op.cit*, map & G.Cresswell (interview); Patersonia 253218. Hotel dates: AOT: Licensing Courts LC 31/1.
- 104 1896 photographs: manuscript (copy held QVM): Higgs and Styant Browne, *Log of a Voyage in a Caravan*; refer to Tourism: St Patricks for further details. Photograph 'Bush Farm' by F.C. Birchall could also be of Millwoods' farm (LLSL: archives: Northern Tasmanian Camera Club: Album 2); refer to Tourism: St Patricks Site details from G.Cresswell (interview). Pierce's blacksmith loc: Skemp, *op.cit*, p92; Patersonia 268254. Details *ibid*, pp187ff, Richards, *op.cit*, p10.
- 105 Clergy: *ibid*, p10. School teacher: Skemp, *op.cit*, p92. Photographers: LLSL: archives: Northern Tasmanian Camera Club: Album 2; *Examiner* 9 November 1897; manuscript (copy held QVM): Higgs and Styant Browne, 1896 *Log of a Voyage in a Caravan*; refer to Tourism: St Patricks for further details from these sources. Millwood farm, coach service: Skemp, *op.cit*, pp92-4. Millwood's track: *Examiner*, various 1879 dates including 31 January; 1,6 18 February; 12, 30 March; 2 May. Refer to section Transport: Roads: St Patricks and Extractive Industries: Mining: Lisle.
- 106 Millwood details from Skemp, *op.cit*, pp92-6; Hookway *et al*, *op.cit*, pp52-3; refer also to section Living on the Land: Hunting and Gathering for details of patent remedy.
- 107 From 1880-1938: *Walch's Tasmanian Almanac*. Police cottage loc: Skemp, *op.cit*, map & p 92; details, G.Cresswell (interview); Patersonia 253222. Mentions of the police constable into the 1930's are made in Myrtle Park Committee, *They Told a Tale*, pp20,57,61,69.
- 108 Church loc: Patersonia 269254. In 1882: *Examiner*, 26 February 1882. This contemporary news item about the opening described it as a 'small Wesleyan chapel' built mainly by Mr Thomason, Home Missionary; this is likely to have been Thomason of Underwood (refer to that section). According to LLSL: Patersonia file: 'Notes of local history about the area and building', the church was not built until 1885; it cannot be entirely ruled out that the original 1882 structure was replaced at this time, although it is more likely that the 1885 date is incorrect as this source does not mention any existing chapel. Most other details & dates from this source; also see references in Skemp, *op.cit*, pp91-2; Myrtle Park Committee, *They Told a Tale*, pp6,8, 16,25, 43 (including photograph); Richards, *op.cit*, pp2,6,11-12, 26-29 (photograph p27), 45; Carins & Andrews, *The Carins Family*, p112.
- 109 Miss Kearney, 1886/7: Skemp, *op.cit*, pp92, 96-9; Richards, *op.cit*, p9. Tenders: *Cornwall Chronicle*, 9 February 1876. Until 1886: *Walch's Tasmanian Almanac*. 40 pupils: Myrtle Park Committee, *They Told a Tale*, p89. References to shared teachers, school closures in *ibid*, pp17, 74-5,79; also *Walch's Tasmanian Almanacs*. In 1910: AOT: St Leonards Council minutes AB 375/2 (2 June & 4 August 1910 and others; truant inspector, 5 February 1914). School loc: G.Cresswell (interview) and Skemp, *op.cit*, map; Patersonia 259245 Photographs: Richards, *op.cit*, ff pp9 & 19, 20; also *Weekly Courier*, 22 December 1906.
- 110 Repairs: AOT: St Leonards Council minutes: 10 January 1946. Closure, house: *Walch's Tasmanian Almanacs*; G.Cresswell (interview); a tenant for the school house was recommended in AOT: St Leonards Council minutes: 3 July 1941.. Other details from Myrtle Park Committee, *They Told a Tale*, pp46,89.
- 111 Noble, *Land Capability Survey of Tasmania. Pipers Report*, p41 & map. Other details from sections St Patricks: Settlement.
- 112 Refer to sections St Patricks: Settlement & Transport: Roads & Railways.
- 113 Rural fire station loc: Patersonia 296281; refer to section Services: Fire Stations.
- 114 Post office dates: Orchard, *Post Offices of Tasmania*, pp44,48. Faulkner's farm loc: Skemp, *Memories of Myrtle Bank*, map; Patersonia 301290. Licence dates from AOT: Licensing Courts LC 31/1. Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*. Other details of this site from Skemp, *op.cit*, pp 36-9, 57; Myrtle Park Committee, *They Told a Tale*, pp25, 47 (including photograph), 48.
- 115 T.Faulkner's site details from R.Dean (interview); loc Lisle 294322. Other details from 1879 *Examiner* reports on Lisle including 6 February; 6,12 & 27 March; 3 April 1879. Brocky Joe details from Skemp, *op.cit*, pp62-3; W.Imlach (interview); loc Patersonia 282282. For further details of coaching services, see section Transport: Roads: St Patricks.
- 116 Refer to Patersonia services. Carins details: Carin & Andrews, *The Carins Family*, pp24,34,42. Pinsley loc: Patersonia In 1898: *Walch's Tasmanian Almanac*. Note that according to Myrtle Park Committee, *They Told a Tale*, p88 the school opened in 1893 with Violet Carins as first teacher, but according to Carins & Andrews, *op.cit*, p34 she did not begin teaching until 1897. School locations are listed in the next endnote. Track: Myrtle Park Committee, *op.cit*, p37. Cross country: *ibid*, p56. Mail bus: *ibid*, p27.
- 117 Three locations: Richards, *Early Days of St Patricks River and District*, p9; W.Imlach (interview); Patersonia 295282, 294282, 294281. In 1908/9: AOT: St Leonards Council: minutes of meetings AB375/1(3 December 1908). Richards, *op.cit*, p9; photograph, following p19. For further details of school see Myrtle Park Committee, *They Told a Tale*, pp16,65,71,75 (photograph). Photograph in *Weekly Courier*, 14 January 1915, p20. In 1952: *ibid*, p88. Since 1946: *Walch's Tasmanian Almanacs*. Correspondence, closures: Myrtle Park Committee, *op.cit*, pp17,24,25,56,74; AOT: St Leonards Council: minutes of meetings AB375/9(8 June 1939).
- 118 Hall loc: Skemp, *op.cit*, map; Patersonia 297281. In 1908: Myrtle Park Committee, *They Told a Tale*, p88. Social events: *ibid*, pp24,25,39,47. Church Services: *ibid*, pp25,48; Carins & Andrews, *op.cit*, p112; Richards, *op.cit*, p12. Myrtle Bank Agricultural Bureau: minutes 1928-1932, LLSL: mms 97. Hall shifted: G.Cresswell (interview); loc Nunamara 247176. Fire station: refer also to section Services: Fire Stations.
- 119 Refer to section St Patricks: Settlement.
- 120 Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural p6; Rural appendix pp8-11.
- 121 Turnoff, bridge and depot locs: Nunamara 248176, 251178 & 247177. War memorial: AOT: St Leonards Council: minutes of meetings AB375/4 (7 August 1919); Richards, *Early Days of St Patricks River and District*, p13. In 2000 a cenotaph was erected in Lilydale (refer to Settlement: Lilydale).
- 122 In 1834: *HTG*, 27 June 1834, p432; refer to sections St Patricks Settlement and Transport: Roads. In 1857: for water supply details refer to above Regional Services and Amenities discussion. Dam, cottage locs: Nunamara 251171 & 247172.
- 123 Refer to sections St Patricks Settlement and Transport: Roads. For early description of routes refer to *Walch's Tasmanian Guide Book*,

- 1871, p220. Hotel dates: AOT: Licensing Courts LC 31/1. Austen details from OSG:survey diagram: Dorset 2A/74 (refer to St Patricks: Settlement).
- 124 The Corners: Skemp, *Memories of Myrtle Bank*, pp37,39. Names The Forks, Nunamara : AOT: Place Names Index: Nunamara. Lower Patersonia name is used in AOT: St Leonards Council: minutes of meetings AB375.
 - 125 The Corners loc: Nunamara 247175. Photograph,details: Myrtle Park Committee, *They Told a Tale* , pp5,6.
 - 126 In 1890: ibid, p89. In early years Nunamara (Lower Patersonia) was also referred to as St Patricks River (as in the hotel name), leading to confusion with the district of that name further up the river valley on the eastern side. *Walch's Tasmanian Almanac* lists St Patricks River school from 1891, but this is thought to have been at Nunamara ; refer to discussion of St Patricks River school in the next section. 1909 details from AOT: St Leonards Council: minutes of meetings AB 375/1 (4 March, 2 December 1900). Adams block: LSD: land grant map Dorset 1B; loc Nunamara 245173. The Corners details from Myrtle Park Committee, *They Told a Tale* , p5. (note that according to this source, The Corners was the first site of the school). Shared teacher: ibid, pp5,74.
 - 127 In 1915-16: AOT, op.cit, 4 February 1915; 4 May & 7 December 1916. In 1917: Myrtle Park Committee, op.cit, pp5,20; loc Nunamara 246176 (prop 0395). Until 1955: *Walch's Tasmanian Almanacs*. Myrtle Park details from Myrtle Park Committee, op.cit, p89.
 - 128 The Corners: ibid, p6. Sunday school: ibid,p22 Dances: ibid,p7. Hall details from QVM: Archives: Nunamara Hall papers; loc Nunamara 245172..
 - 129 Until 1913, other PO's: Orchard, *Post Offices of Tasmania*, pp46,48,58. The Corners details: Myrtle Park Committee, op.cit,p6. Waterworks: refer to section Tourism: St Patricks. Shop loc: Nunamara 252178.
 - 130 Refer to sections St Patricks: Settlement, Transport: Roads: St Patricks and Tourism: St Patricks.
 - 131 In 1896: Orchard, *Post Offices of Tasmania*, p58. Bourke details: Richards, *Early Days of St Patricks River and District*, p1; Myrtle Park Committee, *They Told a Tale*, p7; Mountain view loc, Patersonia 285220. Traces: G.Cresswell (interview). Caswells: Richards, op.cit,p1.
 - 132 H.Wilson details from QVM: Royal Society files: St Patricks River ('A bush battler', notes by Jean Gardner); site details, G.Cresswell (interview); loc Patersonia 295244.
 - 133 Pecks Hill Road, Mount Barrow Road turnoff locs: Patersonia 291238, 288231. Holiday guests: refer to sections St Patricks settlement and Tourism: St Patricks. Rifle range: Skemp, *Memories of Myrtle Bank*, p168; Richards, op.cit, p25; *Walch's Tasmanian Almanacs*..
 - 134 Town Reserve: QVM: Tassell Files: Land grant map Dorset 1 (1915); loc Patersonia props 0652,0654. Recreation Reserve loc: Patersonia prop 0653. In 1900: Myrtle Park Committee, *They Told a Tale* , p88. Schools in hall: Carins & Andrews, *The Carins Family*, pp25-6; Myrtle Park Committee,op.cit, p7; Richards, op.cit, p13; Richards, op.cit, pp25-6. In 1928: ibid, p26. In 1903: Myrtle Park Committee, op.cit, p7. Problems: AOT: St Leonards Council: minutes of meetings AB375/2 (2 February 1911, 3 April 1913)
 - 135 Dances:ibid, pp34,47,76; AOT: St Leonards Council: minutes of meetings AB375/2 (1 February 1912). Services: ibid, p63; Richards, op.cit, p26. Show/races: Myrtle Park Committee, op.cit,p25,47,75-6; Skemp,op.cit, pp160-170; Carins & Andrews, op.cit, pp27,112; AOT: St Leonards Council: minutes of meetings AB375/1(20 March 1909); photograph, *Weekly Courier*, 8 April 1920. In 1932: Myrtle Park Committee, op.cit ,p1. In 1908: AOT: St Leonards Council: minutes of meetings AB375/1 (5 March 1908); stockyard: St Leonards Council Richards, op.cit, p12
 - 136 Myrtle Park loc: Patersonia 306264. School: *Examiner*, 24 November 1997: loc Patersonia 307262..
 - 137 Hunt's property loc: Patersonia prop 0627; OSG: plan Dorset 56 (field book 342, 1866). Diddleum: *Examiner*, 29 March 1879.
 - 138 Natural river changes: OSG:op.cit. Man-made: J.Tole (interview); the billabong can be seen on Patersonia sheet 306266. Old road & bridge: J.Tole (interview); bridge loc Patersonia 307265. Pine trees: Myrtle Park Committee, *They Told a Tale* , p2.
 - 139 River Made details from ibid, pp26-7 (including photograph of post office) and J.Tole (interview); for project photographs see QVM photograph collection.
 - 140 Hunt: Skemp, *Memories of Myrtle Bank*, p105. Cricket details compiled from ibid, pp227-31; Myrtle Park Committee, *They Told a Tale* , pp1-4 (including photographs); also secondary source Launceston City Council, *Myrtle Park Management Plan* , pp14-15. First site, hall locs: Patersonia 311265 & 305264.
 - 141 Myrtle Park Committee, *They Told a Tale* , p4.
 - 142 St Patricks River hall & show: refer to St Patricks River service. Other details compiled from ibid, pp1-4,(including photographs),16,24-5,32,44,47,74 (photograph),76,89; Skemp, *Memories of Myrtle Bank*, p231; Richards, *Early Days of St Patricks River and District*, p20; LCC, op.cit., pp14-16.
 - 143 Myrtle Park Committee, *They Told a Tale* ,p2 ; refer also to AOT: St Leonards Council: minutes of meetings AB 375 (for example, 7 September 1950) re pavilion and 7 December 1950 re grant for hall). In 1996: LCC, op.cit.
 - 144 School site: Patersonia 306262: details from AOT: St Leonards Council: minutes of meetings AB 375/10 (9 April 1951, 18 November 1951); Myrtle Park Committee, *They Told a Tale* , pp17, 31-2,46. In 1997:*Examiner*, 22 July & 24 November 1997, 7 May 1998 (Real Estate Guide, p16). In 1955: *Walch's Tasmanian Almanacs*.
 - 145 Summarised from section St Patricks: settlement
 - 146 School names & dates: *Walch's Tasmanian Almanacs*. School sites: Patersonia 360234, 371226 (now stockyard), 381215 (School Reserve). School site information is from oral sources: C.Johnson,E.Hansen, S.Leslie, N.Calvert and QVM: Tassell Files: Cresswell/Adams papers. School is referred to in Myrtle Park Committee, *They Told a Tale* , pp11-13,51-2. Around 1934: ibid, p52. In 1952: ibid, p89.
 - 147 Refer to section Timber Industry. Post office site: Myrtle Park Committee, *They Told a Tale* , p11; site details: N.Calvert & C.Johnson (interviews); loc Patersonia 364238. In 1926: Orchard, *Post Offices of Tasmania*, p60. At least 30 years: Myrtle Park Committee, *They Told a Tale* , p11. Cricket: ibid, pp12-13 (including photograph). Pitch site: C.Johnson (interview); loc probably Patersonia prop 0774.
 - 148 From sections St Patricks: settlement and Timber Industry. Diddleum township and Gunns second mill: refer to QVM: Tassell Files: sawmill site register: #25 and #24; locs Maurice 417238 and 470230.
 - 149 Post office dates: Orchard, *Post Offices of Tasmania*, p20. Tatnell: M. Mason(interview). Mason: F.Coppleman & J.McKercher (interviews). Hall: F.Coppleman. School: M. Mason.
 - 150 Refer sections St Patricks: settlement and Services: schools, post offices.

Little Forester Region

- 1 This overview is based largely on information presented (with sources cited) in the following district sections, or in relevant thematic sections (eg. transport, mining). Only additional information is referred to in these notes. In 1993: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Strategic Directions, p1. Boundary changes can be seen by comparing this report's associated maps (especially Sheet 3) with LSD: Proposed Launceston City Boundary and Ward Boundaries (1985) (copy held in QVM: Tassell Files: Maps.
- 2 From 1907: refer to section Pipers: Lilydale: Services: local government. In 1985: LCC, op.cit & LSD: op.cit. Municipal & road district listings are obtainable from *HG / TG* editions from early 1880's until 1907.
- 3 In 1831: Plomley, *Friendly Mission*, pp377-8, notes p465; refer also to section Transport: Roads: Little Forester..
- 4 Refer also to sections Transport: op.cit. and Extractive Industries: Mining.
- 5 Coroneos, 1993, *A Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields, North-East Tasmania, Parts 1 &2*.

- 6 In 1889: *JPPP* 1889/62 (District Surveyor's Special Reports, p10). Lone Star details from Coroneos, op.cit, Part 1, pp60-4.
- 7 For more detail/sources concerning track development & routes refer to section Transport:Roads:Little Forester. For detailed discussion of Denison mining refer to Coroneos *A Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields, North-East Tasmania*, Part 2, pp14-32; also see section Extractive Industries: Mining. Denison loc: vicinity of Nabowla 248458; township site is marked on some maps including Coroneos, op.cit., fig 1, p10 and LSD: land grant map Dorset 2A. Halls Track & the track leading to Denison are marked on an early (undated) map fragment in LLSL: Tasmania-North-East file (now relocated); copy held in QVM: Tassell Files: Maps. For details of Lefroy area goldfields refer to Tassell, *Placing the Cultural Heritage in Context Project: Historical Context of George Town Municipality*, 'Goldmining'. Appearance of country: *Examiner*, 18 May 1872. Settler Brewer: QVM: North-East file: Crawford notes (1973): 'Notes on the early exploration and settlement of the north-east coast'. Settler Chester: refer to section Pipers: Lebrina & Transport: Roads: Little Forester. Gold discoveries: *Examiner*, 9 & 21 May 1872.
- 8 In 1872: *ibid*. Other details from *Examiner*, 18 & 21 May, 1 & 24 October 1872; account given in Coroneos, op.cit, Part 2, pp14-15.
- 9 In 1876: *Examiner*, 4 July 1876. Township loc: Coreonos, op.cit., p31 & fig 2; Nabowla 249458. Coreonos showed the author an undated Dorset county chart for Golconda (4" = 1 mile) with a grid of 7 x 3 or 4 streets; this chart could now be held by Forestry Tasmania. See author's notes in QVM: Tassell Files: Maps: notes from Coreonos maps. Road networks: refer to section Transport:Roads: Little Forester. Township: further details from Coreonos, op.cit, Part 1, p84 & Part 2, pp14 - 32. Hotel: AOT: Hotels 1866 - 1880 (*HTG*, 15 January 1878, p179)
- 10 Details from Coroneos, op.cit., Part 2, pp 20-3. Newspaper quotation: *Examiner*, 30 April 1892. Hotel: AOT: Licensing Court: Meetings LC 31/1; refer to Turners Marsh / Karoola: hotels; loc Dilston 233119.
- 11 Quotation: *Examiner*, 30 April 1892; other details from Coroneos, op.cit, Part 2, pp20-3.
- 12 Site description: from field visits & Coroneos, op.cit, Part 2, p14. Town site: *ibid*, Part 1, p84 & Part 2, pp31-2.
- 13 Refer also to section Extractive Industries: Mining. Goldfield location: Nabowla 259412. Later township loc: vicinity Nabowla 256427. Details from Coroneos, *A Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields*, Part 2, pp46-53 & Part 1, p93.
- 14 In 1879: *Examiner*, 16 & 24 December 1879. Refer to section Transport: Roads: Little Forester for details & routes of tracks & roads.
- 15 Coroneos, op.cit., Part 1, p93. Stephenson: *Cornwall Chronicle*, 28 May 1879. Enterprise owned: Coroneos, op.cit., Part 2, p48. Hotel: *Cornwall Chronicle*, 7 April & 4 May 1880. Licenses: AOT: Licensing Courts LC 31/1. Post office: Orchard, *Post Offices of Tasmania*, p26. George Town: Branagan, *George Town: History of the Town and District*, p104. Police: AOT: Police Department POL 476: Hall's Track (Lebrina) Duty Book (6 June 1887-25 May 1891).
- 16 Coroneos, op.cit., Part 1, pp37,93; Part 2, pp53,57-8,164.
- 17 By 1888: *JPPP* 1888/45 (Public Works). Station loc: Nabowla 254427. Refer to section Transport: Railways.
- 18 Township reserve: OSG: Wiangata town plan W/48. Numbers of occupied houses can be seen in assessment rolls for this period, eg *HG*, assessment roll for Selby, 16 October 1894 & 1 November 1904. Miners & railway workers: see *Tasmanian Post Office Directory* (from 1892)
- 19 Post office: Orchard, *Post Offices of Tasmania*, p26. Store: *Examiner*, 30 April 1892 and *Post Office Directory* 1892/3. Blacksmith: *ibid*. Police: a police reserve was marked on the town survey but it is uncertain whether a police station was ever opened. Branagan (op.cit., p95) possibly implied that in 1892 a police constable was based at Golconda, under the George Town police. However, there is no mention of police in the *Post Office Directory* 1892/3 nor in the town description in the *Examiner*, 30 April 1892. Hotel: *ibid*, 30 April 1892; AOT: Licensing Courts 31/1; refer also to section Lisle: Services. Hotel loc: Nabowla 256428 (prop 1229). Trains: QVM: Tassell Files: Railways: copy of TGR poster, 17 November 1890.
- 20 Refer to section Transport: Roads: Little Forester. Employment: *Post Office Directory* (from 1892/3); also G.Fullbrook (interview). Station: W.Venn (interview) and *Tasmanian Rail News*, July 1989, p11. Station building: see QVM photograph coll; loc Nabowla 254426. Station cottage loc: Nabowla 256427.
- 21 For overview, refer to section Extractive Industries: Mining. Denison: refer to Denison settlement section, also *Examiner*, 30 April 1892. Lived in Golconda: G. Fullbrook (interview). Golconda mining: Coroneos, *Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields*, Part 1, pp84,93 and Part 2, pp23,53. Denison & Golconda transport: *ibid*, Part 2, pp33-7,14-27. Panama roads: *ibid*, p36. Refer also section Transport: Roads: Little Forester.
- 22 Refer to section Lisle settlement. In 1883: *Mercury*, 26 September 1883.
- 23 Cleared areas: G.Fullbrook (interview). Refer to sections Nabowla settlement and Timber Industry: 1880's-1920. In 1909:AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (4 October 1909).
- 24 In 1898: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Other details from G.Fullbrook (interview). School loc: Nabowla 280441.
- 25 QVM: Lilydale Council Records: Box 12: Correspondence re Golconda School history & usage (1942-54).
- 26 Refer to QVM photograph coll. Soldier Settlers: properties are marked on LSD: land grant map Dorset 2A; Pearton's holdings listed in *TG*, Lilydale assessment roll, 22 December 1923. Pearton's livelihood: G.Fullbrook (interview). Lefroy: *ibid*.
- 27 For an indication of suitability of land for farming, refer to Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. Lone Star Creek: refer to Small Mining Centres. Details from Coroneos, op.cit., Part 2, pp60-4 and Part 1, pp102-3; loc vicinity Lisle 244385. Ferny Hills details from G.Fullbrook (interview).
- 28 Locations (in order): Nabowla 252431, 268434 & 269433.
- 29 Goldmining: Coroneos, op.cit., Part 2, pp23,38,53. Watts' hut: *ibid*, Part 1, p95 and Part 2, pp58-9 (photograph); loc Nabowla 254407.
- 30 Economy: G.Fullbrook (interview). Railway & post office: *Post Office Directory*, 1928. Lone Star farming: Coroneos, op.cit., Part 2, p60. In 1941: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (4 October 1941). Titmus: *TG*, assessment roll for Lilydale, 22 December 1923. In 1919: QVM: Lilydale Council Records: Box 47: 1919 correspondence (polling places). Titmus store: G.Fullbrook (interview) & *Post Office Directory*, 1928.
- 31 Golconda Hotel: AOT: Licensing Courts 31/1. Details of Lilydale transfer are from section Lilydale: Services: Hotels. Golconda site G. Fullbrook, loc Nabowla 256428
- 32 Refer to section Tunnel settlement. Remaining buildings: G.Fullbrook (interview) & refer to OSG: Wiengata (Golconda) town plan W/48 (copy held LLSL); foundations may be on G.Titmus town block
- 33 School: loc Nabowla 279441. Details from QVM: Lilydale Council Records: Box 12: correspondence 1942-54 re school.
- 34 Details of sawmills from section Timber Industry: 1920-1970's: Sawmilling: Little Forester. Watts' hut: Coroneos, op.cit., Part 1, p95; Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, site 55. Haas mill and Rice & Johnstone mill: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (6 February 1937) & AB 387/7 (7 June 1947).
- 35 Refer to section Timber Industry: 1920-1970's: Plantations & Sawmilling; also Lisle Settlement. General distribution of pine plantations can be seen on Nabowla & Lisle sheets. Some Lone Star sites were planted over with pines, eg Coroneos, op.cit., Part 2, p64.
- 36 Overview of forestry & its effects on sites: Coroneos, op.cit, Part 1, pp39-40; site descriptions throughout this volume mention effects of recent activities. Modern mining: *ibid*, pp39-40.
- 37 Post office: Orchard, *Post Offices of Tasmania*, p26. Green Valley: Nabowla 266429.
- 38 1970's: Coroneos, op.cit., Part 2, p53. Panama Forest: *Examiner*, 14 June 1990. For further details of significance of landscapes refer to

- section Tourism: Little Forester.
- 39 Coroneos, op.cit., Part 2, p60. Circus loc: Lisle prop 1117; see QVM photograph coll. For further details refer to section Tourism: Little Forester.
 - 40 Coroneos (1993, *A Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields, North-East Tasmania*, Parts 1 & 2
 - 41 In a personal communication, Coroneos commented on the lack of any regional studies which could provide a broader context for his work on the Lisle-Denison goldfields. In particular, communication links could not be adequately covered in his study; refer to ibid, Part 1, p47.
 - 42 Dickens, *The Lisle Goldfield - a brief history*, p3 and Coroneos, op.cit., Part 2, pp74-5.
 - 43 Coroneos, op.cit., Part 2, pp75-6; refer to section Transport: Roads: Little Forester.
 - 44 Two stores: refer to section Lisle: Services. Dwellings: *Examiner*, 20 March 1879. "Log huts": ibid, 6 February 1879. Survey: ibid, 4 March 1879. "Fancy prices": ibid, 17 May 1879. Demand: ibid, 4 March 1879. "Hive; "Foundation": *Cornwall Chronicle*, 4 March 1879. "Unfinished": ibid, 12 April 1879.
 - 45 Forests: *JHA* 1879/53 (Goldfields: Commissioners Report). Comparison with Victoria: *Examiner*, 17 April 1879. Beauty: ibid, 14 August 1879.
 - 46 By May: ibid, 2 May 1879. Lilydale settlers: *Cornwall Chronicle*, 15 July 1879. Other details from Coroneos, op.cit, Part 2, pp76-7.
 - 47 "Black men": *North Eastern Advertiser*, 16 April 1956. Other details from Coroneos, op.cit, Part 2, pp76-7.
 - 48 "Warren": *Examiner*, 20 March 1879. Layout: Coroneos, op.cit, Part 2, pp78-9. For sketch maps of Lisle township, refer to Dickens, *Lisle Goldfield - a brief history*, p4; also LLSL: Lisle file: Charles Bessell sketch map. Slabbing: *Examiner*, 30 September 1879.
 - 49 New houses: *Examiner*, 28 October 1879. For layout refer to sketch map, LLSL: op.cit. The listed services are compiled from the section Lisle: Services.
 - 50 "Best": *Examiner*, 17 May 1879. V.Edward's account: Coroneos, op.cit., Part 2, pp165-6.
 - 51 Brief description of early huts in *Examiner*, 6 February & 20 March 1879, as discussed earlier. Further details from Edwards, as quoted by Coroneos, op.cit., Part 2, pp165-6. Few log cabins: Coroneos, ibid, p166.
 - 52 Ibid, pp79-81.
 - 53 Ibid, pp79-81.
 - 54 Ibid, pp79-81.
 - 55 Farming potential: *Examiner*, 3 March 1879. Correspondent, quotation: *Mercury*, 26 September 1883.
 - 56 In 1886: refer section Lisle:Services: schools. Other details from Coroneos, op.cit., Part 2, p81.
 - 57 Quotations from *Examiner*, 6 September 1887.
 - 58 Statistics from Dickens, *The Lisle Goldfield*, p5. Services: section Lisle: Services.
 - 59 Town: Dickens, op.cit,p3. Railway, road: refer to section Transport: Roads: Little Forester.
 - 60 Dickens, op.cit.,p8 & map,p12; refer also to section Lisle: Services: post office and Timber Industry. Gill: Sims, *The Norfolk Settlers*, p125. Inglenook, sawmill site locs: Lisle 262356 & 261354.
 - 61 Details from sections Lisle: Services: hotels; shops; police; refer to Dickens, op.cit, p4 map.
 - 62 Quotation from V.Edwards (1952), as quoted by Coroneos, *A Poor Man's Diggings: Archaeological Survey of the Lisle-Denison Goldfields*, Part 2, p166.
 - 63 Secretary for Mines Report, as quoted by Coroneos, op.cit., Part 2, p82. Statistics from Dickens, op.cit.,p8.
 - 64 Bessell acreage: LSD: land grant map Dorset 2A. Details compiled from accounts (held by Coroneos) from V.Edwards and George Bessell; notes from these accounts are held in QVM: Tassell Files: Lisle.
 - 65 In 1909: Twelvetees, 'The Lisle Goldfield', *Bull.geol.Surv.Tasm.* 4,1909.
 - 26 *North Eastern Advertiser*, 23 March 1956. Twelvetees, op.cit. Property loc from LSD: land grant map Dorset 2A; loc Lisle 274352.
 - 66 Dickens, op.cit., p8 and Coroneos, op.cit, Part 2, p82.
 - 67 Unpublished 1927 Mines Department report, quoted by Coroneos, op.cit., Part 2, p83. Small fruits: QVM: Tassell Files: Lisle (notes from Bessell & Edwards accounts, held by Coroneos). Faulkner: QVM: Lilydale Council Records: Box 47 (correspondence 26 November 1921); LSD: land grant map Dorset 2A. Watsons mill, Baden Park: Coroneos, op.cit.,Part 1, p61; loc Lisle 269345.
 - 68 1930 summary made from details in section Lisle: Services; refer also to Dickens, op.cit, p8 & map,p4.
 - 69 Relief scheme: QVM: Lilydale Council Records: Box 11 (1931 records). Other details from Dickens, pp8 & 11; refer also to section Lisle: Services.
 - 70 From 1939-40: refer to section Timber Industry: Plantations. From 1941 properties: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (1 March & 4 October 1941,). Road: ibid, 5 July 1941.
 - 71 By 1948: Dickens, op.cit., p11. Forestry: section Timber Industry: Plantations. In 1949: AOT, op.cit.: 1 January 1949, 2 April 1949, 1 August 1949, 5 September 1949.
 - 72 Pines: section Timber Industry: Plantations. Bessell details from Dickens, op.cit., p11 and Coroneos, op.cit., Part 2, p83.
 - 73 Refer to sections Timber Industry: Plantations & Transport: Roads. Forestry road, house: G.Cresswell (interview); house loc Lisle 286305. By 1992: Coroneos, op.cit.,Part 2, p84.
 - 74 Mining operations: ibid, pp83-4; refer also to section Extractive Industries: Minerals and QVM:Tassell Files: Mining. Township: Coroneos, op.cit., Part 1, pp66,68.
 - 75 Ibid, pp32-7.
 - 76 Opening: Orchard, *Post Offices of Tasmania*, p37. Survey: *Cornwall Chronicle*, 10 March 1879. Urgent need: ibid, 4 March 1879; *Examiner*, 18 February & 3 March 1879. Numbers from ibid, 3 March 1879.
 - 77 *Examiner*, 20 March 1879. *HTG*, 1 April 1879, p539. *Examiner*, 24 June 1879. Reading rooms: ibid, 17 May 1879. Furlong postmaster: ibid, 15 August 1879. For locations of these buildings on the Esplanade refer to Dickens, Lisle Goldfield, map p4.
 - 78 Mail route: Dickens, op.cit, p3 & *North Eastern Advertiser*, 16 March 1956 (T.H. Faulkner recollections). Hold up: *Cornwall Chronicle*, 8 August 1879 & Skemps, *Memories of Myrtle Bank*, p63.
 - 79 Details of mail via Myrtle Bank compiled from Dickens, op.cit, pp3&5; *North-Eastern Advertiser*, 16 March 1956; Skemps, op.cit., p57; refer also to section St Patricks River settlement: Myrtle Bank. Mrs Furlong: Dickens, op.cit, p5. From 1914: ibid, p3. Inglenook loc: Lisle 262356.
 - 80 Maud Faulkner: Dickens, op.cit., p8 & map p4. By 1920: Sims, p126. (note that Dickens, op.cit.,p8 , omits the 1920-7 phase). From 1927: ibid, pp128; Dickens, op.cit, pp8,11. Closure,Free Bag: Orchard, *Post Offices of Tasmania*, pp37,4. In 1962: Dickens, op.cit., p11. Photographs & sketches: Sims, op.cit, p128; Dickens, op.cit, p10 (note that the house in the latter photograph is unlike that of Sims, p128; it appears to the same house as shown in Sims, p124, said to be the Hudson's Nabowla house).
 - 81 Inglenook: ibid, p8 and Sims, op.cit., p125; refer also to section Lisle: Settlement. House destroyed: Dickens, op.cit., p11. Coroneos, *Poor Man's Diggings*, Part 1, p59 & Part 2, p93. Daffodils: refer to QVM: photograph collection.
 - 82 Seeking a teacher: *Examiner*, 30 September 1879. Parents paid: QVM: Tassell Files: Lisle: V.Edwards notes,p11 (from Coroneos). Until 1886: Dickens, op.cit., p5. Refer to section Lisle: Settlement. School loc: Dickens, op.cit., map p4
 - 83 1905: ibid, p5. In 1913: ibid, p8. Subsidised: *Walchs Tasmanian Almanac* , 1915; AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (6 April 1935). In 1937: Dickens, op.cit.,p8. Building shifted: LLSL: Lisle file: George Bessell, 1975 tape notes. In

- 1970's: Coroneos, op.cit., Part 2, p83.
- 84 Shaw's court, site chosen: *Cornwall Chronicle*, 15 April 1879. Other details from Coroneos, op.cit., Part 2, pp77-8. Site: refer to maps Dickens, op.cit, p4 and LLSL: Lisle file: C. Bessell sketch map.
- 85 Coroneos, op.cit.,Part 2, p78. *Cornwall Chronicle*, 24 June 1879. *Examiner*, 2 July 1879. Mr Shaw: *ibid*, 4 July 1879.
- 86 General discussion in Coroneos, op.cit., Part 2, p78. Other details as follows.*Examiner*, 11 July 1879. Maps: Dickens, op.cit., p4 and LLSL: Lisle file: C. Bessell sketch map. No horses: *Cornwall Chronicle*, 23 July 1879. Hold up: *ibid*, 8 August 1879; refer also to Services: post office. Calls for police, sly grog, favouritism: *Examiner*, 23 September & 19 November 1879.
- 87 1882: Coroneos, op.cit.,Part 2, p81. 1894: Dickens, op.cit.,p5. Old police house details from LLSL: Lisle file: 1975 George Bessell tape notes; V.Edwards (1952) and G.Bessell accounts as quoted by Coroneos, op.cit.,Part 2, pp164-5.
- 88 AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (7 July 1928).
- 89 LLSL: Lisle file: Charles Bessell sketch map. Cemetery loc: refer to OSG: Lisle town plan L/29, L/29B, L/30; also Dickens,*Lisle Goldfield*, map p4; loc Lisle 276353. Other details from Coroneos, *Poor Man's Diggings*, Part 1, p68 & Part 2, p88.
- 90 *Examiner*, 4 March 1879. In July: *Cornwall Chronicle*, 2 July 1879. Wesleyans: refer to section Services Overview: Churches. In 1881: *Examiner*, 5 October 1881. In 1887: *ibid*, 6 September 1879. By 1894: Dickens, op.cit.,p5. Home mission: AOT: Methodist Church NS 499/3601 and QVM: Tassell Files: Hardwick papers: notes from 1902 preachers' plan.
- 91 *Examiner*, 2 July 1879. *Cornwall Chronicle*, 27 August 1879. Irish Catholics: Coroneos, op.cit.,Part 2, p77.
- 92 LLSL: Lisle file: Charles Bessell sketch map. Other details from Dickens, op.cit., p5.
- 93 AOT: Records of Lilydale Presbyterian Church: Minutes of Parish Meetings NS 1451/4 (11 August 1897).
- 94 Compiled from LLSL: Lisle file: George Bessell 1975 tape notes; *Examiner*, 21 July 1939; *Northern Scene*, 10 May 1982. Refer also to section Lilydale: Services.
- 95 Faulkner details from section Transport: Roads: Little Forester & St Patricks River; and Settlement: St Patricks River: Myrtle Bank. Myrtle Bank loc: Lisle 294322.
- 96 McKenzie: *Examiner*, 29 January 1879. Titmus: *North Eastern Advertiser*, 23 March 1956. Construction: *Examiner*, 29 January, 20 March & 22 April 1879. Refer post office section. Hotel locations: Dickens, op.cit., map p4.
- 97 May 1879: Coroneos, op.cit., Part 2, p78. *Cornwall Chronicle*, 24 June 1879. AOT: Hotels 1866-1880 (from *HTG*). *Cornwall Chronicle*, 27 August 1879. Court hearings: *ibid*, 15 April 1879. Religious: *Examiner*, 2 July 1879. Dances etc: *Northern Scene*, 10 February 1882. Balls: *Examiner*, 24 December 1880. Refer also to relevant services sections.
- 98 Sly grog, law and order: Coroneos, op.cit., Part 2, p78; and section Services: police. Germans: *Examiner*, 27 March & 22 April 1879. *Cornwall Chronicle*, 24 June 1879. *HTG*, assessment roll for Selby, 14 October 1879.
- 99 Hotel licences: AOT: Hotels 1866-80 (*HTG*, 13 January 1880). Other details from Coroneos, op.cit., Part 2, p79.
- 100 Licensing Court: *Examiner*, 6 December 1883. By 1885: HG, assessment roll for Selby, 6 October 1885. Businesses: refer section Shops & businesses. Other details from Coroneos, op.cit, Part 2, pp80-1 and *North Eastern Advertiser*, 23 March 1956 (T.H. Faulkner memoirs).
- 101 In 1896: AOT: Licensing Courts 1881-1906 LC 31/1. Butchery & bakery: refer section Shops & businesses. Other details from *North Eastern Advertiser*, op.cit.
- 102 Coroneos, op.cit., Part 1, pp66-7 & Part 2, p87.
- 103 Dickens, *Lisle Goldfield*, pp8, 11
- 104 Access: Coroneos, *Poor Man's Diggings*, Part 2, p78-80; also refer to section Transport: Roads: Little Forester. Pieman River: Coroneos, op.cit., Part 2, p80.
- 105 *Examiner*, 18 February & 20 March 1879. Faulkner: refer to section Lisle: Hotels & Transport: Roads: Little Forester & St Patricks. Shops locations: Dickens, op.cit., map p4 and OSG: Lisle town plans L/29, L/29B, L/30
- 106 Population: *Examiner*, 2 May 1879. Range of businesses compiled from *ibid*, 17 May 1879, *Cornwall Chronicle*, 24 June 1879 and *HTG*, assessment roll for Selby, 14 October 1879. Bessell: *North Eastern Advertiser*, 10 February 1982. *Cornwall Chronicle*, 2 July 1879. Market garden: Dickens, op.cit., map p4.
- 107 Population: Coroneos, op.cit.,Part 2, pp78-9. Too many businesses: *Cornwall Chronicle*, 27 August 1879. For other details refer to section Lisle: hotels.
- 108 By 1882/3: Coroneos, op.cit., Part 2, p81 and LLSL: Lisle file: 'The Lisle Goldrush', Holmes(1985),p6. *HG*, assessment roll for Selby, 6 October 1885. Kenworthy & Furlong stores, police: Dickens, op.cit.,p5. Hudson: Sims, *The Norfolk Settlers of Norfolk Island and Van Diemen's Land*, p125. Bessell: *North Eastern Advertiser*, 10 February 1982.
- 109 Dickens, op.cit., pp8,11 & map p4.
- 110 Refer to Hotels and Shops & Businesses sections.
- 111 Skittles: *Examiner*, 22 April 1879. Other details compiled from *ibid*, 17 May 1879 and *Cornwall Chronicle*, 13 May 1879. Refer to Post Office section. For locations, refer to Dickens, *Lisle Goldfields*, map p4.
- 112 Sports: *Examiner*, 30 November 1879. Cricket pitch: LLSL: Lisle file: Charles Bessell sketch map. Quotation: *Examiner*, 5 October 1881.
- 113 In 1896: refer Hotels section. The Ark: *North Eastern Advertiser*, 10 February 1982. In 1921: Dickens, op.cit., p8. Photographs: *ibid*, p9; LLSL: Lisle photographs; possibly Sims, op.cit.,p127 (shows woodchopping; if this is the Memorial Hall the marked date is incorrect) Licence: QVM: Lilydale Council Records: Box 37 : H correspondence 1922 & I correspondence 1924. Dances, chopping: QVM: Tassell Files: Lisle file: Notes from account by George Bessell (held by Coroneos), p19. Shifted to Nabowla: *ibid*.
- 114 Cricket matches: LLSL: Lisle file: 'The Lisle Goldrush', Holmes(1985),p10. Gazetted: OSG: Lisle town plans By 1941: QVM: Lilydale Council Records: Box 49: 1941 correspondence.
- 115 Coroneos, *A Poor Man's Diggings: An Archaeological Survey of the Lisle-Denison Goldfields*, Parts 1 & 2. Mining settlement approx locations (in order listed): Nabowla 239413; Lisle 243383; Lisle 261389 - 276396; Nabowla 212426. (Note that the Lebrina field was not on the site of the present rural township of that name; it was situated about three kilometres to the north-east of the township in a totally different physical and historical environment
- 116 *Ibid*, Part 2, p66.
- 117 Overview from *ibid*, p164. Tobacco-Cradle Creek field: *ibid*, chapter 6. Lebrina field: *ibid*, chapter 8. Panama mining landscape: *ibid*, Part 1, p90; site details Part 2, pp42 & 44. Lone Star: *ibid*, Part 2, pp63-4 & Part 1, p102.
- 118 Refer to sections Settlement:Little Forester: Overview and Transport:Roads: Little Forester.
- 119 *JPPP* 1878/46 (Public Works: Report of Engineer in Chief) and *JPPP* 1878/92 (North-Eastern Districts: Report of Engineer in Chief) as quoted. For route details see section Transport:Roads Little Forester.
- 120 Davis property loc: Nabowla prop 1086. Class 3 soil: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. Ringarooma valuation rolls consulted for this discussion: *HG*, 25 November 1884, 9 November 1886, 25 October 1887, 27 November 1888, 27 October 1891. Additional Davis property details(1884, 1896) from OSG: survey diagram Dorset 45/28. Eastall's block: OSG: survey diagram Dorset 27/44; loc Nabowla prop 1042. Surveyor's report:*JPPP* 1889/62 (District Surveyors Special Reports) According to some local oral sources, settlers Davis & Fullbrook were living on their properties earlier than this; R.Rainbow & G.Fullbrook (interviews) and C.Fullbrook (*Mercury*, 10 April 1974).

- 121 By the mid 1890's: HG, Ringarooma valuation rolls, 6 November 1894, 10 November 1896. For services information, refer to section Nabowla township. Landscape evidence: G.Fullbrook (interview). Davis farm details: R. Rainbow (interview); loc Nabowla 285465. Fullbrook property: G. Fullbrook (interview) and LSD: land grant map Dorset 2A; loc Nabowla props 1039/40. In 1974: *Mercury*, 10 April 1974 (interview with C.Fullbrook)
- 122 Refer to *JPPP* 1889/62 (District Surveyors Special Reports) and sections Transport: Roads: Little Forester and Timber: 1880's-1920: Little Forester. Dunbarton: G. Fullbrook (interview); loc Nabowla prop 1035.
- 123 Holdings: HG, Ringarooma Valuation Rolls, 10 November 1896. Carins details from Carins & Andrews, *The Carins Family*, pp43-4. Nook loc: LSD: land grant map Dorset 2A; Lisle prop 1297.
- 124 Carins, op.cit., pp43-4. Kostoglou, *Sideling Range: An Archaeological Survey of the Historic Timber Industry*, p53.
- 125 Peddle's furniture making & sawmilling are discussed in section Timber Industry: Sawmilling 1880's-1920: Little Forester; loc Lisle 297395.
- 126 Lisle sawmill: refer to Lisle section. Gofton's: *Tasmanian Post Office Directory*, 1892/3. Other details from Timber Industry:op.cit.
- 127 From Timber Industry:op.cit.
- 128 General overview from ibid. Carins details: Carins, op.cit, pp44-5. Employment: G.Fullbrook (interview).
- 129 Refer to section Transport: Roads: Little Forester. Farm economy: G. Fullbrook (interview) & QVM: oral history collection: V.Veale (1990). Davis & Fullbrook details: G.Fullbrook (interview); farm locs Nabowla 285465 & 298454. The 1909 house was still standing in 1974 (*Mercury*, 10 April 1974; includes photograph)
- 130 Landscapes: QVM: op.cit. and G.Fullbrook (interview); QVM: photograph coll: project photographs.
- 131 Refer to QVM: photograph coll.
- 132 Services details from Nabowla services section. Refer to QVM photograph coll.
- 133 Riversleigh, Vermont, Blumont Park, Weetslade & Melford locs: Nabowla 2998430,294424, 338436,336434 & 347432. For further Carins details, refer to Carins & Andrews, *The Carins Family*, pp44-5.
- 134 For details refer to section Timber Industry: Sawmilling1880's-1920: Little Forester. Peddle house & hut: T. Simons (interview); loc Lisle 296396. House loc: Lisle 294396. Watsons house: QVM: oral history coll: V.Veale (1990); loc Lisle 296397. Hunstanton, Bessell Springs loc: Lisle 302392, 303375. From 1912: Kostoglou,*Sideling Range: An Archaeological Survey of the Historic Timber Industry*, p52. Surviving cottage details from Kostoglou, *Mount Horror State Forest and Sideling Range: Oral Interviews related to the Historic Timber Industry*, p39; loc: Lisle 313358
- 135 First two site locs: Lisle prop 1261, prop 0879. Southernmost palm at Notres (loc Lisle 300383; exact sites of other two palms not noted. Tree plantings loc: Lisle:prop 1289.
- 136 Timber Industry: Sawmilling: 1920 -1970; post 1970; Little Forester. Blumont mill loc: Nabowla 347438.
- 137 Soldier settlers: G.Fullbrook (interview) and LSD: land grant map: Dorset 2A; locs Nabowla prop 0987 & Lisle prop 1276. In 1930's: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4, numerous dates; Greeta, ibid, AB 387/5 (6 February 1937). Greeta is the tract of land running southwards along the Lisle Creek from the former Greeta railway siding, Nabowla 283417. By 1941: AOT: op.cit, AB 387/5 (1 March 1941, 4 October 1941). Blumont hill summit loc: Nabowla 341400. Plantations: refer to section Timber Industry: 1920's-70's: Plantations.
- 138 Details from sections Living on the Land: Lavender and Tourism: Little Forester. Only 27 acres: R.Rainbow (interview).
- 139 Land clearance: G.Fullbrook, R.Edgetts (interviews). In 1950's-60's, dairying, new house: R.Edgetts (interview); house loc Lisle 302378.
- 140 R.Edgetts (interview); Maryvale & Edgetts' farm locs: Lisle 297395 & Nabowla 298401.
- 141 Refer to section Living on the Land: Dairying. For examples of properties, refer to QVM: Tassell Files: Real Estate files: Little Forester.
- 142 Refer to section Little Forester: Overview. In 1892: Parry, *Sideling Range: An Archaeological Survey of the Historic Timber Industry*, p24; OSG: Pagunta town plan P/1. Post office name change: Orchard, *Post Offices of Tasmania*, p44. Railway name: *Walch's Tasmanian Almanacs*. Town: Parry, op.cit.,p25.
- 143 Refer to Golconda section. In 1892: *Tasmanian Post Office Directory*, 1892/3. By 1910: ibid, 1910.
- 144 This summary draws on details presented in the previous Nabowla: settlement section and Lisle: settlement.
- 145 Refer to relevant settlement sections.
- 146 Landscapes similar in 1920's & 1990's: G.Fullbrook (interview); QVM photograph coll.
- 147 Description of settlement in 1910-20 from G. Fullbrook (interview).
- 148 Coen,'List of Stations and Sidings: North Eastern Line', *Tasmanian Rail News*, vol. 166, July 1989,p12; fixtures in 1987: Stokes, 'Turners Marsh to Scottsdale', *TRN*, vol. 160, January 1988. Railway station & Y loop loc: Nabowla 308423 &312424. Railway cottage thought to survive: G.Fullbrook (interview); loc Nabowla 307422.
- 149 Post office dates: Orchard, *Post Offices of Tasmania*, pp37,44. Railway cottage & PO: G.Fullbrook (interview), QVM oral history collection: V. Veale tape (1990); also refer to *Tasmanian Post Office Directories* for this period. cottage loc Nabowla 307422. From 50's: R.Edgetts (interview); shop loc Nabowla 308421. For discussion of closures refer to section Services Overview: Post Offices.
- 150 School date from *Walchs Tasmanian Almanacs* (Ringarooma district); refer to section Golconda settlement; Golconda school loc Nabowla 280441. Nabowla school location: LLSL: Nabowla file: Historical Notes concerning Nabowla Tasmania (reprinted from *The Tasmanian Presbyterian*, April 1938) and QVM: oral history collection: V.Veale tape (1990); loc Nabowla 305410.
- 151 Peddle: LLSL:op.cit. In 1918: *Examiner*, 9 June 1987. Location of second school: ibid; also G.Fullbrook (interview) & refer to School Site on LSD: land grant map Dorset 2A; loc Nabowla 303407.
- 152 Blumont siding mills: Kostoglou, *Sideling Range: An Archaeological Survey of the Historic Timber Industry*, pp26,32. Dates from *Walchs Tasmanian Almanacs*.
- 153 In early 1950's: *Examiner*, 9 June 1987; loc Nabowla 305419.
- 154 Enrolment, closure details: Department of Education, Statistical Bulletin No.2,'Tasmanian Government School Enrolments 1987 to 1992', October 1992, p42.
- 155 Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p47. Loc: Nabowla 308419.
- 156 About 1892/3: LLSL: Nabowla file: Historical Notes concerning Nabowla Tasmania (reprinted from *The Tasmanian Presbyterian*, April 1938). In 1879:AOT: Records of Lilydale Presbyterian Church: Minutes of Parish Meetings NS 1451/4 (11 August 1897) Rev Campbell: ibid and Heyer, *Presbyterian Pioneers of Van Diemen's Land*, pp191-2.
- 157 Refer to Schools section; loc Nabowla 305410. Other details from Miller(ed.), *Presbyterian Church of Tasmania Triple Jubilee 1973*, pp44-5.
- 158 AOT: Methodist Church Records NS 499/3597: minutes of meetings (2 July 1914).
- 159 Storekeepers, dates from *Tasmanian Post Office Directories*. Hudsons: Sims, *The Norfolk Settlers*, p125 & photograph of house,p124; location, ibid and G.Fullbrook (interview). Refer post office section (note there is uncertainty as to whether shop & PO were combined at this time). Briggs (or Biggs) & Leitch details: G. Fullbrook (interview). Hawkers: QVM oral history collection: V. Veale tape (1990).
- 160 By 1920's: TG, Ringarooma Municipal District, 6 December 1904 & Lilydale Municipal District, 22 December 1928; *Tasmanian Post Office Directory*, 1928. Refer to section Lisle: Services. Into early 1970's: R.Edgetts (interview); loc Nabowla 307421.
- 161 Rifle club: G.Fullbrook (interview); loc Nabowla prop 0893. War trophy: QVM: Lilydale Council Records: Box 21: 1920's schools

- correspondence; refer to schools discussion. War records: Broinowski, L. (Ed.), *Tasmania's War Record 1914-1918*, p209ff. In 1926: QVM: op.cit.: Box 37: Alphabetical (Halls); loc Nabowla 308422. Kiosk: W.Venn (interview). In 1950's-60's: R.Edgetts (interview).
- 162 Local government: refer to section Little Forester Overview.
- 163 Refer to section Transport: Roads: Little Forester, Pipers.
- 164 Kelp, *Evolution of a Land Settlement Pattern*, fig.7. Refer to section Transport: Railways.
- 165 Rail bridge loc: Nabowla 218412. 1888 survey, Lord quotation: OSG: plan Dorset 71 (field book 354). Annotations on this map shows that in 1889 members of the Ditcham family purchased at least part of the present Nabowla prop 0939 and 47 acres of the State Forest prop 0930 to the south of it. Burns details: *Examiner*, 26 May 1945.
- 166 Station loc: Nabowla 221414. Town plan 1903: OSG: town plan Wyena W/49A. In 1889: OSG:survey diagram Dorset 37/24; blocks are Nabowla prop 0969 and several to the north and south of it. According to G.Fullbrook (interview), these were never cleared and farmed. Waldron: LSD: land grant map Dorset 2A.
- 167 Refer to section Timber Industry: Period 1880's-1920: Little Forester.
- 168 Freight: Kelp, op.cit., Appendix E. Ditcham sawmilling: Morris-Nunn & Tassell, *Launceston's Industrial Heritage: a survey. Part One*, p99. Bishop: *HG*, assessment roll for Selby, 3 November 1891.
- 169 Built a house: *ibid*, 27 October 1896. Church: refer to Wyena services.
- 170 Burns: *Examiner*, 26 May 1945. Burns 53 acres: LSD: land grant map Dorset 2A; loc Lisle prop 1124.
- 171 *HG*, assessment roll for Selby, 3 November 1891.
- 172 Track: *Examiner*, 26 May 1945. By 1894/5: AOT: Tankerville Road Trust: Minutes of meetings AB386/2 (23 April & 10 December 1894, 31 May & 28 September 1895). Slater's selection: LSD: land grant map Dorset 2A; loc Lisle props 1112/3. Refer section Transport: Roads: Pipers, Little Forester. OSG: road plan Dorset 63 (field book 427) shows 1904 & 1906 surveys of proposed road changes in the Snake Track area.
- 173 By 1896: *HG*, assessment roll for Selby, 27 October 1896. Shipton dwelling site: M. Kelp (interview); loc Lisle prop 1098. G.Shepherd, arable soil, access.: *ibid*; loc Lisle prop 1102. Shepherd family details: K. Shepherd (interview); exotic trees loc: Lisle 222374.
- 174 By 1902: *HG*, assessment roll for Selby, 23 December 1902 and LSD: land grant map Dorset 2A. Dally loc: Lisle prop 0965; Waldron: a long frontage along the line interrupted only by the early L.E. Ditcham holding (27 acres) mentioned above and the Church of England site (0.2 acres) - the land now consists of 67 acres in the farm holding 0939 and the balance in State Forest 0930. Nibbs house loc: M.Kelp (interview) Lisle prop 1101.
- 175 Shepherd details from K.Shepherd & M.Kelp (interviews). Dwelling remains: M.Kelp (interview); loc Lisle prop 1107. Shepherd children: *Examiner*, 5 March 1985. School: refer to Wyena services; loc Lisle 218389 (LSD: land grant map Dorset 2A shows this is on G.Shepherd's block) Hall: refer to Wyena services; loc Nabowla 219414.
- 176 Farm clearance: M.Kelp (interview). Waldron orchard: *TGG*, assessment roll for Lilydale, 22 December 1923. Kelp property: M. Kelp (interview) and *TGG*, assessment roll for Lilydale, 18 December 1917; loc Lisle prop 1102.
- 177 LSD: land grant map Dorset 2A shows that properties Lisle 1111 & 1112 were soldier settler properties, the latter having earlier been part of Charles Shepherd's farm. Lessees: *TGG*, assessment roll for Lilydale; for example, 22 December 1923.
- 178 Few settlers: M.Kelp (interview). 1930 details from QVM: Lilydale Council Records: Box 11: 1930 file. Copy of Sonny Bardenhagen's work diary 1929-31 is held by Marita Bardenhagen (Launceston); some notes from it are held in QVM: Tassell Files: Marita Bardenhagen file. Arable land: M.Kelp (interview).
- 179 Mahnkens: Mahnken family papers held by Ross Smith (Launceston); some notes from them are held in QVM: Tassell Files: Ross Smith family papers. Lebrina goldfield: refer to section Extractive Industries: Mining: Little Forester; loc Nabowla 212426. Track to Lisle: G.Fullbrook (interview).
- 180 Mahnken family papers, op.cit.
- 181 Gofton and Bush: AOT: Tankerville Road Trust: Minutes of meetings AB 386/3 (13 December 1897). In 1905: *ibid* (8 November 1905). Sawmill dates from AOT: Inspector of Machinery: District register of mine, mill and manufacturing machinery- Northern Tasmania, including North-East, North-West and West Coast LID 6/2 (1909-14); LID 6/3 (1915-20); LID 6/4 (1921-27). Refer also to section Timber Industry: 1880's-1920: Sawmilling. Kelp mill into 1930's, loc: M.Kelp (interview); loc Lisle 234357. In 1919: QVM: Lilydale Council Records: Box 34: file re roads through properties 1919-21.
- 182 Haas mill: *Tasmanian Post Office Directory* (1937/8, 1939/40). By 1945, other details: *Examiner*, 26 May 1945
- 183 Houses loc: Lisle 213385. All details from M. Kelp (interview).
- 184 By 1949: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (5 March 1949); loc Nabowla prop 0930. Jensen: M. Kelp & K. Shepherd (interviews); loc Lisle prop 1112. Refer to section Living on the Land: Dairying.
- 185 M. Kelp (interview); refer to QVM photograph coll. Kelp props at Wyena & Lilydale: Lisle 213385 & Lilydale 186327.
- 186 No local mills, Lilydale mill: M.Kelp (interview). Rocherlea mill: D.Flynn (interview). Old farms, not a livelihood: M. Kelp & D.Flynn (interviews). Tank: D. Flynn (interview).
- 187 Refer to section Living on the Land: Dairying. Hawes' farm loc: Nabowla 217402. Kelps' farm loc: Lisle 213385.
- 188 Nichols: *Examiner*, 22 July 1993; also M.Kelp & T.Mitchell (interviews). Jensen's farm loc: Lisle 221373; Shepherd plantings: K.Shepherd (interview).
- 189 By 1989: 1989 brochure *Let's talk about Lilydale District - Tasmania's Country Garden ; The North-East Trail*. Red Rooster Host Farm: *Tasmanian Travelways*, August-September 1997, p30 Refer to section Tourism: Little Forester) concerning social values of the district. Three properties: Nabowla 0939, 0960 and 0961. Bush retreat: Nabowla 0962. Retreat near church site: Nabowla 219413.
- 190 Old Shipton site: Lisle 221396.
- 191 Sites & details have all been listed.
- 192 Early farm site: Lisle prop 1111. Boral Park: D.Flynn.
- 193 In 1889: Page et al, *Scott's New Country*, p115; refer also to section Transport: Railways: North-Eastern line; loc Nabowla 221414. Town plan: OSG: town plan Wyena W/49A (1903).
- 194 Roadworks: AOT: Tankerville Road Trust: Minutes of meetings AB 387/6 (23 April & 10 December 1894, 28 September 1895). Post office: Orchard, *The Post Offices of Tasmania*, p66. Church & hall details follow later; locs Nabowla 219413 & 219414. Station features: Coen, 'List of Stations and Sidings: North Eastern Line', *Tasmanian Rail News*, vol. 166, July 1989, p12; fixtures in 1987: Stokes, 'Turners Marsh to Scottsdale', *TRN*, vol. 160, January 1988; also D. Venn, W. Venn and D.Flynn (interviews). Shifted: W.Venn (interview); loc Retreat prop 13101.
- 195 In 1895: Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p80; church loc: OSG: plan Dorset 71 (field book 354), also D.Flynn (interview); Nabowla 219413. Local subscription: Parish Council Minute Book (1894-1914) for St Silas Church, Wyena (held Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers) Other details from *Church News*, 3 May 1895 (copy held QVM: Atherton papers)
- 196 These details (more available) from Parish Council Minute Book, op.cit.
- 197 By 1902: QVM: Tassell Files: Hardwick papers: Preachers Plan, Lilydale Home Mission Station 1902. By 1930: AOT: Methodist Church records: Preachers Plan, Lilydale Circuit NS 499/3601.
- 198 Details for 1940's - 1953/4 (other details available) from Vestry Minute Book (c1938-55) for Lilydale parish (held Invermay C of E;

- notes held QVM: Tassell Files: Anne Richardson papers). In 1956: Henslowe, op.cit., p80. Headstones: K.Shepherd & D.Flynn (interviews).
- 199 Until 1913: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (7 June 1913). Location: D.Flynn; Lisle 218389. Total of 51: Broinowski, L. (Ed.), *Tasmania's War Record 1914-1918*. Children: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. In 1934: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (3 November 1934). Younger children: *Examiner*, 5 March 1985 (includes 1915 class photograph). Teacher: M.Kelp (interview).
- 200 Refer to section Lilydale: Services: Schools. Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*.
- 201 In 1924: QVM: Lilydale Council Records: Box 37 (alphabetical files H; 1924 correspondence). Loc: D.Flynn (interview); Lisle 219414. Dance details from I.Flynn (interview). Windermere: D.Flynn (interview); loc Dilston 002262.

Pipers Region

- 1 Kelp, *Evolution of a Land Settlement Pattern 1840-1923*.
- 2 Service centres: refer to following section Overview: townships, services and amenities. Landscapes: refer section Tourism: Pipers region.
- 3 Because the following discussion is an overview drawn from the later detailed district sections, sources will only be listed here where it is not readily apparent to which district section the reader should refer.
- 4 Kee, *Aboriginal Archaeological Sites in North East Tasmania*, Occasional Paper No. 28, Department of Parks, Wildlife and Heritage, Hobart, July 1991. For sources & further details of early occupation see section Pipers Settlement: Turners Marsh / Karoola: first occupation of the land. Gunn: QVM: Personal Files: R.C. Gunn: notes from Mitchell Library of Gunn's journals.
- 5 For details & sources refer to section Pipers Settlement: Turners Marsh: first occupation of the land. Map: OSG: Roads Dorset 2, James Scott 22 February 1844. House, stockyard etc are marked in the vicinity of Lilydale props 13598/17404.
- 6 1858 Waste Lands Act: *Acts of the Parliament of Tasmania*, Vol.1, 'An Act for Regulating the Sale and Disposal of Waste Lands of the Crown in the Colony of Tasmania', 21 Victoria No. 33, 1858. Effects of this act are discussed in Kelp, op.cit, pp4.2-4.5, also Parkes, *Pioneering the Bushlands of the Mersey-Leven Interfluvium 1840-1901*, p34.
- 7 For further discussion of Hall's Track, refer to section Transport: Roads: Pipers (as well as the Pipers Settlement: Underwood, Lilydale & Lebrina sections).
- 8 Refer to QVM: photograph collection, also QVM : postcard collection: Lilydale photographs (Marita Bardenhagen).
- 9 Refer to section Transport: Railways: North-Eastern line. Kelp (1971), *Evolution of a Land Settlement Pattern 1840-1923*, provides a useful overview of factors affecting the settlement pattern of much of the Pipers region.
- 10 Refer to sections Living on the land: orcharding & dairying and Timber Industry.
- 11 Section Transport: Roads: Pipers region.
- 12 Section Tourism: Pipers region.
- 13 In the following discussion refer to appropriate district sections Settlement: services and also the separate section Services for further details & sources.
- 14 Based on information provided by L.Dell (interview), former Tunnel resident of this period.
- 15 Refer to section Transport: Railways: North-Eastern line.
- 16 Refer to section Services: fire services.
- 17 DPWH, Annual Report for 1991/92, p69; loc marked, several titles vicinity of Dilston 138294.
- 18 Reserve listed: *ibid*, p72. Areas of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23-26. Refer to section Tourism: Pipers for further details.
- 19 Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23-26, also LCC Regional Significance Data Sheets.
- 20 *Ibid*. Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, p23. Triangulation scheme dates: Jones, *Backsight*, pp101, 132, 151-5.
- 21 Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23, 24, 26, also LCC Regional Significance Data Sheets RS 14. Marshall & Pearson, *Regional Forest Agreement: Cultural Heritage Identification and Assessment: Stage 2&3: Study 2: Sample of Place Types in Forests: Vol.1: Appendix E, p35 and Vol.2: Appendix F, Site HMC/DM6*. Refer to section Tourism: Pipers. Tassell (1996), *Hollybank Forest Reserve: Historical Significance of the Farming Phase*.
- 22 For details & sources, refer to section Tourism: Pipers.
- 23 LCC: Launceston Heritage Register; Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, cultural pp1-5.
- 24 Fingerpost junction loc: Dilston 119233. Lower Turners Marsh crossroads loc: Lilydale 099378.
- 25 Pipers River Road/Karoola Road junction loc: Lilydale 122330. Karoola station: Lilydale 138312. Merthyr Park loc: Lilydale 155346.
- 26 Listings in the assessment & valuation rolls for Selby and George Town from 1858 into the 1890's give an indication of changing name usage. Station names in 1880's: AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line PWD 266/2379; also LLSL: Map Collection: 1887 Railway, Postal, Telegraph and Rainfall Map of Tasmania. In 1890: *Hobart Town Gazette*, 1 July 1890. Post office: Orchard, *Post Offices of Tasmania*, p32. School: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: the Lilydale District 1840-1923*, Appendix D.
- 27 Kee, *Aboriginal Archaeological Sites in North East Tasmania*, Occasional Paper No. 28, Department of Parks, Wildlife and Heritage, Hobart, July 1991. It is likely: B.Plomley (interview). Jones, 'Tasmanian Tribes' (seminar paper, Dept. of Prehistory, RSPS, ANU, 1971), as quoted by Ryan, *Aboriginal Tasmanians*, pp15, 21-23, 29-33. Robinson: *ibid*, pp145-50.
- 28 Lewis in 1829/30: QVM: Secondary Files: Exploration - North East : QVM: Tassell Files: notes made by Crawford (1968) on Thomas Lewis' 1829/30 survey note book; also Crawford, George, *Notes on the Early Exploration and Settlement of the North-East Coast*, 1973. Undated Lewis map: OSG: Dorset 1: NE Portion of V.D. Land with Discoveries by Mr Lewis. 1836 Scott: Hookway *et al*, *Scott's New Country*, p15. See also section Transport: Roads: Pipers.
- 29 Army officers: Kelp, *Evolution of a Land Settlement Pattern*, p3.9. Details of Terry and Pearce grants from OSG: survey diagrams Dorset 1/176 and 1/180; see LSD land grant map Dorset 1A, also Kelp, op.cit., fig 4. Grant locations: Lilydale props 17407/13597 and 13596. Further grant: refer to section Settlement: Pipers: Bangor. Class 4: Noble, *Land Capability Survey of Tasmania: Pipers Report*; map.
- 30 Scott's map: OSG: Roads Dorset 2, James Scott 22 February 1844. House, stockyard etc are marked in the vicinity of Lilydale props 13598/17404.
- 31 Timber splitters: see sections Timber Industry: Period from first settlement to 1850 & 1850's-1880's; Transport: Roads: Pipers. Grubb and Tyson: see section Settlement: Pipers : Underwood. 1852, 1855 properties: Kelp, op.cit., Appendix B, Table 1.
- 32 Valuation roll (Launceston), *HTG*, 11 May 1858, p653ff. The 280 acres owned by Gunn, later by the Barrett family, may have included Lilydale props 13593, 13509, 13595, 0130, 13416 (see LSD land grant map Dorset 1A. Barrett details: QVM: Personal Files: Barrett. According to I. Flynn (interview), old Barrett cottage, possibly Red Myre, was on 13593. This cottage was still standing until early 1990's.

- 33 From section Transport: Roads: Pipers.
- 34 1858 Waste Lands Act: *Acts of the Parliament of Tasmania*, Vol.1, 'An Act for Regulating the Sale and Disposal of Waste Lands of the Crown in the Colony of Tasmania', 21 Victoria No. 33, 1858. Effects of this act are discussed in Kelp, op.cit, pp4.2-4.5, also Parkes, *Pioneering the Bushlands of the Mersey-Leven Interfluvium 1840-1901*, p34. By 1860: details of lots from Kelp, op.cit., fig 4 & Appendix B, Table 1. Beesons Hill loc: Lilydale 100304.
- 35 In 1866: JHA 1866/52 (Reports on Crown Lands & Roads, p26). Valuation roll (Selby), *HTG*, 31 December 1867, p2005ff.
- 36 Timber: see section Timber Industry: 1850's-1880's. In 1864: JHA 1864/19 (Crown Land Reports: Tramways in Dorset).
- 37 1868 amendments & 1870 act: discussed by Kelp, op.cit., pp4.5-4.6, also Parkes, op.cit., p61. Land alienation details from Kelp., op.cit., fig 6 & Appendix B, Table 1 together with LSD: land grant map Dorset 1A. Isolated blocks, Mason's block: H.Bye (interview); Isolated blocks on Dismal Range loc: probably Lilydale props 13400, one of 13402/3 and 0167 (now part of State Forest, loc Lilydale vicinity 059324); these are Class 5 and 6 land according to Noble, *Land Capability Survey of Tasmania*: Pipers Region; map. Local information: D.Flynn (interview).
- 38 Land alienation sources as above. Between Fingerpost and Beeson's Hill: probably 10 acres to J.Fennelly, 15 acres to D.Callahan, 16 acres to W.Mason, Dilston props 13308, 13309, 0482. Also E.Sothern's 50 acre block, Dilston prop 13312 on Lady Nelson Creek about one kilometre west of the Pipers River Road; this is outside the area covered by Kelp's land settlement maps, but appears on OSG: map Roads Dorset:30 (no date, but believed to be pre 1871 as it indicates a route to [Grubb & Tyson] sawmill, c1854-71 (refer Underwood settlement). 50 acre block loc: approx Dilston 112286. Kangaroo grass: H. Bye (interview; information obtained many years ago from early local source). This area is Class 4 land & the other blocks mentioned are Class 5 according to Noble, op.cit.
- 39 For discussion of road conditions see section Transport: Roads: Pipers. By late 1870's: refer to assessment rolls, for example *HTG*, 27 October 1874 & 23 November 1880. Neenan's hut: H.Bye (interview); loc Dilston 112286. Rowleys Hill & Pipers River Road cottages: props Lilydale 13446 & 17397.
- 40 Growing population: JHA 1866/52 (Reports on Crown Lands & Roads, p26). Irish settlers: Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, p127; for examples, see McCarthy, *The Irish in Us*. By late 1870's: see description in Whitworth, *Bailliere's Tasmanian Gazetteer*, 1877, pp212-3. In 1882: JHA 1882/36 (Board of Education Report).
- 41 Refer to section Settlement: Pipers: Bangor.
- 42 Overall descriptions based on surveyors & public works reports, including *JPPP* 1889/62 (District Surveyors, Special Reports), *JPPP* 1888/45 (Public Works) and Kelp, *Evolution of a Land Settlement Pattern*, pp5.1, 5.12-15; also see sections Transport: Railways: North-Eastern line and Roads: Pipers. Refer to sections Settlement: Pipers: Bangor & Lower Turners Marsh. Until 1894-1907: Kelp, op.cit., figs 7 & 9.
- 43 Refer to section Transport: Railways: North-Eastern line. Original route: Hookway et al, *Scotts New Country*, p115. Altitude of 762 feet: QVM: Rail and Tram File: Plan of North East Railway Line (n.d.); also in QVM: Tassell Files: Railways. Difficult access to Turners Marsh station: H.Bye (interview).
- 44 Karoola as a centre: refer to discussion of services in Turners Marsh/Karoola; also Kelp, op.cit., p7.5. Lilydale as regional centre: see section Settlement: Pipers: Lilydale; also Transport: Roads: Pipers. 1914 Committee: *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee; see also *Weekly Courier*, 1 July & 9 September 1920 for descriptions & (in latter) photographs of the agricultural country & proposed rail route. Refer to section Transport: Railways: Bell Bay line for details of eventual 1973 route.
- 45 Refer to section Transport: Railways: North-Eastern line. For details of construction features on the line see AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line drawings PWD 266/2379. Trestle bridge: 'Centenary of the North Eastern Line, *AN News*, September 1989 (also reproduced in *Tasmanian Rail News*, January 1990); loc Lilydale 112305. Boarding house: H.Bye (interview); loc Dilston 101296. Hotels: refer to following services discussion. Location of newest: Lilydale 132321.
- 46 All information from H.Bye (interview).
- 47 List of stations in 1889 in Hookway et al, *Scott's New Country*, p115. Distances: Reid, *The North East*, p18. By 1906: AOT: Dorset Road Trust: Minute Book AB 383/1 (12 June 1906). Need for maintenance worker & cottage: H. Bye (interview). Telegraph office: Orchard, *Post Offices of Tasmania*, p44. Station & nearby cottage loc: Dilston 085266 (vicinity)
- 48 Details of fixtures at stations: *HTG*, 27 September 1887, p1385 (Public Works Office tenders for works on Launceston- Scottsdale line); Stokes, 'Turners Marsh to Scottsdale', *Tasmanian Rail News*, vol. 160, January 1988; Coen, 'List of Stations and Sidings: North Eastern Line', *Tasmanian Rail News*, vol 166, July 1989; also H. Bye & W.Venn (interviews). Siding loc: Dilston 101297. Refer to section Transport: Railways: North-Eastern line for more details.
- 49 See Kelp, op.cit., chapters 5-7 for further discussion of economy in this period.
- 50 Wairoonga details: J.Cassidy (notes from interview with Chung Gon family); also see later discussion of Wairoonga; loc Lilydale 108318; site of McEwin's orchard: B.Turner (interview); loc Lilydale 133323; other details from LLSL: Pamphlet collection: *Descriptive Catalogue, Tasmanian Nurseries, Karoola* (c1910) In 1914 Karoola: *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee, p69) For discussion of orcharding & use of railway, see section Living on the Land: Orcharding, also Kelp, *Evolution of a Land Settlement Pattern*, pp7.6-7.9 For further details of orchardists, acreages and case production in Turners Marsh/Karoola district, refer to 'The Tamar Valley', *Fruit World of Australasia*, 30 June 1914, p42; also *JPPP*, op.cit., pp35,41,69.
- 51 All information from H.Bye (interview); Byes' farm, Wairoonga & Barlow's corner locs: Lilydale 114316, 108318, 113323.
- 52 Railway tonnages: Kelp, op.cit., Appendix E; firewood & timber: H.Bye & I.Flynn (interviews). Firewood cutting & stacking: H.Bye (interview). Split timber & shingles: *ibid*. Pre-1920 sawmill: I. Flynn (interview). From 1920's: H.Bye (interview).
- 53 Wairoonga loc: Lilydale 108318. Most Chung Gon details (including 1886, 1904 dates) from J.Cassidy (notes from interview with Chung Gon family); also see *Examiner* 17 July 1945. Albert Hall 1891: Launceston City Council, *Launceston: National Estate Conservation Study*, p207. interview
- 54 By 1904: Robson, *History of Tasmania*, vol 2, p134. For details of Matthew Taylor see *North-Eastern Advertiser*, 13 November 1956; some other aspects of the farm as run by him & his daughter have been mentioned in preceding discussion. In 1914: *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee, p35). In 1936: QVM: Tassell Files: miscellaneous Lilydale Council Records: copies & notes (letter, 15 September 1936). Local sources: H.Bye & I.Flynn (interviews). Gardens: I.Flynn (interview); buildings: H.Bye & I.Flynn (interviews).
- 55 McKenna block loc: Lilydale 114316; refer to LSD: land grant map Dorset 1A. By 1860: Kelp, *Evolution of a Land Settlement Pattern*, fig. 4 (further details could be obtained from *HTG* assessment & valuation rolls from 1858). In 1884: *Examiner*, 24 April 1884. In 1907: H.Bye (interview).
- 56 Around same time: Kelp, op.cit, fig.4. 1912 house: I. Flynn (interview); Turners Marsh & Karoola locs: Lilydale 112317 & 124338. From Lefroy: B.Parry (interview); possibly including Lilydale 120336; there were 3 near the hall.
- 57 Mahoney block loc: Lilydale 114343; see LSD land grant map Dorset 1A. Details from McCarthy, *The Irish in Us*, p19. Other dwellings well down on block: B.Parry (interview); track to the east, LSD: land grant map Dorset 1A.
- 58 1898 quotation from *The Monitor*, 16 December 1898 (as quoted in *The Examiner*, 7 November 1998). *Weekly Courier*, 9 September 1920, p20 (copy held LLSL Photograph files: Karoola. Bulldozers: H.Bye (interview).
- 59 Photograph: QVM:P:1986:546; for key see QVM: Tassell Files: Bangor. For information on F.V. Robinson, refer to Long, *Tasmanian*

- Photographers 1840-1940*, pp96-7. Atherton property loc: Lilydale 125363. Emily Atherton's departure: QVM: Tassell Files: Bangor (Atherton papers: James Atherton). Barrett details from QVM: Personal Files: Barrett. Farm (Red Myre) loc: Lilydale 103357.
- 60 In about 1910: LLSL: Pamphlet collection: *Descriptive Catalogue, Tasmanian Nurseries, Karoola* (c1910).
- 61 For details of spread of settlement see Kelp, *Evolution of a Land Settlement Pattern*, figs 7 & 8.
- 62 Farming marginal: H.Bye & D.Flynn (interviews); also see Kelp, op.cit., especially Chapters 6 & 7 for general discussion of spread of land settlement.
- 63 Class 4: Noble, *Land Capability Survey of Tasmania: Pipers Region*, map. By 1893: Kelp, op.cit., fig.7. Uninhabited early dwelling loc: Lilydale 152349. Examples of old cottages: Lilydale 154343, 152346, 142346. Examples of old sites with bulbs: Lilydale 142343, 131345.
- 64 Alienation: refer to previous discussion for settlement 1860-80. Isolated blocks: probably Lilydale props 13400, one of 13402/3 and 0167 (now part of State Forest, loc Lilydale vicinity 060324. By 1893: Kelp, op.cit., fig. 7. Marginal farming: D.Flynn (interview). In 1930's & 40's; chimney remains: ibid & I.Flynn (interviews). Arguments over access: QVM: Lilydale Council Records: Box 34 (correspondence re roads 1920's-30's). Blocks bought up: D.Flynn (interview).
- 65 R.Smillie blocks: see Kelp, op.cit., fig 6 and LSD: land grant map Dorset 1A; includes Lilydale properties 13431 & 17375. Details of Usher family & dwelling sites: D.Barratt & I.Flynn (interviews). Existing 1930's dwelling loc: Lilydale 010323.
- 66 Refer to preceding section Land Settlement 1860-80. Dates of land survey/alienation from Kelp, *Evolution of a Land Settlement Pattern*, figs 7 & 9. For details of land quality, see Noble, *Land Capability Survey of Tasmania: Pipers Region*, map.
- 67 Polly Fox's hut: H.Bye (interview); loc Dilston 130290. Block near railway: H.Bye & W.Venn (interviews); loc Dilston prop 13306 (096295). Other block: H.Bye (interview); loc Dilston prop 13304 (107295).
- 68 For discussion of early 50 acre block here refer to section Land Settlement 1860-80. Other information from H.Bye (interview); Class 4: Noble, op.cit. House & Neenan's hut locs: Dilston 098287 & 112286.
- 69 'Pheasant farm' loc: Lilydale prop 13494 (087303). Blackett: LSD: land grant map Dorset 1A. Early dwelling: M.Buggy, I.Flynn, H.Bye (interviews). Market garden: M.Buggy (interview); plough marks: H.Bye (interview). Austins: M.Buggy, I.Flynn (interviews)
- 70 Land alienation dates from Kelp, op.cit., figs 9 & 10; refer to ibid, Chpts 6 & 7 for general discussion of factors affecting land settlement.
- 71 Land alienation information from Kelp, op.cit., fig. 11. Soldier settlement block: Lilydale prop 17374; marked 'S.S' on LSD: land grant map Dorset 1A.
- 72 Some land clearance, also reversion to bush: H.Bye (interview). Proposed rail link: JPPP 1914/13 (Proposed Bell Bay Railway: Report of Select Committee).
- 73 Austins property loc: Lilydale prop 13494 & other blocks. Hibbs mill: I.Flynn & H.Bye (interviews); crops, ibid. Wests' farm: I.Flynn (interview); loc possibly Lilydale prop 0167 (060325).
- 74 Emoh Ru: H.Bye (interview); loc Dilston 106293.
- 75 All information from H.Bye (interview). House loc: Dilston 108288; father's farm loc: Lilydale 114316. Both these farms have been discussed in preceding sections.
- 76 Archer acquisitions: Chick, *The Archers of Van Diemens Land*, pp270-1. Sheep grazing: H.Bye (interview).
- 77 For discussion of trends in dairying, see section Living on the Land: Dairying. Information on dairying in Turners Marsh/Karoola from I.Flynn & H.Bye (interview). Wynvale: I.Flynn & G.Brooks (interviews); loc Lilydale 128326.
- 78 Changes in dairy industry: see section Living on the Land: Dairying. Loc of dairy farms: Pipers 116340, 099349, 103357, 092357 (information from I & D Flynn (interviews)).
- 79 See section Living on the Land: Dairying. Few other viable farms: I & D. Flynn, H.Bye, T.Mitchell (interviews).
- 80 Sheep and cattle are widespread, but in the 1990's the one viable sheep & cattle farm was at the SW corner of the Pipers River/Bangor Tram Roads intersection: from I.Flynn & H.Bye (interviews); this is at the southern limit of Lower Turners Marsh; loc Lilydale 097378. Examples of horse stud: loc Lilydale 137316; horse training: Wynvale, Lilydale 128326 sheep (Poll Dorset) stud: Ribbermont, loc Lilydale 134323. Blueberries: In about 1982: *Examiner*, 4 February 1987; in 1998: *Examiner*, 1 April 1998; Bilambie [marked Bilambul on map] loc Dilston 113269.
- 81 For examples refer to QVM: Tassell Files: Pipers real estate advertisements. Example of deer farming: Lilydale 135317.
- 82 Refer to Launceston City Council, *Launceston Rural Residential Living Strategy*, 1992 (copy held QVM: Tassell Files: LCC file) and ibid, *Launceston Planning Scheme 1996: Policy Papers*, Rural (especially pp7, 10) & Rural-appendix pp 7-8.
- 83 For examples refer to QVM: Tassell Files: Pipers real estate advertisements. Example of freestone walls: Austins Road, loc Lilydale 094305. see Project photograph index for examples of dwellings & stone walls.
- 84 Assessment & valuation rolls, *HTG*, 1858-1880 passim.
- 85 Bangor police station & race track locs: Lilydale 115360 & 118356; for details refer to section Settlement: Pipers: Bangor.
- 86 1976 study: Tasmanian State Strategy Plan, *An Analysis of Tasmania's Settlement Pattern*. Working Paper No. 23, 1976. In 1996: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural-appendix pp 7-8.
- 87 State school loc: Lilydale 119324; Convent School locs: first Lilydale 118323, second Lilydale 120334.
- 88 School openings and enrolments: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D; also *Lilydale School Centenary booklet* (copy held QVM: Tassell Files: Lilydale).
- 89 In Catholic church: QVM: Tassell Files: B.Parry papers: Sacred Heart Convent School Karoola Reunion 21 March 1993 (historical notes). School reserve: see LSD land grant map: Dorset 1A; loc Lilydale 119324. 1881 map: OSG: Roads Dorset: 41 (Higgs, 1 February 1881). School details from *JHA* 1883/70 (Education: Report of Royal Commission). Denominations of pupils from *JHA* 1883/123 (Board of Education: Report for 1882).
- 90 In 1882/3: *JHA* 1882/97 (New School Buildings) and 1883/70 (Education: Report of Royal Commission: Appendix V). From 1891: Kelp, op.cit., Appendix D; refer to Introduction to this Turners Marsh/Karoola section concerning names.
- 91 In 1918: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/1 (6 July 1918). In 1933: ibid, AB 387/4 (2 December 1933). Lilydale Area School: refer to section Settlement: Pipers: Lilydale: Services. Domestic Arts building: T. Kettle (interview).
- 92 For details of the building of the convent, refer to Churches discussion. Further information about convent & school in QVM: Tassell Files: B.Parry papers. Information about number of boarders & use of sunroom from B.Parry (interview); other details from QVM: Tassell Files: B.Parry papers: 'Presentation Sisters At Karoola', article in *The Standard*, 11 November 1948; also Sacred Heart Convent School Karoola Reunion 21 March 1993 (historical notes).
- 93 In 1940's: B.Parry (interview). Building unsound: ibid. In 1953: QVM: Tassell Files: B.Parry papers: Sacred Heart Convent School Karoola Reunion 21 March 1993 (historical notes). Large living room: B.Parry (interview). All information from 1959 onwards from QVM: Tassell Files: B.Parry papers: Sacred Heart Convent School Karoola Reunion 21 March 1993 (historical notes). Refer also to section Settlement: Pipers: Services.
- 94 Some aspects of changing place names usage are discussed above in Settlement: Introduction. In terms of post office records, it is difficult to interpret the various listings in Orchard, *Post Offices of Tasmania* in terms of their actual locations for Karoola, Turners Marsh (3 listings), Pipers River (2), Upper Pipers River and Pipers River Upper.
- 95 Orchard, *Post Offices of Tasmania*, p62. Gazetteer: Whitworth, *Bailliere's Tasmanian Gazetteer*, 1877, p212. Fingerpost loc: Dilston

119234. In 1887: *HTG* 27 September 1887, p1384; also refer to hotel section.
- 96 Atherton quotations: QVM: Archives: Atherton family papers (Atherton letter diary, 12 December 1880). Bangor property loc: Lilydale 142362.
- 97 Lower Turners Marsh post office: Orchard, *Post Offices of Tasmania*, p62. Refer to Lower Turners Marsh section; loc Lilydale 097383. O'Kelly: refer hotels section; loc Lilydale 132321. Postal officer: *Walchs Tasmanian Almanacs* 1887-8 (note that the information would date from the year prior to publication).
- 98 In 1890: Orchard, op.cit., p32,62; also H.Bye, I.Flynn, B.Parry (interviews) Miss Newman: H.Bye (interview). Miss Wheeler, difficulties: AOT:Lilydale Municipal Council: Minutes of meetings AB 387/4 (11 April 1928). McKenna 1928: ibid, 5 May 1928; also I.Flynn (interview); loc Lilydale 111315. In 1941: I.Flynn (interview); loc Lilydale 112317.
- 99 Further information is required concerning the Karoola post office. According to Orchard, *Post Offices of Tasmania*, p32, this PO opened at the railway in 1890 & was still open there at the time of publication (1991); at least the latter is incorrect. Karoola PO first appeared in *Walchs Tasmanian Almanac* for 1891(suggesting it opened in 1890) with money order & banking services, but unlike for Turners Marsh its location was not given in this source as being the railway station. Other sources: H.Bye, B.Parry, C.Olson (interviews). Shop & Lower Turners Marsh PO details: I.Flynn; shop loc Lilydale 127324; refer also to Lower Turners Marsh section.
- 100 State-wide: refer to section Services: Post Offices. Closure dates: Orchard, op.cit., pp10, 62. Combined districts: I.Flynn (interview). Petrol pump: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (7 May 1949).
- 101 Irish Catholics: Whitworth, *Bailliere's Tasmanian Gazetteer*, 1877, pp212-13; also Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, p127. In 1881: *JHA* 1882/36 (Board of Education Report, p35). McGree's barn: . Loc information from B. Parry (interview) & LSD: land grant map Dorset 1A. Loc: Lilydale prop. 13444 or 17381. 1863 St Margarets: Southerwood, *Planting a Faith in Tasmania: The Country Parishes*, p229; loc: Lilydale 119323. In 1868: *Examiner*, 7 November 1998. Location information from QVM: Tassell Files: B. Parry papers: Sacred Heart Convent School Karoola Reunion, 21 March 1993. In 1898: ibid, Sacred Heart Convent School Karoola Reunion, 21 March 1993, & series of articles from *The Standard*, 11 November 1948.
- 102 Convent in 1902: ibid (this source includes further details of the opening of the convent, extracted from *The Monitor*, 11 April 1902); for account of opening see also *Examiner*, 5 April 1902 & 7 April 1902. At this time; quotations from QVM: Tassell Files: B. Parry papers: 'Presentation Sisters at Karoola', from *The Standard*, 11 November 1948. Road access: OSG: Dorset Roads: 41 (1881) and LSD: land grant map Dorset 1, 1915 edition (copy held QVM: Tassell Files: maps). When the sisters arrived: ibid, 'Beautiful Furnishings in Sacred Heart Church', *The Standard*, 11 November 1948 (this article provides more details of church interior). Travelling priest: ibid, 'Thriving Catholic Settlement of Karoola'. For photocopies of archival photographs of church activities in the 1940's, see QVM: Tassell Files: B. Parry papers; for further details & photographs see *Examiner*, 7 & 9 November 1998.
- 103 Barrett details from QVM: Personal Files: Barrett. Red Myre loc: Lilydale 103357. In 1879: *Examiner*, 22 August 1885. Known as Barrett's Hill: I.Flynn (interview). Church loc: Lilydale 112336. For 1881: *JHA* 1882/36 (Board of Education report, p35).
- 104 Preachers' plan: Preachers' Plan, Lilydale Home Mission Station, 1902 (held by J. Hardwick; see QVM: Tassell Files: J.Hardwick interview notes); also AOT: Records of Methodist Church in Tasmania: Preachers Plan, Lilydale Circuit NS 499/3601 (1916). Stables: AOT:Records of Methodist Church in Tasmania: Turners Marsh Minutes of Trust Meetings NS 499/3592 (7 September 1914, 19 January 1922). 1900-10 Photograph: LLSL Photograph files: Turners Marsh. Sunday school, interior details from H. Bye (interview).
- 105 Details for 1914-28 from AOT:Records of Methodist Church in Tasmania: Turners Marsh Minutes of Trust Meetings NS 499/3592 (7 September 1914- 15 December 1928, passim.)
- 106 Reopened in 1885: *Examiner*, 22 August 1885; other details from H.Bye (interview). Refer also to section Services: churches.
- 107 Quotations from 'Tasmanian News: Unmusical Notes of a Dance to the Piper (By the Owl), *Examiner*, 24 April 1884.
- 108 Smillie atJunction Hotel, dates: AOT: Licensing Courts: Launceston meetings LC 31/1(1881-93). Hotel loc: Dilston 119234; for Smillie blocks see LSD land grant map Dorset 1A. Changing stage: Underlin & Branagan, *History of Underwood*, p3; also *North-Eastern Advertiser*, 3 October 1958. In 1887: refer to post office discussion. In 1920's: H.Bye (interview).
- 109 Bangor hotel licence details from AOT: Licensing Courts: Launceston meetings LC 31/1(1883-88). For further details refer to Settlement: Pipers: Bangor & Lower Turners Marsh. Bangor Hotel site loc: Lilydale 096377; for Gee block,see LSD: land grant map Dorset 1A. 'Pub paddock': G.Watkins (interview).
- 110 All Nations Hotel licence details from AOT: Licensing Courts: Launceston meetings LC 31/1(1886-92). For O'Kelly block, see LSD: land grant map Dorset 1A; loc Lilydale 132321. Pig and Whistle sources: QVM: Tassell Files: Ross Smith papers: Smith family notes; also H.Bye, I.Flynn (interviews).
- 111 In 1901: *Examiner*, 28 August 1901. Same site: H.Bye, I & D. Flynn (interviews); loc Lilydale 123328. Two published photographs of Karoola show a building said or implied to be the hall: see *Examiner*, 28 August 1901 (reproduced ibid, 28 August 1992) and *Weekly Courier*, 9 December 1920, p18. Published photograph showing cyclone damage: *Weekly Courier*, 22 March 1902. Barrett's church used for concert: Bardenhagen, *Lilydale: A German Legacy*, p74; refer also to Churches section. Bangor barn: G.Watkins (interview); loc: Lilydale 118369. Mrs Crowder's hall: Lilydale 113369. Refer to Settlement: Pipers: Bangor for further details.
- 112 By 1924: QVM: Lilydale Council Records: Box 37, alphabetical, correspondence 1921-39. In 1930: ibid; also AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (6 December 1930). Subscriptions transferred: ibid, 11 April 1928 & 7 February 1931. In 1936: QVM, op.cit.; 1936-38: *North-Eastern Advertiser*, 7 February 1936, 9 July 1937, 8 July 1938. In 1948: QVM: Lilydale Council Records: Box 49 War Memorial correspondence 1946-69. In 1946: ibid; across the road: D.Flynn (interview), locLilydale prop 17381. Improvements in 1957/8: QVM, op.cit; details from D.Flynn (interview).
- 113 In 1978: D.Flynn (interview). In 1984: *Examiner*, 18 October 1985. Rural fire depot loc: Lilydale 123327.
- 114 *Tasmanian Post Office Directory*, 1892/3. Early blacksmith: G.Brooks (interview); loc Lilydale 125325 approx. Izzard: D.Flynn (interview); loc: Lilydale 120336.
- 115 Zoned rural: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural Appendix p12. Bridge loc: Dilston 171286. Fingerpost loc: Dilston 199233. Merger with Karoola is taken to be in the vicinity of Lilydale property 13733 (Brown Mountain or Karoola Road).
- 116 Timbergetters: Kelp, *Evolution of a Land Settlement Pattern*, pp3.8-3.10. In 1842: OSG: survey diagram: Dorset 1/152 (James Scott, 1842).
- 117 In 1853: OSG: survey diagram: Dorset 2A/104 (James Scott, 1853). Three years later: OSG: survey diagram: Dorset 2A/86 (James Scott, 1856). For site of new river crossing on new road, see OSG: plan: Dorset 36 (Tully 1861). 1861 map, with quotations: ibid. New and old roads are also shown on OSG: plan of roads: Dorset 10 (Richard Hall, 1860).
- 118 OSG: survey diagram Dorset 2A/106. From this the approximate locations are: two sawpits, Dilston 171275 & 173278; southern hut sites, Dilston 167272 & 174278; Munro's hut, Dilston 175288.
- 119 Grubb and Tyson mill: see following discussion. Timber industry: Kelp, *Evolution of a Land Settlement Pattern*, p3.9; also section Timber Industry: Period 1850's-1880's.
- 120 Significance in history of sawmilling: refer to section Ibid.
- 121 For location of grant see LSD: land grant map Dorset 1B; note by comparison with the current Dilston sheet 5042 that the grant & environs have been extensively resurveyed. In 1853: AOT: LSD: 1/76 p 609 (22 June 1853). (also AOT: General Index: Tyson; Kelp, op.cit., Appendix B (Land Alienation). Deed: date written on OSG: survey diagram: Dorset 2A/104. Crabtree family (including further

- details): AOT: Free Arrivals Card Index; brought men & machinery: Forestry Commission, *Hollybank 1850's-1980's*. 1856 electoral roll: *Examiner*, 17 April 1856.
- 122 Mill site: Dilston 178277. Land to east: Dilston prop 0509; two blocks, Dilston props 0508/6.
- 123 Location: possibly on Dilston prop 0509. Strange paintings: Frederick Strange, 'Plate No 19 Messrs Grub & Tyson's Sawmill, Pipers River' (c1858-60), watercolour, QVM Coll B 3b/8; 'Tyson's Sawmill' (c1858), watercolour, ALMFA Coll. ML has 1928 copy of Strange drawing of the mill (reproduced in Underlin & Branagan, *History of Underwood*.) For discussion of Strange as an artist see section Tourism: Pipers: Pioneer settlement 1850's-1880's.
- 124 *HTG*, assessment rolls for Selby, 1858-75, passim. In 1872: *ibid*, 17 September 1872, p 1259. 16 acre block: shown LSD: land grant map Dorset 1; loc 178275; now part of Hollybank Forest Reserve.
- 125 For discussion of site significance refer to section Timber Industry: period 1850's - 1880's; also Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, p24, sites 8315;42-4 and QVM: Tassell Files: Hollybank (copy of Forestry Tasmania paper: McConnell, A., *Hollybank Current Development and Cultural Heritage Management*, September 1994.) Exotic plantings & walls: on Dilston prop 0509.
- 126 In 1856: OSG: survey diagram: Dorset 2A/86 (James Scott, 1856); also Kelp, *Evolution of a Land Settlement Pattern*, p3.9; for location, see LSD: land grant map Dorset 1; note by comparison with the current Dilston sheet 5042 that the grant & environs have been extensively resurveyed. William Grubb: Forestry Commission, *Hollybank 1850's-1980's*. Ownership: refer, for example, to *HTG*, valuation roll for Selby, 31 December 1867, p2008; and *ibid*, 17 September 1872, p1259. Before 1860: *ibid*, 31 July 1866, p1237.
- 127 Act of Parliament (Tasmania), 1855, *The Pipers River Railway Act* and accompanying plan of proposed route: OSG: plan of roads: Dorset 9 (James Scott, 1855). 'Holly-Bank': Forestry Commission, *Hollybank 1850's - 1980's*; loc Dilston 174275. For further discussion of the Hollybank house, refer to Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*; for further discussion of the tramway route, refer *ibid* and section Transport: Tramways.
- 128 Crabtree: Underlin & Branagan, *History of Underwood*, p4. In 1858: QVM: Archives: 1958.79.143: letters, 1858 (152/20).
- 129 *JHA* 1867/4 (Board of Works, p24).
- 130 1858 Land Act: Parkes, *Pioneering the Bushlands of the Mersey-Leven Interfluve 1840-1901*, p34; also Kelp, *Evolution of a Land Settlement Pattern*, pp4.2-4.4. In 1858 Scott (quotation): *JHA* 1866/52 (Reports on Crown Lands and Roads: No. 6, James Scott, 15 November 1859). See also discussion of early roads in section Transport: Roads: Pipers.
- 131 Steep haul for tram: see discussion in section Transport: Tramways.
- 132 Notes on soil quality & farming potential appear on early maps, eg OSG: survey diagram: Dorset 2A/104 (J. Scott, 1853: notes added at later date); *ibid*, Dorset 2A/107 (R.Hall, 1860) and OSG: plan of roads: Dorset 10 (R.Hall, 1860). Hall's camp: *JHA* 1860/8 (Lands in the vicinity of the Pattersonia, Pipers and Ringarooma Rivers: Report of the Surveyor-General). For source details of bridges, see section Transport: Roads: Pipers.
- 133 By 1860: *HTG*, valuation roll for Launceston, 18 December 1860; also OSG: survey diagram: Dorset 2A/117 (1860) shows Holder's block. For location of properties see LSD: land grant maps Dorset 1A & 1B; properties as on map Dilston 5042: Lynch, 0849,0499,0812-3; D.Campbell, 0538; as on map Lilydale 5043: J.Campbell, several properties from N of Lynch's to the northern boundary of 0801 (into the Lilydale district); Holder, 0286.
- 134 In 1860: QVM:1984:M:393: letter from LSD to QVM, 2 May 1951, 're early history of the Underwood district'. Hall's survey map of the village is OSG: survey diagram: Dorset 2A/126; this includes notes as to soil & vegetation. For later versions of the Underwood village see OSG: town plans: U/11 Underwood (eg copy held LLSL: map collection).
- 135 For location of services, see following Underwood services section.
- 136 By 1865: *HTG*, 24 October 1865, pp1851 & 1861. Hall's block: Dilston 0535 (from LSD: land grant map Dorset 1B).
- 137 Barrett's holdings included land at Turners Marsh/Karoola, and Hall's at Lebrina; refer to those sections. By 1867: *HTG*, valuation roll for Selby, 31 December 1867. For property locations refer to LSD: land grant maps Dorset 1A & 1B; present properties as on Dilston 5042: Cartwright 17457/13294; Marx 0776; Przybille 0775; Cute 13291; Bennie's 100 acres is now several blocks including 0531,13286, 0526-8 and part of 0529,0520 & 0522.
- 138 Refer to *HTG*, assessment rolls for Selby, 1870's. School dates and enrolments from Kelp, *Evolution of a Land Settlement Pattern*, Appendix D.
- 139 Comments on land capability draw on Noble, *Land Capability Survey of Tasmania. Pipers Report*. and C. Olson (interview).
- 140 Land description: *ibid*. In the 1870's: refer to *HTG*, assessment rolls for Selby. Lynch: *ibid*, 19 January 1869, p101. Early map: OSG: survey diagram: Dorset 2A/104 (J.Scott, 1853; later notes)
- 141 Refer to Turners Marsh/Karoola and Lilydale sections. Underwood families: C.Olson (interview). Quite a mix: overview from *ibid*, and QVM: Tassell Files: Mary Dent papers: notes on landownership from J.Blyth and F.Youl. Welshman: John Lobb lived in a cottage shifted from Grubb & Tyson's mill to Camerons Road, loc Dilston 166267 (C.Olson, interview and QVM: op.cit.)
- 142 John Hudson details from QVM: Lilydale Council Records: Box 30: Obituary of John Hudson, died 3 December 1944. Some earlier versions of LSD: land grant map Dorset show the name 'Stringy Bark Forest' to the north-east of the Melcombe Regis town reserve (now State Forest; Dilston 0452) near the southern part of the tramway.
- 143 Massey & daughter: Underlin & Branagan, *History of Underwood*, p2. From 1860: OSG: plan of roads: Dorset 10; and *HTG*, valuation roll for Launceston, 18 December 1860; loc Dilston prop 0536. With St Clair: *HTG*, valuation roll for Selby, 31 December 1867. By 1872: *ibid*, 17 September 1872. House site: C.Olson; loc Dilston 164295. Garcia Road/Barnards Road area: information from QVM: Tassell Files: Mary Dent papers: Jack Blyth & Frank Youl notes & sketch map.
- 144 James Crabtree was listed as occupier of 100 acres owned by Donald Cameron from 1867(while the sawmill was operating) to 1872 only (around the time of mill closure) (see *HTG*, valuation roll for Selby, 31 December 1867, and *ibid*, assessment roll for Selby, 17 September 1872.) In 1861 Cameron was shown as the purchaser of the block (Lilydale prop 0794; loc 177304; see OSG: plans of roads: Dorset 12) but subsequent LSD Dorset land grant maps show Crabtree as the purchaser. According to descendant J.Branagan (interview), James Crabtree lived on the 8 acre farm in the village (William Crabtree owned this property; see following paragraph). William Crabtree's land holdings are outlined in the following paragraph.
- 145 *HTG/HG*, valuation/assessment rolls for Selby, 25 January 1870, 24 October 1871, 17 September 1872, 6 November 1877, 20 November 1883, 1 November 1887, 27 October 1874. Hollybank house site: Dilston 174274.
- 146 Other aspects of the history & cultural landscapes of the Hollybank area are discussed in later in this Settlement: Underwood section as well as the Timber and Tourism sections. For a more detailed discussion of the farming phase and associated landscapes, see Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*.
- 147 British immigrants: many are referred to in this Study; well documented examples of the 1880's are the Athertons at Bangor (Pipers) and the Skemps at Myrtle Bank (St Patricks); refer to those Settlement sections. AOT: Free Arrivals Index and AOT: General Index are useful sources of information on backgrounds of particular settlers. For details of tramway location & significance to pioneer farming, see Tassell, op.cit., pp12-15. 1853 sawpit: OSG: survey diagram: Dorset 2A/104 (approx loc Dilston 171275); see earlier part of this discussion.
- 148 For details of the house site see Tassell, op.cit., pp15-17. *HTG*, 1877
- 149 Tassell, op.cit., pp15-17. Orr descendants: R. & H. Walker (interview).

- 150 House description from C.Olson; also archival photographs QVM:P:1997: 1334 (also published in Forestry Commission, *Hollybank 1850's-1980's*), 1511 and QVM: Tassell Files: Hollybank file: photograph of first homestead, ?pre-1886 (photocopy only, from J.Branagan; also reproduced in Tassell, op.cit. plate 1). German settlers: refer to Lilydale section. Underwood Germans: little is known, but numerous German names appear in the 1870's-80's *HTG* valuation/assessment rolls. J.Marx property: Dilston prop 0512 (loc 173295); LSD: land grant map Dorset 1B. Local story: C.Olson (interview).
- 151 Photograph: (photocopy only), from Crabtree descendant J.Branagan (interview); copy in QVM: Tassell Files: Hollybank file; also reproduced in Tassell, op.cit., plate 1. House loc: Dilston 174274.
- 152 Large farm: C. Olson (interview); also from reference to lot acreages as marked on LSD: land grant maps Dorset 1A&B. For details of house site & landscapes, see Tassell, op.cit, pp 15-18. 1930's plantings: R. & H. Walker (interview).
- 153 Orr family: Forestry Commission, *Hollybank 1850's-1980's* ; E.Elms (interview). Tramway as footpath: A.Orr (interview). Orr made stone walls: information & further details from Orr descendants C.Olson, E.Elms, R. & H. Walker (interviews). Stone walling technique & significance at Hollybank, Underwood district & elsewhere in Tasmania is discussed in Tassell, op.cit., pp22-7 (drawing on Garner, *Dry Stone Walls*, including illustrations). See section Living on the Land: fencing the land: dry stone walls for a summary. Other local farms: loc Dilston 170288, 168294 & 178277.
- 154 Section Living on the land: fencing the land: dry stone walls; Tassell, op.cit., pp22-7.
- 155 Exotic plantings & their significance are discussed in more detail in Tassell, op.cit, pp19-22. Elizabeth Orr: E.Elms (interview). Some sources: Forestry Commission, *Hollybank 1850's-1980's*; J. Branagan (interview). Pine felling & dating: R.Sulzberger (interview).
- 156 Orr descendants information on plantings & Mary Orr: E.Elms, C.Olson, R. & H. Walker. LLSL: Underwood file: 1933 Ash Plantation prospectus (with photographs).
- 157 Typical exotic plantings are discussed in Tassell, op.cit., pp19-22 (drawing on Simons, *Historic Tasmanian Gardens*), and Tassell, *Tasmanian Rural Cultural Landscapes*. Dairy under laurel: E.Elms (interview); common practice: C.Olson (interview). Bowood: R.Sulzberger (interview).
- 158 LLSL: Underwood file: Ash Plantations Ltd prospectus (1933).
- 159 Larger and productive farm: C. Olson (interview). Services: refer to Underwood services section for details For details of land alienation & development, refer to Kelp, *Evolution of a Land Settlement Pattern*, figs 6 & 7, in conjunction with LSD: land grant maps Dorset 1A & B and *HTG/HG*, valuation/assessment rolls, 1870's-80's. .
- 160 Ibid.
- 161 Refer to section Transport: Roads: Pipers for details
- 162 Thomason owned Tyson block: HG, assessment roll for Selby, 6 October 1885. Refer to Underwood services: churches and post offices. Lobb details from QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map, and C.Olson (interview).
- 163 Refer to Underwood services section. Settlement pattern deduced from information from Kelp, op.cit., figs 9 & 10; QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview). For details of soil capability, refer to Noble, *Land Capability Survey of Tasmania. Pipers Report*.
- 164 Details of small holdings, dwellings & their fates and former owners are available in QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview). Surviving dwelling loc: Dilston 181284.
- 165 An indication of the huts and houses being built can be obtained from HG/TG, assessment rolls for Selby/Lilydale for the period late 1880's-1910's. Hut moved: C.Olson (interview); locs Dilston 165274 to 166273. Surviving houses, structures & plantings of this period are too numerous to list in full; some are mentioned in the following discussion. Further details from QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview). See QVM: project photographs.
- 166 Photograph: *Weekly Courier*, 10 June 1905. Village survey: OSG: town survey: Underwood U/11. Disused cottage: QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview); loc Dilston 168287.
- 167 C.Olson (interview). For further details on Walkers refer to Lalla section; on the link between timber and agricultural industries, to Timber Industry: periods 1850's-80's & 1880's-1920; for details of the many sawmills in the district in this 1880's-1920 period, refer to QVM: sawmill site register.
- 168 For examples of abandoned & burnt dwellings , refer to QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview). Government view: section Timber Industry: period 1880's-1920. Farming unviable: C.Olson (interview). Until 1970's: ibid; R. Hamilton (interview).
- 169 Use of local stone: for further details refer to section Living on the Land: Fencing: dry stone walls; Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*, pp22-7. Commuter era: refer to 1970's-90's subsection.
- 170 Family history: D.Walker (interview). The history & cultural landscape significance of the Hollybank stone walls are discussed in detail in Tassell, op.cit., pp22-7.
- 171 Garcia's property: QVM: Tassell Files: Mary Dent papers: Blyth & Youl notes & sketch map; and C.Olson (interview); loc Dilston 178277. Jones details: ibid, and M.Dent: H. Jones property survey diagrams from 1894; and M.Dent (interview); Dilston prop 13273 (loc 171288) and Dilston 168294. Early houses loc: Lilydale 156305 & Dilston 177298.
- 172 Cherry Farm: F.Kavic (interview); loc Dilston 151294. Disused houses loc: Lilydale 156305 (originally Boland's house) and 146306 (Dixon).
- 173 Crops and threshing: LLSL: Underwood file: Hollybank Apiary, *A History of Underwood* (brochure). Farm produce: ibid, and QVM: Underwood file: Burns, 'Early Underwood' notes and map. Burns details: ibid; Dilston prop 13266 (house was at 181288); Shea block marked on LSD: land grant map Dorset 1B
- 174 Hollybank successful: C.Olson (interview). Orr family information: E.Elms (interview). House & plantings details: C. Olson, R. & H. Walker, E.Elms. Second house loc: Dilston 173270. For a more detailed discussion of farming at Hollybank and related site features, refer to Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*, pp11,16-22; plates 2 (first homestead c1910) & 3 (second homestead c1930) are reproduced from QVM:P:1997: 1332 & 1511.
- 175 Jones' barn: M.Dent (interview); loc Dilston 171289. Box's chaff house: C.Olson (interview); loc Lilydale 147311. Olson & Boland details: C.Olson (interview); locs Lilydale 150305 & 156305.
- 176 C.Olson (interview); includes many more details of Olson's developments. Anders Olson's block was originally granted to J.Poxon (Lilydale prop 13760; loc 150306; refer to LSD: land grant map Dorset 1B. For photograph of Olson's Glenfern Poultry Farm, c1910 see QVM:P:1997:1335.
- 177 Refer to section Timber Industry: Period 1880's-1920: Pipers. Brown Mountain farms information from C.Olson (interview). Dickson's house: loc Lilydale 147306.
- 178 C. Olson (interview).
- 179 Refer to section Timber Industry: Period 1880's-1920: Pipers. Boland's house: C.Olson (interview); loc 156305.
- 180 Refer to section Timber Industry: Period 1880's-1920: Pipers. Bardenhagen's 1888 mill: QVM: Tassell Files: copy of Forestry Tasmania's Mount Arthur historic file & map (sawmill #2); QVM: sawmill site register: #78 (further details available)
- 181 Refer to section Transport: Roads: Pipers. Road damage: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (7 June 1909). In 1911: *Examiner*, 1 August 1911.
- 182 Refer to section Transport: Railways: North-Eastern line. In 1888: AOT: Tankerville Road Trust: Minutes of meetings: AB 386/1 (27

- March 1888). The route of the road was discussed several times including: *ibid* ,AB 386/2 (7 April 1890; 19 January, 1 August, 10 October & 4 December 1891; 10 January 1893. Petition: *ibid*, 28 May 1900. Road surveyed, not completed: C. Olson (interview). Cate's farm loc: Dilston 153296.
- 183 Weston: C.Olson (interview); also see sections Lilydale: services and Transport: Roads: Pipers. Sawmilling: see section Timber Industry: Period 1920-1970: Pipers; *Examiner*, 28 March 1985; C.Olson (interview); QVM: Tassell Files: copy of Forestry Tasmania's Mount Arthur historic file & map and QVM: sawmill site register.
- 184 Stagnation: C.Olson (interview). Campbell house, former hotel: QVM: Tassell Files: Mary Dent notes & map; refer to services section below; loc Dilston 178294. In 1967: QVM: *op.cit*; C.Olson(interview); refer to services section below; loc Dilston 164295.
- 185 C.Olson (interview); house locs in order: Dilston168265, 167276 & 178275.
- 186 Brown Mt house: *ibid*; loc Lilydale 161300. Garcias Road: QVM:Tassell Files: Mary Dent notes & map; loc Dilston 179283. Campbell houses:*ibid* & C.Olson (interview); locs Dilston 182297 & Lilydale 185301.
- 187 M.Dent (interview); house loc Dilston 171287.
- 188 Tomkinson information from M.Dent (interview) & QVM: Tassell Files: Mary Dent papers: notes & map; original & Barnards Rd locs: Dilston 171289 & 184283. Other cottage: QVM:*ibid* (location on rough sketch map only; exact location not known). Shifted westwards; HEC house: *ibid*; loc Dilston prop 0510.
- 189 C.Olson (interview).
- 190 Economy: based on details from C.Olson (interview). Rented properties: *ibid*, also QVM: Tassell Files: Mary Dent papers: notes & map. Tea-tree harvesting: C. Olson (interview); for details see Living on the Land: Hunting & gathering: native plant harvesting. Sawmilling: refer to section Timber Industry: period 1920-70: Pipers; for details of specific mills see QVM: Tassell Files: copy of Forestry Tasmania's Mount Arthur historic file & map and QVM: sawmill site register; also C.Olson (interview).
- 191 C.Olson (interview). Bennie & Cameron property locs: Dilston 164277 & 163286.
- 192 *Ibid*. 100 acre , Boland & Glenford Farm locs: Lilydale 153311 & 156305, Dilston 154296.
- 193 *Ibid*. White Bottom & Barbers Bottom locs: Dilston props 0492, 0486. For further details of Archer holdings refer to Chick, *The Archers of Van Diemens Land*, pp270-1.
- 194 By 1921: QVM: Lilydale Council Records: Box 47: Return of Codlin Moth Inspections 1921. Olsons: C.Olson (interview); loc Lilydale 150306. Burns' farm: Kavic family & C. Olson (interviews); loc Dilston 152294. Refer also to section Living on the Land: Orchardring.
- 195 C.Olson (interview); loc *op.cit*. Refer to section Living on the Land: Dairying for further details of landscape elements associated with dairying.
- 196 Soldier settlers: C.Olson (interview), also J. Branagan(interview). Prince, Branagan site locs: Lilydale 153307; Dilston 168284. Crabtree: refer to preceding section. Cash: C.Olson (interview).
- 197 Cherry Farm: Kavic family (interview); loc Dilston 151294. Tynan's farm: C.Olson (interview) and *North-Eastern Advertiser*, 18 December 1936; loc Dilston 167294. Wulfs: *Mercury*, 22 April 1959;*Sunday Examiner Express*, 6 July 1974; *Northern Scene*, 20 June 1978; loc Lilydale 154311. One of the earliest: *HTG*, valuation roll for Launceston, 18 December 1860 (see earlier section: Early occupation mid 1840's-1880's). Refer also to section Living on the Land: Market gardening.
- 198 Dents: M.Dent (interview); loc Dilston 170288. Refer also to section Living on the Land: Horticulture. Garrett: C.Olson (interview);
- 199 Tynan: C.Olson (interview); loc Dilston 167294. Powers: *ibid*; loc Dilston 182295. Caberfeidgh: *ibid*; loc Dilston 176288. Olsons: *ibid*; loc Lilydale 151306. Refer also to section Living on the Land: Poultry.
- 200 C.Olson (interview); locs Dilston164273 & 166273.
- 201 For discussion of Hollybank, see Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*. In 1933: Forestry Commission, *Hollybank 1850's-1980's*; LLSL: Underwood file: Ash Plantations Limited prospectus. Leased out: C.Olson, R. & H.Walker (interviews); for further discussion refer to Tassell, *op.cit*, p11. Since 1917: E.Elms (interview). Walker plantings: *ibid*.
- 202 Tassell, *op.cit*, p22. Marshall & Pearson, *Regional Forest Agreement: Cultural Heritage Identification and Assessment: Stages 2&3: Study 2: Sample of Place Types in Forests*, Appendix F, site HMC/DM6.
- 203 Details of ash plantation from section Timber Industry: Period 1920-1970: Exotic Plantations.
- 204 In 1955; buildings demolished: Forestry Commission, *op.cit*. Shifted to Retreat: C.Olson. Vegetable gardens: R. & H.Walker(interview).
- 205 Forestry Commission, *op.cit*.
- 206 C.Olson (interview).
- 207 *Ibid*; for further details see section Tourism: Pipers: 1890's-1960's. Cute, Robertson house locs: Dilston 154296, 157293.
- 208 Woods family information: C.Olson (interview) & QVM: Tassell Files: Mary Dent papers: notes & map; property included F. Kowarzik block on summit of Browns Mountain; Lilydale prop 0772 (see LSD: land grant map Dorset 1B); house loc Lilydale 169302. Crabtree block: see LSD: land grant map Dorset 1B. Jones: *HTG*, assessment roll for Selby, 6 October 1885; QVM, *op.cit*.
- 209 Shack on village block: C.Olson & M.Dent (interviews); loc Dilston 169286. Cherry Farm Road: C.Olson (interview); loc Dilston 153286.
- 210 C.Olson (interview); initial block : Lilydale prop 13760. Hut loc: Lilydale 152307.
- 211 *Ibid*. Derelict farmhouses include those on former Boland, Dickson and Dean (Lalla) blocks (loc. Lilydale 156305, 147306 & 137333. Detailed description of farm in section Living on the Land: Poultry.
- 212 Bush sawmilling: refer to section Timber Industry: period 1970-1990's. For further discussion of the alternative rural lifestyle movement in the Pipers region (relevant to the present section as a whole) see sections Settlement: Pipers: Overview of Settlement History & Pipers: Lilydale: 1970's-1990's, also Tourism: Pipers: 1970's - 1990's.
- 213 Appeal of Underwood: *ibid*. 1985 road: *Lilydale Progressive*, vol. 6, no. 6., August 1985.
- 214 Appeal of Underwood: *ibid*. Changes since 1973: C.Olson & R.Hamilton (interviews). Examples of old houses bought include those on Underwood, Camerons & Ryans Road at Dilston 171288, 164277 & 173294. Brown Mountain & Underwood Road cottages: C.Olson (interview); refer also to Services section; locs Dilston 168293 & 173289.
- 215 Burnside: field observations (see QVM: project photographs); loc Dilston 180288. Burnside is mentioned in the 1880's-1920 section; see QVM: Underwood file: T.E. Burns notes, 'Early Underwood' of Burnside for family recollections of the pioneer farm. Other house loc: Dilston169283.
- 216 Post office: QVM: Tassell Files: Mary Dent notes & map; also C.Olson (interview) & see Services section; loc Dilston 177291. Garcia farm: QVM, *op.cit*, and C.Olson (interview); loc Dilston178277. Linton block: C.Olson (interview); loc Dilston 159289. Bridge: *ibid*; loc Dilston 160290.
- 217 R.Hamilton (interview); for further discussion of rural alternative & commuter properties in the Pipers, see sections Settlement: Pipers: Overview of Settlement History & Pipers: Lilydale: 1970's-1990's, also Tourism: Pipers: 1970's - 1990's.
- 218 Wulfs: *Mercury*, 22 April 1959; *Examiner*, 6 July 1974; *Northern Scene*, 20 June 1978; *Examiner Express*, 21 March, 1981; loc Lilydale 154311. Dents: M. Dent (interview); loc Dilston 171288.
- 219 Johnsons: R.Hamilton & C.Olson (interviews) and section Tourism: Pipers; loc Dilston 164273. Nursery: *Northern Scene*, 28 February 1980; refer also QVM: Tassell Files: Tourist brochures:*Brown Mountain Nursery & Gardens* and section Living on the Land: Nurseries and Tourism: Pipers; loc Dilston 161298.
- 220 Kavic family (interview); loc Dilston 151294.

- 221 R.Hamilton & C.Olson (interviews); Bennie & Cameron have been mentioned in preceding sections; farmstead loc. Dilston 164277. German house loc: Dilston 164284. Woodshed & tanning shed, cowshed & pigshed: R.Hamilton; locs Dilston 165277, 164278 & 166282.
- 222 All details from C.Olson (interview); refer also to LSD: land grant map Dorset 1A. Vallemore loc: Dilston props 0540, 0539. Two other blocks: Dilston props 0544 & 0545 (Ryan).
- 223 Goullees Road: Launceston City Council, *Rural Residential Living Strategy*, p12 (copy held QVM: Tassell Files: LCC file.)
- 224 Refer also to section Living on the Land: Fencing: Stone walls. Examples of stone walls: Fingerpost Hill area, Dilston props 117224 & 0469. Goullees Road house: C. Olson; loc Dilston 177255. Underwood Road farmhouse, Holloways Hill, Underwood Road & Cherry Farm Road houses locs: Dilston 166273, 137236, 166267 & 156287.
- 225 C.Olson (interview).
- 226 Village survey: OSG: town plans: Underwood U/11. Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural pp7-8, Rural Appendix p12.
- 227 Some sources: for example, LLSL: Lilydale Churches file: Order of Service, Thanksgiving Service, Lilydale 23 October 1988. 'Upper Piper' church at Karoola: Southerwood, *Planting a Faith, Vol. 1 : Launceston's Catholic Story in Word and Picture*, p19. Refer also to Turners Marsh/Karoola section. Underlin & Branagan, *History of Underwood*, p4. Site: Dilston prop 0810. Other local sources: C.Olson, M.Dent (interviews).
- 228 Crabtree services: Underlin & Branagan, op.cit., p3. Built 1882: *Examiner*, 25 May 1882; loc Dilston 169284. Church moved: QVM: Underwood file: Burns, 'Early Underwood'. Materials re-used: Underlin & Branagan, op.cit., pp3-4. Owned 620 acres: see Assessment Rolls for Selby, for example, *HG*, 6 October 1885, p1254.
- 229 Head of church: Methodist Church Committee, *Tasmanian Methodism 1820-1975*, p50. Circuit: QVM: Underwood file: Burns, 'Early Underwood'. Photographs: *Weekly Courier*, 10 June 1905; *Mercury*, 13 December 1937. Notes on 1905 & 1939 from AOT: Records of the Methodist Church in Tasmania: Underwood Methodist Church Trustee Minutes NS 499/3588 (2 November 1905, 11 February 1939). In 1967: QVM: Tassell Files: Mary Dent papers: notes.
- 230 St Stephens: Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p63. About 1905: Underlin & Branagan, op.cit., p4. Situation: C. Olson (interview); loc Dilston 169285. Refer to Tunnel and Wyena sections. In 1895: *Church News*, 3 May 1895 (copy held QVM: Atherton papers). In 1904: St Stephens Parish Hall, Underwood: Church Wardens minute book (3 May 1904); held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers..
- 231 Ladies toilet: AOT: op.cit. (10 August 1933). In 1906: St Stephens Womens Work Guild, Underwood: Minute Book (18 October 1906); held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers. Other details: *ibid*.
- 232 Service details (other details available) from St Stephens Parish Hall, Underwood: Church Wardens minute book; op.cit., and Lilydale Vestry Minute Book, also held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers. In 1951/2: refer to hall section.
- 233 In first decade: Heyer, *The Presbyterian Pioneers of Van Diemen's Land*, p192. Site details from C.Olson (interview); loc Lilydale 153305. Mr Campbell: Heyer, op.cit, p192. By 1930: C.Olson (interview). Refer to Lalla section.
- 234 Schools dates and enrolment from Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Lilydale & Turners Marsh school locs: Lilydale 179328 & 119323; for more details refer to those districts' sections.
- 235 In Methodist church: QVM: Underwood file: Burns, 'Early Underwood' notes and map. School reserve: LSD land grant map Underwood (copy held LLSL). School loc: Dilston 170284. In 1894: QVM: Tassell Files: Mary Dent papers: notes and map. 1905 photograph: *Weekly Courier*, 10 June 1905. Local sources: C. Olson (interview); loc Dilston 133233. Walked to Underwood: *ibid*, also H.Bye (interview).
- 236 For details of area school, see section Lilydale: Services. A further year: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/5 (2 December 1939 & 3 February 1940). Original structure: C.Olson (interview). Photograph: reproduced in *Examiner*, 28 March 1985. Trees: C.Olson (interview).
- 237 In 1981: *Examiner*, 8 June 1996. Families who set up school: R. Hamilton (interview). Original loc: *ibid*; Dilston 166273; Mt Arthur loc: Lilydale 186305. Travelled from Launceston: *ibid*; also *Examiner*, op.cit. Declining enrolments: *Examiner*, op.cit. In 1997: *Examiner*, 15 February 1997.
- 238 In 1885: Orchard, *History of the Post Office in Tasmania*, p 62. At Thomason house; replaced 1973: QVM: Tassell Files: Mary Dent papers: notes and map; also see QVM: Underwood file: Burns, 'Early Underwood' notes and map and LSL: Underwood: Hollybank Apiary, *A History of Underwood* (brochure); loc: Dilston 177291.
- 239 Fisher & Cash: C. Olson (interview); locs Dilston 173290 & 168284; Dent: M.Dent (interview); loc Dilston 171288.
- 240 Hotel licence details from AOT: Licensing Courts: Launceston Meeting LC/1 (1881-93). Refer also to section Pipers settlement: Turners Marsh/Karoola: services. Coaching stables: Underlin and Branagan, *History of Underwood*, p3. Caberfeidgh located at corner of old Lilydale and Barnards Roads (Dilston 175288), according to QVM: Underwood file: Burns, 'Early Underwood' notes and map (map also published in LSL: Underwood: Hollybank Apiary, *A History of Underwood* (brochure); also C.Olson (interview). Caberfeidgh located on corner in old Underwood Road (Dilston 170294, according to QVM: Tassell Files: Mary Dent papers, map and notes; also C. Olson (interview) had been told by early local sources this was the site of the hotel although not Caberfeidgh property.
- 241 Fisher: Underlin & Branagan, op.cit., p3; QVM, op.cit., and C. Olson (interview). Shop location: Dilston 173289. Blacksmith: C.Olson (interview); loc Dilston 164295. Westons service: C.Olson (interview); refer also section Lilydale: services and Transport: Roads: Pipers.
- 242 Hollybank, Benn & Jones barns: Underlin & Branagan, *History of Underwood*, p4; loc Dilston 173274, 168294 & 171288. T.Box barn: C.Olson (interview); loc Lilydale 147311.
- 243 In 1911: Underlin & Branagan, op.cit., p4; hall loc & description: C. Olson (interview); Dilston 170286. Recreation ground gazetted: see OSG: town plan: Underwood U/11. In 1929: Underlin & Branagan, op.cit., p4. In 1930: QVM: Lilydale Council Records: Box 37, Alpha file, Underwood Hall 1928-45. Avenue description from C.Olson (interview).
- 244 In 1930: *ibid*. Floods: *Examiner*, 31 October 1938.
- 245 After war: QVM: Lilydale Council Records: Box 30: Underwood Memorial Hall 1947-52 and Box 49: War Memorials. In 1952: QVM Archives: Underwood Progress Association minutes. In 1965: *Mercury*, 29 October 1965.
- 246 From 1904: Underlin & Branagan, op.cit., p4. In 1908: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/1 (7 December 1908). Hollybank, Caberfeidgh: Underlin & Branagan, op.cit., p4; locs Dilston 174274 & 176289.
- 247 Cricket pitch, William Orr & Thomas Orr homestead locs: Dilston 173271, 174274, 173269. Entally: *National Trust, Entally House Conservation Plan*.
- 248 Rifle club and agricultural bureau: see *Walch's Tasmanian Almanac*, for example, 1920 and 1930 respectively. Other services are referred to in the following discussion.
- 249 Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural p7 & Rural - Appendix pp5-7. See section Settlement: Pipers: Bangor. 1976 study: Tasmanian State Strategy Plan, *An Analysis of Tasmania's Settlement Pattern*. Working Paper No. 23, Hobart, May 1976, p27, fig.8.
- 250 Hall's Track name: refer section Transport: Railways: North-Eastern Line. The Post Office name was changed to Lebrina in July 1890.

- Entries in *Walch's Tasmanian Almanac* for 1890-95 suggest that the name Lebrina came into general use in this period. In 1859: *JHA* 1866/52 (Reports on Crown Lands and Roads: No. 6, 15 November 1859, James Scott). See section Transport: Roads: Pipers and Pipers: Routes for details and sources.
- 251 Ibid. In 1860: *JHA* 1860/8 (Lands in the vicinity of the Pattersonia, Piper's, and Ringarooma Rivers) and *JHA* 1861/158 (Roads and tracks to the Waste Lands of the Colony).
- 252 Settlement in 1860: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: The Lilydale District 1840-1923*, fig 4. For details of soils, refer to Noble, *Land Capability Survey of Tasmania. Pipers Report*. Passable standard: see section Transport: Roads: Pipers.
- 253 Chester in 1864: *JHA* 1866/52 (Reports on Crown Lands and Roads: No. 8, 18 July 1864, Charles Gould); LSD: land grant map Dorset 2A. Location of W.Chester's block: Retreat 17369,13143,0353,0851. Only a bridle path; other purchasers; Gould's suggestion: *JHA* 1866/52, op.cit. Petition: *JHA* 1866/48 (Piper's River Petition). For further discussion see section Transport: Roads: Pipers
- 254 Track via Myrtle Bank: see section Transport: Roads: St Patricks. Improvements on Hall's Track: *Examiner*, 8 June 1876; also see section Transport: Roads: Little Forester. Chester publican, gold finds: *Examiner*, 21 May 1872.
- 255 By 1877: Kelp, op.cit., fig 6. Hall's block: LSD: land grant map Dorset 3B; loc Retreat 17438/13121. In 1879: AOT: Tankerville Road Trust: Minutes of meetings AB 387/6 (31 July, 22 & 29 September 1879).
- 256 Soil type/capability information from Noble, *Land Capability Survey of Tasmania. Pipers Report*, map and pp18,33-7,40-1,46, 50-1.
- 257 Most of remaining land: Kelp, op.cit., figs 7 & 8. 1885 map: AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line PWD 266/2379/27. drawing no. 1, sheet no. 24, 1885. Rees' house: known to date from this period: field visit shows that it is wall papered with 1884 newspaper; house marked on map: AOT, op.cit.; location Retreat 184404.
- 258 Railway boosted settlements including Lebrina: ibid, pp 5.17, 7.5. See section Transport: Railways: North-Eastern line. Station loc: Retreat 189412. Proposed name of Denison: AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line: drawing no. 1, sheet no. 24, 1885 PWD 266/2379/27.
- 259 Hall's Tier tunnel: loc Lilydale 168395. Denison Gorge crossing loc: Retreat 192404. See section Transport: Railways: North-Eastern line.
- 260 Ibid. Site of brickmaking and hotel: L. Sulzberger (interview); locs Retreat 186403 & 186402. Site of boarding house: A. Shipton (interview); loc Retreat 183413.
- 261 In 1888 (including quotations): AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (12 April & 4 June 1888). Rail crossing loc: Retreat 186406.
- 262 Post office 1885,1890,1958: Orchard, *The Post Offices of Tasmania*, pp28,36. In 1913: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (1 November 1913). At general store: L. Sulzberger (interview); see discussion of shops below.
- 263 In 1887: *JPPP* 1888/45 (Public Works). Police station location information: A. Shipton, L. Sulzberger, W.Venn (interviews); loc Retreat 186409. Shifted to Tunnel property: A.Shipton(interview); loc Lilydale 160396. Duty book: AOT: Police Department: Hall's Track (Lebrina): Duty Book, 6 June 1887-25 May 1891 POL 476. In 1892 the police station was referred to by the Road Trust as a landmark in relation to a stretch of roadworks, but there was no indication as to whether it was still open (AOT: Tankerville Road Trust: Minutes of meetings AB 386/2 (12 September 1892).
- 264 Policeman recorded visits: AOT: police department:op.cit. Hotel licence details: AOT: Licensing Courts: Launceston Meetings LC 31/1 (1886-1889). Backfields loc: AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (12 April 1888), also *Examiner* 19 May 1938. Referred to: AOT, op.cit., 9 December 1886.
- 265 Licence dates: AOT: Licensing Courts: op.cit. In 1892: AOT: Tankerville Road Trust: Minutes of meetings AB 386/2 (12 September 1892). Departure of present main road from Hall's Track: see section Transport: Roads: Little Forester: Routes; loc Nabowla 201429.
- 266 Jobs for linesmen and platelayers: *Post Office Directory* from 1892/3
- 267 Station site: W.Venn (interview); loc Retreat 189412. Moved to farm: ibid; loc Retreat 166467. Goods shed site: ibid; loc Retreat 189412. Moved to Rees farm: ibid; loc Retreat 183408. Stationmaster's cottage: ibid; loc Retreat 188411. Moved from Denison Gorge: W. Venn (interview); loc Retreat 190412. Denison Gorge cottage site loc: Retreat 196403. For further discussion of Denison Gorge, refer to section Tourism: Little Forester.
- 268 Lebrina school 1892, 1898: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Photographs: *Weekly Courier*, 26 June 1919 (copies held LLSL Photograph files: Lebrina. Lilydale Area School: see section Settlement: Pipers: Lilydale: Schools. School loc: Retreat 192416.
- 269 St Andrews loc: Retreat 192415. Built 1891:Henslowe,*Our Heritage of Anglican Churches in Tasmania*, p42. In 1887: LLSL: Bangor files: Atherton diary. In 1895: *Church News*, 3 May 1895 (copy held QVM: Atherton papers).
- 270 1902 preachers' plan: information from 1902 Preachers Plan, Lilydale Home Mission Station, held by J. Hardwick (interview). 1916,1949-50 records: AOT: Records of the Methodist Church in Tasmania: Preachers Plan, Lilydale Circuit NS 499/3601. Methodist church loc information: L.Sulzberger (interview); loc Retreat 186408. Sold 1970: AOT: Records of Methodist Church in Tasmania: Lebrina Methodist Church 499/3594 (3 June 1969; 17 February 1970). Shifted for house: L.Sulzberger, A.Shipton (interviews); loc Retreat 188412. Roman Catholic church information: ibid. Shifted to loc. Retreat 192414.
- 271 Burned down: *HTG*, 19 March 1901,p794. Site of public hall: L.Sulzberger & A.Shipton (interviews); loc Retreat 190413. Site of present hall: Retreat 189413. Before 1918: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/2 (2 March 1918). Lebrina hall: *Examiner*, 17 December 1907. Beattie's hall: *Examiner*, 19 July 1907. Shaw's hall: *Tasmanian Mail*, 24 April 1909, p19.
- 272 Present hall information from QVM: Lilydale Council Records: Box 49: Correspondence: Lebrina Hall 1927-43; War Memorials. Discussion of acquisition of recreation ground in AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (11 April 1928)In 1997-8: *Examiner*, 24 October 1997, 6 & 12 December 1997.
- 273 In the early 1890's: *Post Office Directory* from 1892/3. Since that time: L.Sulzberger, A Shipton (interviews). Known shop locations (approximate chronological order; all on Retreat map sheet, information, L.Sulzberger, A.Shipton) : between the road and rail, now occupied by shifted house (Retreat 187411); to N of former RC church, 188412); old house opposite railway station site, house burned down & another house shifted there now; house still standing at N end of town on E side of road, 191414. Longer term shop/PO loc: Retreat 191414. Butchery: K.Lockett (interview).
- 274 Feeder roads: for example, AOT: Tankerville Road Trust: Minutes of meetings AB 386/2 (10 June 1891). Early timber wastage: see section Timber Industry: Period 1850's-1880's. Sawpit: A.Smith (interview); loc Lilydale183369
- 275 For discussion of effects of rail transport on timber industry, see section Timber Industry: Period 1880's -1920: introduction. Lebrina mills: see ibid, :Pipers region.
- 276 In 1904: *Weekly Courier*, 7 May 1904. Refer to relevant parts of section Living on the Land.
- 277 For details of land capabilities of Lebrina and other districts in the Study Area, refer to Noble, *Land Capability Survey of Tasmania. Pipers Report*.
- 278 Refer sections Pipers Settlement: Karoola and Underwood. Number of houses: K.Lockett, A.Shipton (interviews). Rural fire brigade serving 130 houses: K. Lockett (interview); loc Retreat 190413. Clover Hill & Brook Eden wine cellars: refer sections Tourism: Pipers, and Living on the land : Vineyards; locs Retreat 189426 & 183444. Bark Hut; loc: Retreat 192422; *Lilydale Progressive*, April 1988. Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural - Appendix p7.
- 279 House on 1885 map: AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line: drawing no. 1,

- sheet no. 24, 1885 PWD 266/2379/2; location Retreat 184404. Dadson's Retreat house: I.Bassett (interview); shifted from Retreat 141429 to 185407. Photograph: *Weekly Courier*, 26 June 1919.
- 280 Venns' farm: D.Venn (interview); loc Lilydale 183393. Introduction of bulldozers, clearance, rocks used: K.Lockett (interview).
- 281 Examples of early dwellings in district (not already mentioned in discussion): Main Road N of township: Retreat 191419, 192423, 199426; Farelly's Road: Lilydale 191377; S of township Retreat 186404; Adams Road, Retreat 185438; Pipers Brook Road: 177463, 167473. Examples of sites with old plantings and modern houses: Clover Hill, Retreat 189426, Pipers Brook Road, Retreat 199432; Adams Road, Retreat 184446. House destroyed by fire: information I.Flynn (interview); loc Nabowla 202431. Examples of 1960's-70's houses/dairy farms: Retreat 183448, 178413. Example of dairy farm into 1990's: information A. Shipton (interview); loc Retreat 177453.
- 282 Shifted buildings: Hagley station information: Mrs Szekely (interview), loc Lilydale 184396; Green's Yondover house information: D.Venn & I. Bassett (interview), loc Lilydale 183393; other Yondover cottage information, I. Flynn (interview), loc Retreat, probably 192423; Launceston house & Lebrina station information: *ibid*, loc Retreat 167467.
- 283 Aggregation, hobby farms: K.Lockett (interview). Examples on Pipers Brook Road: Retreat 195446, 192457, 183461, 178468. See QVM: Tassell Files: Pipers Real Estate advertisements file.
- 284 Zoning: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural Appendix pp11-12. Lalla. Note that Brown Mountain is named 'Browns Hill' on the Lilydale Sheet 5043; however, only the former name has been heard or seen in local use during this Study. Road between Lilydale 136322 (west) and 176326 (east).
- 285 1861 map: OSG: Roads Dorset: 12. Junction of tracks at loc Lilydale 173322, hut at site of or vicinity of existing house at Lilydale 173323; refer also to tracks marked on LSD: land grant map: Dorset 1B.
- 286 Downie: OSG: op.cit and OSG: survey diagram: Dorset 5/33. Scott and Fernice block: refer jointly to LSD: land grant map: Dorset 1B and Kelp, *Evolution of a Land Settlement Pattern*, Appendix B, Table 1; date also mentioned in Lilydale Centenary Committee, *History of Lilydale & Kelp*, op.cit., p4.4. Other selectors of 1861/2: Kelp, op.cit., p4.4. For details of services at Lilydale/Lalla Road junction, refer to section Lilydale: services.
- 287 Refer to section Turners Marsh/Karoola. In 1860: Kelp, op.cit., fig 4. Examples of settlers who had taken up land to west of the Pipers River by 1868: M. Ryan (50 acres) & M. Rush (99 acres); loc Lilydale props 17470 & 17469/13471 (from *HTG*, 19 January 1869).
- 288 By 1877: Kelp, op.cit., fig. 6. Refer to Turners Marsh/Karoola and Lilydale services sections. In 1904/5: *Walch's Tasmanian Almanac*. Lalla properties are listed for Lilydale or Karoola in *HTG/HG* Selby assessment rolls.
- 289 AOT: Public Works Department: TGR Launceston and Scottsdale Line PWD 266/2379/20-21 (1885). Approx loc of Brooks, Pollock, Kowarzik & Downie farmsteads: Lilydale 156328, 159326, 163326 & 163324, 173323. Further research could establish whether the existing cottage with steep-pitched roof on the former Downie site could be that marked on this 1885 map.
- 290 Roadworks: for examples, AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (22 July & 30 September 1874, 20 August 1878, 10 February 1880, 2 August & 27 March 1888). In 1885 the route of the railway line was crossed twice by Lalla Road on the Downie block only 200 metres apart near the present right angled bend (Lilydale 173322; see AOT: Public Works Department: TGR Launceston and Scottsdale Line PWD 266/2379/20-21 (1885); the road must have been subsequently realigned to avoid this. Refer to section Timber Industry: period 1850's-1880's. Sawpit Saddle: AOT, op.cit; loc Lilydale 169323.
- 291 Refer to section Living on the Land: Orchardring. Soils, quotation: LLSL: Pamphlet Collection: Tasmanian Nurseries, Karoola (*Descriptive Catalogue of Fruit Trees etc*), n.d (c1910) (further details given).
- 292 In 1894; later extended, Abel family: Sims, *The Norfolk Settlers of Norfolk Island and Van Diemen's Land*, p268. By 1904; quotations: *Weekly Courier*, 13 February 1904, p7. For published early photographs of Abel & McGaughey properties, see *ibid*, p24; of Woodstock & Old Seafield (also sketches), see Sims, op.cit., pp270-1. Seafield (c 1937 house; see *ibid*, p272), Woodstock & McGaughey house locs: Lilydale 163324, 161323, 158321. McGaughey house information from C. Olson (interview). For further details refer to these sources.
- 293 Other orchardists are named in *Weekly Courier*, 6 February 1904, p6 and *The Fruit World of Australasia*, 30 June, 1914, pp42-3 (copy held LLSL). Brooks orchards include Strathewer & Wattle Creek; Anon. Source #1 (interview); locs Lilydale 151332 & 157323. Purchase date of 1902 from inscription and entries in QVM: Tassell Files: Walker file: Visitors Book, Lalla Nurseries (copy); also Frank Walker first appears as owner of the 50 acres and house in the Selby assessment rolls in 1903 (*HG*, 17 November 1903). A date of 1892 is often quoted; this can be traced to an error in a feature article in *Illustrated Tasmanian Mail*, Christmas Number, 4 December 1929. Reason for selection: *Daily Telegraph*, 1 February 1909 (this article gives a detailed description of the Walker property). The Walker family's Lalla enterprises are further discussed in sections Living on the Land: Orchardring & Nurseries; much additional information is held in QVM: Tassell Files: Walker file, numerous QVM archival photographs including the entry for W.A.G. Walker by B.Valentine & M.Tassell for the *Australian Dictionary of Biography* (in press), video copies of 1940's-50's Walker movies of their Lalla enterprises.
- 294 By 1872: *HTG*, 17 September 1872, p1256 and LSD: land grant map Dorset 1B. Heavily timbered: *Illus. Tas. Mail*, op.cit. Selectively logged: QVM: Tassell Files: Walker file: Lands Department, *WAG Walker Rhododendron Reserve Development Plan 1986 to 1995*, p9. Flower farm loc: Lilydale 154318. Known sawmill: C.Olson (interview); loc Lilydale 159310.
- 295 In 1904/5: *Walch's Tasmanian Almanacs*; for further discussion, refer to sections Transport: Railways: North-Eastern line and Living on the Land: Orchardring. Walker behind it: *Daily Telegraph*, 1 February 1909, p3. By 1909: *ibid*. By 1914: *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee), p69. Station site: C.Olson (interview); loc Lilydale 148323.
- 296 In 1921/2: R.&H.Walker (interview); loc. Lilydale 149323; QVM holds numerous archival photographs of this shed, including when under construction, and of the two nursery sites. In 1927: Anon. Source #1 & D.Walker (interviews).
- 297 Seafield and Downie: Atkinson, *Railway Tickets of Tasmania*, p195, and C. Olson (interview); approx locs Lilydale 163324 & 173322.
- 298 Information on former through roads & tracks from C.Olson & Anon.Source #1, QVM: Lilydale Council Records: Box 34 (Roads through properties, 1930 correspondence); LSD: land grant map Dorset 1B; see also section Transport: Roads: Pipers. Locations (Lilydale sheet): Collins Rd from 126326 via Quills Rd to 141323; other road joining Lalla Rd at 136322; Brooks Rd from 156324 to 147345; track from Brown Mountain Rd at 152308.
- 299 Refer to Underwood: Services; church loc Lilydale 154305. By 1930: C.Olson (interview); loc Lilydale 152324. Vestry: AOT: Records of the Lilydale Presbyterian Church: Minutes of Parish Meetings NS 1451/4 (18 September 1940). Other renovations: LLSL: Lilydale Churches file: notes on Presbyterian Church and *North-Eastern Advertiser*, 25 November 1955. About 1972: Anon. Source #1 (interview).
- 300 1921-68: Orchard, *Post Offices of Tasmania*, p35; other details from Anon. Source #1 (interview); loc Lilydale 150322.
- 301 In 1922: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Old house until 1924: QVM: Lilydale Council Records: Box 21: schools correspondence 1922-4. House location: C.Olson (interview); loc Lilydale 151324. School site details; *ibid*; loc Lilydale 153324.
- 302 Olson details: *ibid*. In 1939: Lilydale Parents & Friends' Association, *Lilydale School Centenary*; see also section Lilydale: Services: Schools. Forms office: Anon. Source #1 (interview).
- 303 In 1909: *Daily Telegraph*, 1 February 1909, p3. Later: Anon. Source #1 (interview).
- 304 Original house, ploughman's cottage locs: Lilydale 146326 & 146324 Information from R. & H. Walker (interview); additional details

- supplied. Some of the dwellings can be seen in the numerous QVM archival Walker photographs.
- 305 Ibid. Railway & ploughman's house locs: Lilydale 149323 & 153320. Dickson: C.Olson & Anon. Source #1 (interviews); hut & sawmill loc: Lilydale 156318 & 154324
 - 306 *Weekly Courier*, 13 February 1904 (as quoted earlier in this section; early photographs & sketches as listed in those endnotes); McGaughey & Woodstock locs: Lilydale 158321 & 161323. For 1990's descriptions & photographs of Woodstock, refer to QVM:Tassell Files: Pipers Real Estate advertisements: *Examiner*, 3 December 1993 & 30 March 1996. Examples of other early dwellings locs (all Lilydale sheet): Brooks Rd, Strathewer (151332) & 155328; Lalla Rd, Wattle Creek (156323), 170323; Quills Road, 145330.
 - 307 One source: C.Olson (interview). North: R.&H.Walker (interview). Walker homestead loc: Lilydale 146326; numerous archival photographs dating from pre-1909 onwards in QVM Coll. Manager's house details: R. & H. Walker, C.Olson (interviews); loc Lilydale 149323. Cedar clad house: loc Lilydale 173323. Plantings: refer to QVM:project photographs: Lalla.
 - 308 Quotation from LLSL: Pamphlet Collection: Tasmanian Nurseries, Karoola (*Descriptive Catalogue of Fruit Trees etc*), n.d (c1910).
 - 309 See QVM: project photographs: Lalla. Refer also to section Tourism: Pipers region.
 - 310 R. & H. Walker, C.Olson & Anon. Source #1 (interviews); further details available.
 - 311 By 1909: the article in *Daily Telegraph*, 1 February 1909 includes detailed descriptions of the gardens. Quotation from *The Fruit World of Australasia*, June 30, 1914, p42 (copy held LLSL); other visitors' comments can be seen in QVM: Tassell Files: Walker file: copy of Visitors Book, Lalla Nurseries.
 - 312 For discussion of orcharding landscape elements see section Living on the Land: Orcharding. For details of Walker properties as tourist attractions, refer to section Tourism: Pipers region.
 - 313 Seafield: Sims, *Norfolk Settlers*, p272; loc. Lilydale 163324. Examples of postwar houses: on former East orchard Lilydale 172319, & 158324. La Provence: details from section Living on the Land: Wine growing; loc Lilydale 160325.
 - 314 Refer to sections Living on the Land: Orcharding & Dairying. Walkers scale down: C.Olson. WAG Walker reserve: many details in QVM: Tassell Files: Walker files; see also section Tourism: Pipers. Refer to section Living on the Land: Vineyards & Tourism: Pipers; Providence & Lalla Gully locs: Lilydale 160325 & 165331.
 - 315 New settlement phase: see sections Settlement: Pipers: Overview & Lilydale and Tourism: Pipers
 - 316 By 1976: *Examiner*, 28 August 1976; refer to section Tourism: Pipers. For examples of dwellings see QVM: Tassell Files: Pipers Real Estate advertisements. In 1982: QVM: Tassell Files: LCC file: 1982 Rural Residential Living Strategy, p12; also referred to in Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural pp9-10. In 1996: *ibid*, Rural Appendix, pp11-12.
 - 317 *Ibid*, cultural p30.
 - 318 Further details on all tourist activities in section Tourism: Pipers. Market; loc: Lilydale 149323; *Examiner*, 17 December 1973. Lalla Woolshed loc: Lilydale 143323; *Let's Talk About Lilydale District- Tasmania's Country Garden* (1989 brochure). Providence loc: Lilydale 160325.
 - 319 Stuga Restaurant; loc: Lilydale 164324; *Examiner*, 18 December 1976. Host farm accommodation has included Plovers Ridge, Tallett's Host Farm, Lalla: loc. Lilydale 162323 & 172326. Pear Walk: B.& L.Goodsir (interview); loc. Lilydale 141326.
 - 320 Kelp, *Evolution of a Land Settlement Pattern 1840-1923*, pp 5.1-5.8, fig 7; also see section Mining: Pipers.
 - 321 Land surveyed: *ibid*, fig 7, Appendix B. At a disadvantage: see section Transport: Rail: North-Eastern line.
 - 322 In 1888/9: AOT: Tankerville Road Trust: Minutes of meetings AB 386/2 (26 July 1888, 10 October 1889). For details of roads and tracks out of use, see section Transport: Roads: Pipers: Routes.
 - 323 Size of lots: Kelp, *op.cit.*, p 5.3, Appendix B (tables 1 & 2); LSD: land grant maps Dorset 1B & 2A (1948 ed.)
 - 324 Devils Den: I.Flynn (interview). Probably via Wyena: see section Transport: Roads: Pipers: Routes & Forester: Routes. Mahnken family information from Bardenhagen, *Lilydale - A German Legacy*, pp76-7; Ross Smith (interview) and QVM: Tassell Files: Ross Smith papers: Mahnken family. Green Hills & Summerleas locs: Lilydale 197364 & 193364.
 - 325 Kelp, Erb & Staubi land: LSD: land grant map Dorset 1B; locs Lilydale properties 0075; 0076; and 0939/0940/0941/0944. Family information from Bardenhagen, *op.cit.*, pp 53-8, 79-81. Known as German Town: *ibid*, p60. Tracks across hills: see section Transport: Roads: Pipers: Routes.
 - 326 Farms established more quickly: Kelp, *Evolution of a Land Settlement Pattern*, pp 5.1,5.2. Green: R.H. Green (interview); loc Lisle props 1144/1147/1148/1149. Mahnken: R.Smith (interview); QVM: Tassell Files: Ross Smith papers: Mahnken family.
 - 327 Timber wastage: see section Timber Industry: Period 1880's-1920's: introduction. Lowe family in 1880: *Mercury*, 11 August 1944. Sawmill: see section *ibid*: Pipers; loc Lilydale 198354. By 1885: AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (6 October 1885). One break: *ibid*, 10 December 1891. At least 1917: *ibid*: 6 May 1916 & 6 October 1917.
 - 328 Mahnken information from R.Smith (interview) and QVM: Tassell Files: Ross Smith papers: Mahnken family; Green Hills loc: Lilydale property 0048; another Mahnken property loc Lilydale 197358. Green information from R.H. Green (interview) & D.Venn (interview).
 - 329 In 1887: AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (20 February 1888). At a point: refer to Lilydale & Lisle sheets 5043 & 5243, together with LSD: land grant map Dorset 1B; loc Lilydale 194346; either this or another road from Doaks Road may be the road which had fallen out of use by 1891 as noted in AOT, *op.cit.*, 18 November 1905. In 1893: AOT, *op.cit.*, 8 June 1893, 10 & 24 July 1893.
 - 330 Early Green family information from RH Green (interview). Green's farm loc (established from LSD: land grant map: Dorset 1B): Lisle props 1144/1147/1148/1149. Photographs: QVM:P:1997:0979,0984-5. House site & move: D.Venn (interview). Present site of Green's house: Lisle 206354.
 - 331 Small apple orchards: QVM: Lilydale Council Records: Box 47 correspondence files: 1921 Return of Inspections under Codlin Moth Act 1888.
 - 332 Old farmstead landscapes include Lilydale 194348, 197358. Original Denny homestead & site of later one: D.Venn & I.Flynn (interview); locs Lilydale 198353, 197354; see also section Living on the Land: Lavender Farm. Brown homestead & early cottage moved: D.Venn (interview); locs Lisle 217347, 213351.
 - 333 See section Living on the Land: Lavender Farm; also photographs in QVM file: 'Lavender - An Australian Romance' exhibition. Land owned by Lowe: see LSD: land grant map Dorset 1B; also I. Flynn (interview)
 - 334 Information on the lavender farm from section Living on the Land: Lavender Farm and Tourism: Pipers; also photographs in QVM file: 'Lavender - An Australian Romance' exhibition and QVM: Tassell project photographs. By 1929: QVM: Lilydale Council Records correspondence files: Box 8: letter to Tasmanian Government Tourist Bureau (5 June 1929). Irene Flynn (nee Bird) interview.
 - 335 Kelp applied for assistance: *ibid*, Box 11, 1930 Correspondence files. The Council: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (2 December 1933, 6 April 1935). More information on tracks from M.Kelp & T. Mitchell (interviews). Sawmilling: *ibid*; mill loc Lisle 234357.
 - 336 See section Living on the Land: Dairying; local information from D.Venn (interview). Bowron's farm: D.Venn (interview); loc Lisle 210352. Seed potatoes: D.Wilson (interview); Browns property: loc Lisle prop 1151.
 - 337 School opened 1903: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D; loc Lisle 205354. Erected by parents: QVM: Lilydale Council Records: Box 11 (1939-40 correspondence files). Children walked, teacher rode: M. Kelp (interview). Hawkspur loc: Lisle 212338.
 - 338 Numbers of pupils: Kelp, *op.cit.*, Appendix D. Before 1910: Heyer, *The Presbyterian Pioneers of Van Diemen's Land*, pp191-2. In 1935:

- Miller, *Presbyterian Church of Tasmania Triple Jubilee 1973*, pp44-5.
- 339 Lilydale Area School: see section Settlement: Pipers: Lilydale Services: Schools. Hall: QVM:Lilydale Council Records: Box 11 (correspondence files 1939-40, 1953-56).
- 340 Church site: D.Venn (interview); loc Lisle 210353. Plans for church 1940-44: AOT: Records of the Lilydale Presbyterian Church: Minutes of Parish Meetings August 1897 - October 1963 NS 1451/4 (20 April 1940, 21 July 1941, 14 December 1944). In 1945: *North Eastern Advertiser*, 7 August 1945; *Examiner*, 3 August 1945. In 1955: *North Eastern Advertiser*, 25 November 1955. By 1973: Miller, *Presbyterian Church of Tasmania Triple Jubilee 1973*, p45.
- 341 Post office 1922-68: Orchard, *Post Offices of Tasmania*, p37. Location of PO: R.Smith (interview); loc Lilydale 197358.
- 342 Farming since 1970's: D.Venn (interview). 1970's milking shed: *ibid*; loc Lisle 214347. See section Transport: Roads: Pipers: Routes. Commuter holdings/rural retreats: see QVM: Tassell Files: Pipers Real Estate advertisements files.
- 343 Jock Nichols: *Examiner*, 6 May 1998; M.Kelp & T. Mitchell (interviews); old dairy farm loc: Lisle 201366.
- 344 Many aspects of the Bangor slate quarry, tramway, settlement and services and associated landscapes are discussed in other sections and are not repeated here, but the present section is incomplete without reference by the reader to those sections: Mining & Extractive Industries: Slate Quarrying; Transport: Tramways; Settlement: Pipers: Turners Marsh/Karoola & Lower Turners Marsh.
- 345 Kelp, *Evolution of a Land Settlement Pattern*, p3.9, fig. 4. Third River block loc: probably Lilydale prop 13568 (grid ref 128373). Two other blocks: refer to Turners Marsh/Karoola section.
- 346 Refer to sections Transport: Roads: Pipers, and Tramways. 1864 proposal: *JHA* 1864/19 (Crown Lands Reports: 'Tramways in Dorset, J.Scott, p9); see discussion of this in section Timber Industry: Period 1850's-80's.
- 347 *Ibid*.
- 348 For maps showing route of tramway see QVM: Tassell Files: Bangor file and sketch map in Chamberlain, *Wooden Rails to Bangor*, p1 (copy held in QVM: Tassell Files: Bangor file). Details of quarrying & tramway from Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, pp123-6 and Chamberlain, *op.cit.*, pp1,3; these sources supply detailed accounts. Refer also to sections Mining & Extractive Industries: Slate Quarrying and Transport: Tramways. Quarry loc: Lilydale 111366.
- 349 Dates and details of buildings from Morris-Nunn & Tassell, *op.cit.*, pp123-30 and Chamberlain, *op.cit.*, p3. Salvation Army: services were held in a 'long narrow building on top of the hill, well in past Heywood's shop' (from QVM: Tassell Files:Ross Smith papers: The Smith Family Part One),
- 350 For further discussion of Bangor landscapes and perceptions of them, see section Mining & Extractive Industries: Slate Quarrying. Area of convergence of routes: vicinity of Lilydale 114369.
- 351 From Victoria: Morris-Nunn & Tassell, *op.cit.*, p125. From Wales: *ibid*, p127. Local sleepers & rails : *ibid*, p124. Difficulty: *ibid*, p124. Early resident: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One.
- 352 Barrett: Chamberlain, *op.cit.*, p2. Hammersley: *ibid*, p4.
- 353 1974 Bangor Slate Quarry Company Pier and Tramway Act 33 Vict.No.3. *JPPP* 1884/134 (Bangor Slate Quarry Association's Tramway Bill: Report of the Select Committee),
- 354 QVM: Tassell Files: Ross Smith papers: The Smith Family Part One. Hotels: details from Lower Turners Marsh & Turners Marsh/Karoola sections. Sawmill: *Mercury*, 11 August 1944. Track to Bangor: B.Turner (interview); for its route see LSD: land grant map Dorset 1B (joined the Paling Track at Lilydale 139368).
- 355 In early 1885: Morris-Nunn & Tassell, *op.cit.*, p127; Chamberlain, *op.cit.*, p3. 175 assisted immigrants: Robson, *History of Tasmania*, vol 2, p131. Details of tensions from Morris-Nunn & Tassell, *op.cit.*, p127.
- 356 Pioneer settlement: see land alienation details in Kelp, *Evolution of a Land Settlement Pattern*, fig.7 and *JPPP* 1889/62 (Special Reports from District Surveyors), for description of district settlement. Atherton papers are distributed between QVM: Primary files: Atherton papers and LLSL: Bangor file. Copies of some of these are lodged in QVM: Tassell Files:Bangor. Athertons' migration intentions: LLSL: Bangor file: Diary extract 1880-87 by E.C.Atherton, p8.
- 357 Following the advice: QVM: Primary files: Atherton papers: letter (10 September 1880). Other details from *ibid*, 10 September 1880 and from LLSL:Bangor file: Diary extract 1880-87 by E.C.Atherton, p8.
- 358 QVM: Primary files: Atherton papers: letter (10 September 1880). Atherton property location: refer to LSD land grant map Dorset 1A and LLSL: Bangor file: Plan of Gresford, Bangor. Property loc: Paling Track Road, Lilydale props 17415,13657,0105,13569).
- 359 Details of travelling to the property are from QVM: Primary Files: Atherton papers: letters (30 August 1880,15 October 1880 and n.d., Oct or Nov 1880) and LLSL:Bangor file: Diary extract 1880-87 by E.C.Atherton, pp9-10. Details of tent & site from *ibid*,pp8-9,13-14. Cuttings: QVM: Primary Files: Atherton papers: letter (10 September 1880). Tent site vicinity of Lilydale 125363.
- 360 Reids' house: QVM: Primary Files: Atherton papers: letter (31 January 1881); location uncertain as there were many Reid blocks in the vicinity (see LSD: land grant map Dorset 1A & 3B) Athertons' house: *ibid*, 10 September 1880, 12 December 1880.
- 361 House design: *ibid*, 10 September 1880 and LLSL: Bangor file: Plan of Gresford, Bangor. Chimney: QVM, *op.cit.*, letter (13 March 1880). Fireplace: *ibid*, 30 May 1880. In the following years: LLSL:Bangor file: Diary extract 1881-87 by E.C.Atherton; *passim* & *ibid*, Plan of Gresford. Photograph of Gresford house (owned by W.Hammersley) in *Weekly Courier*, 24 June 1920, p21. Model of house: QVM: 1988: H:140.
- 362 Post office: QVM: Primary files: Atherton papers: letter (12 December 1880). Flour: LLSL:Bangor file: Diary extract 1881-87 by E.C.Atherton, p15. Eggs etc: QVM, *op.cit.*, 12 December 1880. Woman: LLSL, *op.cit.*, p17. Meat: *ibid*, p22. Quarry Post: *ibid*, chronology section(28 July 1884 & 31 December 1885). Bangor post office: Orchard, *Post Offices of Tasmania*, p10. Refer Lower Turners Marsh section.
- 363 Cleared a track: QVM: Primary Files: Atherton papers: letter (24 December 1880). Other details from LLSL:Bangor file: Diary extract 1881-87 by E.C.Atherton, chronology section, *passim*.
- 364 *Ibid*.
- 365 Closed 1888: Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, p129. Auction list (partial) from *ibid*, p130. To Lefroy: QVM: Crawford notes: Lefroy Goldfields.
- 366 Twelvetees, 'The Bangor Mineral District', *Bull.geol.Surv.Tasm.* 27, 1918, p3. For further discussion of the quarrying landscape, see section Mining & Extractive Industries: Slate Quarrying.
- 367 Twelvetees: *ibid*. Company school house for sale: Morris-Nunn & Tassell, *op.cit.*, p130. Name 'Welsh school': G.Watkins & L. Hill (interviews); site of Welsh village: *ibid*. Site of school, manager's house: *ibid*; loc of manager's house, Lilydale 111369 approx. Bangor school details: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D.
- 368 Photograph: QVM:P:1995:1035
- 369 School reserve blocks: LSD land grant map Dorset 1A; now combined in Lilydale prop 13582 (114370). There is a photograph of Bangor school pupils, site uncertain in *Tasmanian Mail*, 26 July 1902, p18. Later school and school house here: G.Watkins, L.Hill (interview). 1930's photograph: QVM:P:1997:1246. See also photograph of school: *Weekly Courier*, 24 June 1920. p21. Refer to Lilydale: Services: Schools section. Part of Domestic Arts: T.Kettle (interview). House with post office: G.Watkins (interview). Closing 1971: Orchard, *Post Offices of Tasmania*, p10.
- 370 Lilydale post office: QVM: Primary files: Atherton papers: letter (15 October 1880); for details of this post office see Lilydale:Services section. Turners Marsh post office: original location is uncertain; see Turners Marsh section. Quarry Post: LLSL:Bangor file: Diary

- extract 1881-87 by E.C.Atherton, chronology section, 28 July 1884 & 31 December 1885. This period of operation corresponds with Orchard, *Post Offices of Tasmania*, p10 (1 June 1884-31 December 1885), also 1885 & 86 *Walsh's Tasmanian Almanacs*. Lower Turners Marsh post office: see Lower Turners Marsh section.
- 371 In 1889: Orchard, op.cit., p10. Quarry closed: Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, p129. Twelvetees: op.cit. Photograph: QVM:P:1997:1247; post office loc Lilydale 114369.
- 372 Locally the building is known as the old hotel: L. Hill (interview) & *Sunday Examiner Express*, 26 April 1980. Held at the Bangor Club: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One. Three acre lease: Morris-Nunn & Tassell, op.cit., p130. Crowder block: LSD land grant map Dorset 1A. In the 1890's: *Daily Telegraph*, 4 July 1893; also unsourced newspaper of this period in QVM: Primary file: Atherton papers. Salvation Army: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One.
- 373 By 1910: AOT: Lilydale Municipal Council: minutes of meetings AB 387/1 (4 May 1910). Barn with stage: G.Watkins (interview); loc Lilydale 118360. Photograph: QVM:1986:P:546 (Robinson photographer). Hall: loc Lilydale 114370. From 1946: QVM: Lilydale Council Records: Box 49 (War Memorial halls 1946-54); also *Examiner*, 5 April 1958.
- 374 Methodist church: details from Lower Turners Marsh section. Twelvetees, 'The Bangor Mineral District', *Bull.geol.Surv.Tasm.* 27, 1918. Anglican church: loc Lilydale 115369; dates from Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p12. Mrs Crowder's hall: *Daily Telegraph*, 4 July 1893.
- 375 James Atherton: *Church News*, 3 May 1895 (Copy held in QVM: Primary files: Atherton papers.) For detailed description of church with photographs, see *Heritage Launceston Review*, November 1989 (Copy held in QVM: Tassell Files: Bangor file. Debate on exterior: *Examiner* letters, 16, 22 & 25 November 1995, 19 December 1995. Registered on RNE (no. 012653). In 1979: *Sunday Examiner Express*, 26 April 1980. Other photographs include AOT: Photograph Index: Bangor (church 1977, NS 687/80 No. 186) and QVM:P:1986:545,548,551
- 376 *Church News*, 3 May 1895 (Copy held in QVM: Primary files: Atherton papers.)
- 377 James Atherton:LLSL:Bangor file: Diary extract 1881-87 by E.C.Atherton, chronology section, 9 February 1886. Auction: Morris-Nunn & Tassell, op.cit., p130. JPPP 1888/45 (Public Works, p7). Site details from G.Watkins (interview) & LSD: land grant map Dorset 1A; loc Lilydale 114360. Archival photograph: the police station appears in a panorama view, circa late 1910's QVM:1986:P:546. Until 1916: *Walch's Tasmanian Almanacs*. Twelvetees map: Twelvetees, op.cit.
- 378 Race meetings: L.Hill (interview); race meetings listed for Bangor and/or Turners Marsh in *Walch's Tasmanian Almanacs*, for example 1890 (p238). By 1888: *Examiner*, 23 February 1888. In 1891: AOT: Police Department, Hall's Track (Lebrina) Duty Book POL 476 (17 March 1891). Track loc: Lilydale 118356. Photograph: QVM:P:1997: 1250.
- 379 Service buses: G.Watkins & H.Bye (interviews).
- 380 Sold by Mrs Atherton: QVM: Tassell Files: Bangor file: James Atherton biographical notes. Descriptive details from undated plan 'Gresford, Bangor', believed to be sale prospectus (copies held LLSL: Bangor file and QVM: Tassell Files: Bangor file.)
- 381 Further details of Gresford: ibid. 1920 photograph: *Weekly Courier*, 24 June 1920, p21
- 382 Robinson photograph:QVM:1986:P:546. Late 1910's date is obtained from the fact that Mrs E.Atherton left for England at the end of World War 1, having sold Gresford (see QVM: Tassell Files: Bangor file: James Atherton biographical notes) and photographer F.V. Robinson was in business from 1916 (see Long, *Tasmanian Photographers 1840-1940*, p96). Taken from the ridge: loc Lilydale 124362.
- 383 Bangor farm: G.Watkins (interview); loc Lilydale 119374. Lefroy buildings shifted: ibid. Lefroy is outside the Study Area; for details see Morris-Nunn & Tassell, *Tamar Valley Industrial Heritage*, pp 87-103. Two conjoined cottages, another farm cottage: G.Watkins (interview); locs: Lilydale 118359 & 116381.
- 384 G.Watkins (interview).
- 385 Ibid. Bangor loc: Examples of unoccupied; much altered; ruins; site marked by bulbs: Lilydale 112373; 114363; 116381; 119376.
- 386 Since 1970's: G.Watkins, S.Burt. See QVM: Tassell Files: Pipers real estate advertisements. Challamoor: loc Lilydale approx 137367. Details from *Tasmania's Holiday Retreats 1997* brochure (copy held QVM: Tassell Files: tourist brochures.
- 387 For details of land alienation see Kelp, *Evolution of a Land Settlement Pattern*, figs 7,9,10. Not cleared until recent years: D.Venn (interview).
- 388 This section should be read in conjunction with the Turners Marsh/ Karoola and Bangor sections as there has been considerable overlap in the history of settlement and services in these districts. Name usage: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One & R.Smith (interview).
- 389 Scott's 1844 map: OSG: Roads Dorset 2 (James Scott, 22 February 1844). Site of house, hut & stockyard was in the vicinity of Lilydale props. 13598/17404. Only viable sheep & cattle farm: I. & D. Flynn, H.Bye (interviews); see Turners Marsh/Karoola section. Land grants to south-east: ibid.
- 390 Land surveyed by 1860, 1877: Kelp, *Evolution of a Land Settlement Pattern*, figs. 4 & 6. Block along tramway: ibid & LSD: land grant map Dorset 1A. Tramway 1874: refer Bangor section. Two small farm blocks loc: Lilydale props 4843 & 4844. Maps: OSG :Roads Dorset 33; also LSD land grant map Dorset 1A. Local sources: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One.
- 391 For discussion of Bangor slate quarry & settlement, refer to sections Settlement:Pipers:Bangor; Transport:Tramways:Bangor Tram and Extractive Industries: Slate Quarrying. Location of intersection of Pipers River Road & tramway: Lilydale 097382. For maps showing route of tramway see QVM: Tassell Files: Bangor file.
- 392 Details of hotel, post office & church are given in following discussion. For maps showing route of tramway see QVM: Tassell Files: Bangor file. Formation loc: Lilydale 101379. See also AOT: Public Works Department: Bangor tram PWD 243/36.
- 393 Transport to Lefroy, Karoola & Launceston:QVM: Tassell Files: Ross Smith papers: The Smith Family Part One. 1882 line: Hookway et al, *Scott's New Country*, p115.
- 394 Gee 1883-88: AOT: Licensing Courts: Launceston meetings LC/1 (1883-88). Bangor Hotel loc: site loc: Lilydale 096377; for Gee block, see LSD: land grant map Dorset 1A. 'Pub paddock': G.Watkins (interview). Smith family information from QVM: Tassell Files: Ross Smith papers: The Smith Family Part One; farm loc Lilydale prop 4897 (see LSD: land grant map Dorset 1A. Date of 1884 from JPPP 1914/13 (Proposed Bell Bay Railway: Report of Select Committee : witness William Smith).
- 395 Church site: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One; loc Lilydale approx 098382. Bangor church: *Examiner*, 3 June 1886. Destroyed by fire: QVM: op.cit. Church at Turners Marsh; refer to Turners Marsh section; loc Lilydale 112336. Activity of Methodist church: refer to section Services: Churches: Methodist. Before 1900: QVM: Tassell Files:Hardwick notes: Methodist church.
- 396 Post office dates from Orchard, *Post Offices of Tasmania*, p62; wooden paling. Paling: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One ; site, ibid; loc: Lilydale 096382. Two storeys: I.Flynn (interview) recalls an old two storey building at this location; it is unknown whether this was the original post office or a later building on the site. Freeman details: I.Flynn (interview); house loc: Lilydale 010382.
- 397 QVM: Tassell Files: Ross Smith papers: The Smith Family Part One. Farm location and name usage: R.Smith (interview); loc probably Retreat props 4683/4; see LSD: land grant map Dorset 3B. For land survey/alienation details, see Kelp, *Evolution of a Land Settlement Pattern*, figs 6 & 7.
- 398 From QVM: Tassell Files: Ross Smith papers: The Smith Family Part One. Barracks loc: Lilydale approx 094393.

- 399 Smith details: *ibid.* Bangor school; refer to Bangor section. Lower Turners Marsh school dates: *Walch's Tasmanian Almanacs*, 1912 & 1913. Location: see LSD land grant map Dorset 3A; also R.Smith (interview); Retreat 084432. In 1913: *JPPP* 1914/4 (Education Department Report for 1913). Closure: G.Watkins (interview); in 1955: *Walch's Tasmanian Almanacs* 1954-55. From 1945: H.Bye (interview). The Lower Turners Marsh Methodist Church appears in Lilydale Circuit preachers' plan records from 1947 (note that there are no plans held for 1942-47) held in AOT:Records of the Methodist Church in Tasmania: Preachers Plans, Lilydale Circuit NS 499/3601. About 1971: R.Smith (interview).
- 400 Family records: QVM: Tassell Files: Ross Smith papers: The Smith Family Part One.
- 401 *Ibid*; also *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee)
- 402 QVM: *op.cit.*
- 403 Proposed railway: *JPPP* 1914/13 (Proposed Bell Bay Railway: Report of Select Committee). Surveyed: *Weekly Courier*, 1 July 1920. Part of the Lower Piper Branch Railway is shown on some versions of LSD: land grant map Dorset 3A (see QVM:M: 431).
- 404 Pre-1844 structures: see map OSG: Roads Dorset:2 (1844); also refer to discussion at beginning of this section & Turners Marsh section. Viable farm: I. & D.Flynn, H.Bye (interviews); loc Lilydale 096477. Other farms: *ibid*; locs Lilydale 090379, 088372. Other properties: *ibid*.
- 405 See section Transport: Railways: North-Eastern line: Bacala, Tunnel. The Bacala district is so-named on the Lilydale 1:25000 sheet (grid ref. 164366)
- 406 Land surveyed: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: the Lilydale District 1840-1923*, pp 5.3-5.5, fig. 7. Through routes: see section Transport: Roads: Pipers.
- 407 By 1885: AOT: Public Works Department: Tasmanian Government Railways Launceston and Scottsdale Line PWD 266/2379/27 (Drawing no. 1, sheet no. 20, 1885). Lewin's block: Lilydale prop 0084 (refer to LSD: land grant map Dorset 3B) Kerkham 'father' of Tunnel, 1880: *Examiner*, 2 June 1938.
- 408 Kerkham family details from Kerkham and Carpenter, *The Kerkhams*, pp 4, 7; & photograph of Frederick's house Kerkoak, p1. Land details surmised from LSD: land grant map Dorset 3B and Assessment Rolls (Selby): *HTG*, 6 October 1885, p1241ff; also from M. Smith & J.Hardwick (interviews) Locations: FJS Kerkham 50 acre farm & Barrett 100 acre; Retreat 156387 & 137397. For details of Barrett family at Turners Marsh see Settlement: Pipers: Turners Marsh.
- 409 Land surveyed: Kelp, *op.cit.*, fig 7. Class 4 & 5 land: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. Most land taken up: see listings for the district in assessment rolls (Selby), *HTG*, 28 September 1897.
- 410 Land surveyed: Kelp, *op.cit.*, figs 9 & 10. Closer settlement: *ibid*, p 7.3; for further discussion at State level see Robson, *History of Tasmania*, Vol 2, pp263-5. Shown in assessment rolls: see assessment Rolls, *TGG*, 24 November 1914, p2227ff. According to local information: R.Soccol (interview). Western range surveyed: Kelp, *op.cit*, fig. 10. Soldier settlers: Kelp, *op.cit.*, p7.3; for discussion of the State scheme see Robson, *op.cit.*, pp407-10. Soldier settler holdings are marked S.S. on LSD: land grant map Dorset 3B, including Barranger's block (Lilydale 155387). Green in 1893: R.H. Green (interview); Yondover loc Retreat 163417. By about 1920: Kelp, *op.cit.*, p7.3; see also listings in assessment rolls, *TGG*, 22 December 1923.
- 411 Refer to sections Transport: Railways: North-Eastern line and Timber Industry: Period 1880's-1920: introduction & Pipers. JB White: *Mercury*, 18 August 1949; refer also to Retreat section. In 1906 Sargent: AOT: Public Works Department: Tramway - Sargent at Tunnel 1906 (Road District of Turners Marsh) PWD 243/37 (21 March 1906, 29 June 1906).
- 412 1898 petition: AOT: Public Works Department: Correspondence re siding at 23 miles, Scottsdale line PWD 214/55 (162/906-7): 1898 petition; letter from L. Bardenhagen (30 June 1898). 23 mile peg location: Lilydale 166366; Bacala siding loc: Lilydale 165370. Bacala: see sections Timber Industry: Period 1880's-1920: Pipers and Transport: Railways: North-Eastern line. Freight: Kelp, *Evolution of a Land Settlement Pattern*, Appendix E.
- 413 Generalised from specific examples in Kerkham and Carpenter, *The Kerkhams*; QVM: Tassell Files: Smith family papers: Ern Smith notes; also from general comments by Sargent in AOT: Public Works Department: Tramway - Sargent at Tunnel 1906 (Road District of Turners Marsh) PWD 243/37 (21 March 1906, 29 June 1906). QVM:P:1997:1286-7 & 1297 are thought to show Ern Barranger's bullock team hauling logs in the Tunnel district.
- 414 In 1893: *Daily Telegraph*, 4 July 1893. Barrett & Geiss/Challender properties probably 136397 & 154398 (refer to LSD: land grant map Dorset 3B).
- 415 In 1908: *Weekly Courier*, 16 April 1908. See section Living on the Land: Orchardng; also Timber Industry: 1880's-1920: Pipers.
- 416 In 1892/3: *Tasmanian Post Office Directory*, 1892-3. Around 1920: all information from L.Dell (interview); location of railway cottage, house above line & railway paddock: Lilydale 162392, 168394, 160392. See also section Transport: Railways: North-Eastern line.
- 417 In 1888: AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (20 February 1888). Barrett's block: loc Lilydale prop 0005 (refer to LSD land grant map Dorset 3B). By 1890: *ibid*, AB 386/2 (6&7 August 1890). Walker & Taylor blocks: Lilydale props 13522, 17497, 13501 and 17502, 13559, 13516 & blocks to east of Golconda (Main) Road; Paling Track route is marked on LSD: land grant map Dorset 3B).
- 418 Around 1920: L.Dell (interview); Suitor orchard loc: Lilydale 162391. Walk to North Lilydale: D.Venn (interview). Local tracks: L. Dell, D.Venn(interview).
- 419 Percy Kerkham cottage: D.Venn, M.Smith; loc Lilydale 160387.
- 420 Locations of cottages & orchards; house within sight, adjoining house; packing shed: Lilydale 162392, 164393, 166394, 154398.
- 421 Kerkham's holding (referred to earlier); loc Lilydale 155387; Yondover Road house, further information M. Smith (interview); loc Retreat 162411. Barrett cottage details: D.Venn (interview); loc Lilydale 136397. Bacala house: loc Lilydale 165366.
- 422 Former house sites pointed out by D.Venn (interview), who had collected information from other local residents. Destroyed by fire: house opposite cemetery, near railway line & Wallace house on western ridge; locations Lilydale 151396, 162384 & 138379. Milking shed, sheds on Gundagai Road, hedges and sheds Retreat Road; locations Lilydale 160367, 144395 & 142390, Retreat 147403. Examples of dwellings replaced: Lilydale 148398, 156390 & 138379; Retreat 146405 & 140402. Examples of no replacement dwelling: in the main valley, Lilydale 143394 & 169366.
- 423 Soil type & capability information from Noble, *Land Capability Survey of Tasmania. Pipers Report*, pp40, 46 & map.
- 424 Examples of these properties: Lilydale: prop 0086, 13553 & 17503 (Bacala Road), prop 13528, western range (loc 141384), and Lilydale loc 168394 (Tunnel Road). For further discussion of the soldier settlement scheme & its problems in Tasmania, see Robson, *History of Tasmania*, Vol 2, pp407-10. In 1942: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (4 April 1942).
- 425 Land resumption for forestry: see section Timber Industry: Period 1920-early 1970's: exotic plantations.
- 426 Bassett family: D.Venn & M.Smith (interviews); LSD: land grant map Dorset 3B; loc Retreat 152405. Retreat State Forest: Retreat prop 0004.
- 427 Yondover loc: Retreat 162417. Green family information 1880's - 1900: R.H. Green (interview). Green family photographs: QVM:P:1997:0976-8; 0980-3; 0986.
- 428 R.C. Green stayed on: QVM: Lilydale Council Records: Box 34: 1926 correspondence concerning roads (letter 20 August 1926). Letters written in 1910's: QVM: Tassell Files: miscellaneous Lilydale Council records copies: letters from Green (14 May 1915, 5 January 1917). Public road: QVM: Lilydale Council Records: Box 34: 1926 correspondence concerning roads (letter with plan, 26 August 1926). Bird family: I.Flynn (interview); see following paragraph for details.

- 429 Closer Settlement Board, Beckett: *ibid* (letter 20 August 1926). Lockhart: LSD: land grant map Dorset 3B (edition held in LLSL). Yondover site information & houses shifted: I.Bassett (interview); Bassetts Road site loc: Retreat 140402; Lebrina site loc Lilydale 183393. Other cottage on Yondover Hill information: I.Flynn (interview); loc Retreat approx 163413; Lebrina site loc Retreat 192423.
- 430 1920 landscape: L.Dell (interview). From 1950's: D.Venn (interview); also LLSL: Lilydale file: undated newspaper cutting, early 1950's ('Lilydale's long link with timber industry')
- 431 D. Venn (interview).
- 432 South Retreat Road house: D.Venn (interview); loc Lilydale 141394.
- 433 Bacala & Geiss Road house sites: D. Venn & I.Bassett; locs Lilydale 162372 & Retreat 140402. Tunnel Road property: D.Venn, A.Shipton (interviews); loc Lilydale 160397. Tunnel hall site: Lilydale 146379. Refer also Tunnel services & section Settlement: Pipers: Lebrina
- 434 Refer to Living on the Land: Dairying & Orchardng. Changes at Tunnel: D.Venn (interview). First Barrenger block: *ibid*; loc Lilydale 155387; soldier settlement: LSD: land grant map Dorset 3B. Barrenger property details in 1980: QVM: Tassell Files: Soccol papers: Roberts, Stewart & Co auction notice (20 November 1980).
- 435 Comments on present population derived from information from D.Venn and R.Soccol (interviews). See QVM: Tassell Files: Pipers Real Estate advertisements file
- 436 Barrenger property re-sold: *Examiner* (Real Estate advertisements) 12 November 1993, 27 May 1994. See also QVM: Tassell Files: Pipers Real Estate Advertisements file. Two small acreages: Gundagai Road (Lilydale props 13507, 13530).
- 437 Confusion over roads: R.Soccol (interview); QVM: Tassell Files: Soccol papers.
- 438 Requirements of purchasers: see QVM: Tassell Files: LCC Yondover Road property file; also QVM: Tassell Files: Pipers Real Estate advertisements file. Yondover Road property: *ibid*; loc Retreat prop 0341. Clearfelling: R.Soccol (interview).
- 439 Property loc: Lilydale 138379 (prop 0099). By 1893: Kelp, *Evolution of a Land Settlement Pattern*, fig 7. 1900-2: *Hobart Gazette*, assessment roll (Selby), 4 March 1902, p541ff. (property does not appear in 1900 roll). Other Wallace properties: *ibid*, 17 November 1905, p1757ff. According to a local source: R & J Soccol were told this information by a local resident; no further research has been conducted. Wallace, Rawnsley farm: details from R.Soccol (interview) & QVM: Tassell Files: Soccol papers: *Launceston Naturalist*, August/September 1993, pp3-4. Rawnsley house details: D.Venn (interview); new home loc Lilydale 141394.
- 440 R.Soccol (interview) & QVM: Tassell Files: Soccol papers: *Launceston Naturalist*, August/September 1993, pp3-4; field visit to site.
- 441 *Ibid* and QVM: Tassell Files: Soccol papers: Forestry Commission, letter concerning grant for blackwood plantation, 2 September 1980; Tasmanian Landcare Award entry, 1990.
- 442 Another early house site: loc Lilydale 141384. All information from R.Soccol (interview).
- 443 *Ibid*. Two titles: Lilydale 13530 & 13507.
- 444 Refer to sections Living on the Land: Orchardng and Timber Industry: Period 1880's- 1920: Pipers. Railway and school data from Kelp, *op.cit.*, appendices D & E.
- 445 See section Transport: Railways: North-Eastern line. Station loc: Lilydale 162392. In about 1920: L.Dell (interview). Dismantled about 1970: W.Venn (interview). For 1970 photograph of station, see AOT: Photograph index: Tunnel (NS 687/85 No.158).
- 446 Difficult road access: AOT: Public Works Department: Correspondence re siding at 23 miles, Scottsdale line 214/55 (162/906-7), petition (June/July 1898). Local sources: D.Venn (interview); to run south from Tunnel Road, loc Lilydale 171394.
- 447 In early 1990's: field visit with W. Venn. Station buildings information from W & D.Venn (interviews). Station loc: Lilydale 165393. Goods shed loc: Lilydale 171394. Postal service: Orchard, *Post Offices of Tasmania*, p62. Mail for Retreat: L.Dell & J.Hardwick (interviews).
- 448 Miss Montgomery: *Examiner*, 2 June 1938. Tunnel school: Kelp, *op.cit.*, Appendix D; loc Lil 153397. In 1911: *TGG*, 6 June 1911. Area school: see section Settlement: Pipers: Lilydale: Services.
- 449 Kerkham family details from *Examiner*, 2 June 1938; also Kerkham & Carpenter, *The Kerkhams*, p7. Land given by Clarence: *ibid*, p2. By 1902: QVM: Tassell Files: Hardwick: details from 1902 Preachers Plan, Lilydale Home Mission Station. See also AOT: Records of the Methodist Church in Tasmania: Preachers Plan, Lilydale Circuit NS 499/3601 (1916). 1921-2: AOT: Records of the Methodist Church in Tasmania: Tunnel Methodist Church Minute Book NS 499/3590 (16 February 1922, 14 March 1922). In 1942: *ibid*: Preachers Plan, Lilydale Circuit NS 499/3601 (1942). In 1949: see section Settlement: Pipers: Lilydale: Churches.
- 450 St Wilfreds in 1895: Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p75. Refer to section Settlement: Little Forester: Wyena. Referred to as vicar of Scottsdale line in St Stephens Parish Hall, Underwood: Church Wardens Minute Book (13 May 1904); (held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers). The intention of providing church services along the railway line was also noted by the Bishop in *Church News*, 3 May 1895 (copy held QVM: Atherton papers)
- 451 In 1914, 1922, 1925: Henslowe, *op.cit.* Details of services until 1960's: from Minutes of St Wilfrids Church, The Tunnel (1925-c1967); and Lilydale Vestry Minute Book (c1938-55); documents held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers. Masonic clubrooms & other purposes: J.Soccol, D.Venn (interviews).
- 452 In 1907: *Examiner*, 10 December 1907; site information: D.Venn (interview); loc Lilydale 146397. Sports ground details: L.Dell (interview); loc Lilydale 140397.
- 453 Hall use: L.Dell, D.Venn (interviews). Details from 1945 are from QVM: Lilydale Council Records: Box 49: Tunnel Hall correspondence, 1945-69. Roofing iron: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (1 August 1949). Timber recycled: D.Venn (interview); loc Lilydale 160397.
- 454 Sold for removal: D.Venn.
- 455 Around the turn of the century: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: the Lilydale District 1840-1923*, figs 9 & 10.
- 456 AOT: Tankerville Road Trust: Minutes of meetings AB 386/2 (3 September 1894). Green's farm: see Tunnel section; loc Retreat 163417. Campbells land: refer to LSD: land grant map Dorset 3B. Campbells' mills: J. Hardwick & I.Bassett (interviews); locs Retreat 146452 (approx) & 167436; mentioned in following discussions.
- 457 By the early 1900's: Kerkham and Carpenter, *The Kerkhams*, p32. See section Timber Industry: Period 1880's - 1920: Introduction & Pipers.
- 458 Refer section Settlement: Pipers: Tunnel. Information on Retreat from Kerkham & Carpenter, *op.cit.*, p32; further details also available here. In the interview transcription on p32, Ruth Kerkham referred to the property as 'The Retreat', but elsewhere in the book & also by J. Hardwick (interview) it is called 'Retro'. Retro site information: J. Hardwick & I.Bassett (interviews); on LSD: land grant map Dorset 3B it appears as 95 acres, 'Acquired for Forestry Purposes'; house site loc Retreat 144439. Published photographs of Retro house: Kerkham & Carpenter, *op.cit.*, p11; archival photographs QVM:P:1997: 1219,1226,1237-8.
- 459 Other families, make a living: J. Hardwick (interview) and Kerkham and Carpenter, *The Kerkhams*. By 1909: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (2 August 1909). Ern Smith: QVM: Tassell Files: R.Smith family papers. In 1914: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (6 June 1914). In 1915: QVM: Tassell Files: miscellaneous Lilydale Council record copies & notes: letter from George Harrison (20 April 1915). Section of original formation: I.Bassett (interview); loc Retreat, N from either 143421 or 142423?
- 460 Pioneering families: J.Hardwick (interview). School started: Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Need for school, petition, erected by local residents: Kerkham & Carpenter, *op.cit.*, p32. See section Pipers: Lilydale: Services: Schools.

Subsidised: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/4 (4 July 1936). At least 1940: QVM: Lilydale Council Records: Box 12: List of schools, Empire Day, 24 May 1939 & AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (4 May 1940)

- 461 School site: J.Hardwick (interview); loc Retreat 144442. Archival photographs of school: QVM:P:1997:1221,1225-6. Focal point: J.Hardwick (interview). At least 1916-42: AOT: Records of Methodist Church in Tasmania: Preachers Plan, Lilydale Circuit NS 499/3601 (1916 plan, and Monthly Notes, vol 1, no 1, 1 May 1942: service held in school building). Kerkham family details: Kerkham & Carpenter, *The Kerkhams*, pp7,32. Any denomination: J. Hardwick (interview). After closure: *ibid*.
- 462 1924-67: Orchard, Post Offices of Tasmania, p52. By horseback: Kerkham & Carpenter, *op.cit.*, p32. At Kerkham & Kettle houses: J. Hardwick (interview); locs Retreat 144439 & 145444. Harrison homestead: *ibid*; Howe & Keogh: I. Bassett (interview); loc Retreat 143438. In 1994: *Examiner*, 9 July 1994.
- 463 Corbel family farm: see LSD:land grant map Dorset 3B; Kerkham & Carpenter, *op.cit.*, p18; location, J.Hardwick (interview); Retreat 152440. Archival photograph: QVM:P:1997:1220. Kettles' farm: J.Hardwick (interview); loc Retreat 145444; archival photographs QVM:P:1997:1222-3,1228,1234.
- 464 Families in 1920's & 30's: J.Hardwick. Dadsons house site: I.Bassett; loc Retreat 141429, shifted to Lebrina (Retreat 185408). Weeks: J.Hardwick; site uncertain, on one of Weeks blocks as shown on LSD: land grant map Dorset 3B. Photographs: see QVM:P:1997: 1219-23, 1225-7,1236,1238. Bardenhagens, travel, local roads: J.Hardwick (interview). Photographs on local tracks: QVM:P:1997:1227,1230.
- 465 Timber industry: J. Hardwick (interview). In 1912: Kerkham and Carpenter, *The Kerkhams*, p11. In 1915: J. Hardwick (interview). White's mill & huts were still in use c 1917 (I.Flynn, interview) White's mill loc: Retreat 142426. Campbells' mill: J. Hardwick(interview); loc Retreat 146452 (approx). Corbel: Kerkham & Carpenter, *op.cit.*, p18. Before 1919: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (5 July 1919). For account of Ern Smith of Lower Turners Marsh who worked at log hauling and milling for Retreat mills, see QVM: Tassell Files: R. Smith family papers.
- 466 Harrisons mill: J.Hardwick; loc 144443. Bullock teams: J.Hardwick (interview). Numerous other mill sites: details provided by I.Bassett (interview).
- 467 From section Timber Industry: Period 1920 - early 1970s: Exotic Plantations; also see Settlement: Pipers: Tunnel. The Forestry Commission's proposal to establish a Retreat State Forest was noted in AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (15 January 1949)
- 468 Forestry depot information: I.Bassett; loc Retreat 144438. Single mens huts: J.Brooks (interview); new loc Dilston 199234. Hollybank house: C.Olson (interview); original loc Dilston 173269.
- 469 Two dairy farms: D.Venn (interview); props Retreat 0345 and 13129/13130. Pine View dairy farm advertised for sale in *Examiner*, 17 March 1993 (QVM: Tassell Files: Pipers Real Estate advertisements). Prop 0345 into early 1990's; advertised *Examiner*, 26 March 1993; (see QVM: Tassell Files: Pipers Real Estate advertisements). Corbel cottage: loc Retreat 152440; advertisement *Examiner*, 6 April 1996. (see QVM: Tassell Files: Pipers Real Estate advertisements). Hobby farms: *ibid*, for example *Examiner*, 1 October 1993. Modern houses: locs Retreat 139426 & Retreat 143434.

Pipers Region: Lilydale

- 1 First services were: private school (late 1860's), public school (1870), post office (1873); refer to section Lilydale: Services for details & sources.
- 2 Refer to sections Settlement: Turners Marsh / Karoola, Underwood & Lebrina.
- 3 Around Powers Road: Lilydale 184301. Downie, Merthyr Park, Grandfields Hill, Maxwellton Braes: vicinity of Lilydale props 13633/34, 13489,0032, 0910. Eastern watershed: Lisle 249317
- 4 Refer to sections Settlement: Turners Marsh / Karoola, Bangor & Underwood.
- 5 1859 quotation from *JHA* 1866/52 (Reports on Crown Lands & Roads, p26).
- 6 For road details & sources refer to section Transport: Roads: Pipers region.
- 7 For details & sources refer to sections Settlement: Underwood & Lalla and LSD: land grant map Dorset 1B. Property sizes: Kelp, *Evolution of a Land Settlement Pattern*, p 4.2 & Appendix B.
- 8 1861 map: OSG: Roads Dorset: 12 (1861). Junction of tracks at loc Lilydale 173322, hut at site of or vicinity of existing house at Lilydale 173323; refer also to tracks marked on LSD: land grant map: Dorset 1B and OSG: survey diagram: Dorset 5/33 (shows Downie 1861) and section Settlement: Pipers: Lalla & Underwood. Land classifications from Noble, *Land Capability Survey of Tasmania. Pipers Report*, map.
- 9 Dates from Lilydale Centenary Committee, *A History of Lilydale*. Property details: W.Somerville (1861),146 acres traversed by the Main Road to the immediate south of the present township, and including the Mountain Road turnoff; now multiple titles) ; W. Wilson (1861),198 acres on eastern side of Main Road to the north of the later township including Dalkeith, Maxwellton and Maxwellton Braes (Lilydale props 13677, 13678, 0644,0914, 0071, 0912, 0910,0664; much of it still owned by the Wilson family in the 1990's; A.Scott (1861),110 acres on eastern side of Main Road within the present township boundary at the southern end; G, J & L. Miller (1862), 250 acres on the northern side of Doaks Road immediately to the east of the township.
- 10 Bardenhagen's holdings are discussed in the section 1879-1918: Lilydale township. Land quality details from Noble, *Land Capability Survey of Tasmania. Pipers Report*, pp18, 38-50 & map.
- 11 The extension of family properties is detailed in QVM: Tassell Files: Arnold papers & M.Bardenhagen papers, also Bardenhagen, *Lilydale - A German Legacy*. HTG, valuation roll for Selby, 31 December 1867; LSD: land grant map Dorset 1B. Dolbey house loc: Lilydale 183334
- 12 R.Arnold loc: Lilydale 167335. Arnold & Dolbey details from QVM:Lilydale Council Records: Box 30: Agnes Offer notes (1937) ; Lilydale Parents & Friends' Association, *Lilydale School Centenary* (copy held QVM: Tassell Files: Lilydale file);QVM: Tassell Files: Arnold papers: Arnold album; refer also to section Lilydale: Services Scott's store: QVM: Underwood file: Burns, 'Early Underwood' notes. RC chapel: refer to section Lilydale: Services. Presbyterian services: refer to Lilydale: Services.
- 13 Property details:HTG, valuation roll for Selby, 31 December 1867 and LSD: land grant map Dorset 1, also details of German houses from M.Bardenhagen, D. Bardenhagen, B.Turner, M.Gibbins, R.Hudson (interviews). For discussion of German immigrant families & details of dates, see Bardenhagen, *Lilydale - A German Legacy* .
- 14 *Ibid*, p15 and Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, pp10-11.
- 15 Refer also to section Transport: Roads: Pipers.
- 16 Copy of 1864 petition held in QVM: Tassell Files: Arnold papers: Lilydale album.
- 17 In 1872: AOT: Tankerville Road Trust: Minutes of meetings AB 386/1 (from 30 April 1862). By 1876: *Examiner*, 8 June 1876. Refer also to sections Transport: Roads: Pipers and Extractive Industries: Mining: Little Forester.
- 18 Grubb and Tyson mill and tramway: section Settlement: Underwood. Scott: QVM: Underwood file: Burns, 'Early Underwood' notes. Settlers: QVM:Lilydale Council Records: Box 30: Agnes Offer notes (1937).
- 19 Transport: *ibid*; also *Mercury*, 1 October 1953. Northern Midlands work: Bardenhagen, *Lilydale - A German Legacy*, passim and QVM: Tassell Files: Arnold papers: family album; also photograph of Arnolds shearing at Strathroy QVM:P:1997:1438.

- 20 Land alienation & road network: Kelp, *Evolution of a Land Settlement Pattern*, fig.6, pp 4.5-4.16 and Appendix D. Description of Upper Piper & Turners Marsh in 1877 in Whitworth(ed.), *Bailliere's Tasmanian Gazetteer*, 1877, pp212-14. School enrolments: refer to sections Lilydale: Services and Turners Marsh / Karoola .
- 21 Details and sources in section Lilydale: Services.
- 22 The process of settling the land at this time is outlined in Kelp, op.cit, chapter 4. Assessment rolls (published in *HTG*) for this period have frequent listings of 'hut and land'. Arnold hut & cottage: M.Gibbins (interview); photograph of cottage QVM:P:1997:0975; loc Lilydale 177342. McLennan hut: B.Turner (interview); loc 173356. Hut photographs: LLSL: NTCC Album 1894 (#26, 27); also in LLSL: photograph files: Lilydale.
- 23 Sulzberger & his enterprises: Bardenhagen, *Lilydale - A German Legacy*, pp24-32; photograph of house complex, p21(also in QVM: postcard collection: M.Bardenhagen postcards; loc Lilydale 178329. Quotation: LLSL: Bangor: 1880 Atherton journal. Quotation "our bedroom...": QVM: Bangor (Atherton papers)
- 24 Sulzberger properties: Bardenhagen, op.cit., pp24-32; D.Bardenhagen (interview). Progress of early settlers: German settlers discussed by Bardenhagen, op.cit., passim; refer to assessment rolls up to *HTG*, 14 October 1879 and LSD: land grant map Dorset 1B. Photographs: refer to QVM: photograph & postcard collections.
- 25 Story of Wilsons house from QVM:Lilydale Council Records: Box 30: Agnes Offer notes (1937); properties as on LSD: land grant map:Dorset 1B. Harper hut on Lilydale prop 0920/1. First Maxwellton houses loc & site details: D.Wilson (interview); loc Lilydale 181343. Crabtree's property: possibly Lilydale prop 0794 (refer to section Settlement: Underwood.
- 26 B.Viney (interview); Arnold & Dolbey houses loc: Lilydale 167335 & 183334.
- 27 Summerhill: QVM: Tassell Files: Arnold papers; M.Gibbins, B.Viney (interviews); *Mercury* ,19 October 1939, 22 April 1940. Loc: Lilydale 178342. Archival photograph QVM:P:1997:0975; also project photographs.
- 28 Doaks Road house loc: Lisle 207335. Cottage on Somervilles's lot: B.Turner (interview); loc Lilydale 182232. Barn: age unknown by owner M.Kelp (interview); loc Lilydale 182328.
- 29 German settlers: B.Turner (interview); loc Lisle props 0665 (Miller) and 1188 (Doak). Sunnyside: loc Lilydale 179338. In 1985: *Lilydale Progressive*, vol.6,no.6, August 1985.
- 30 The Sulzberger & Bardenhagen families' activities are discussed in Bardenhagen, *Lilydale - A German Legacy*, pp16-45, 62-76. For details of school, post office, stores & church see section Lilydale: Services.
- 31 Kelp, *Evolution of a Land Settlement Pattern*, chapters 5 - 7.
- 32 Refer to sections Extractive Industries: Minerals: Introduction & Pipers; also Slate Quarrying.
- 33 Section Extractive Industries: Mining: Little Forester.
- 34 Section Transport: Roads: Pipers & route details. Somerville property loc: junction of Main/ Mountain Roads; see LSD: land grant map Dorset 1B.
- 35 Boarding house: *Examiner*, 27 March 1879. Hotel: ibid, 17 April 1879.
- 36 Track opening: see Section Transport: Roads: Pipers. Quotation: *Cornwall Chronicle*, 23 April 1879.
- 37 Refer to section Transport: Roads: Pipers & route details & Extractive Industries: Minerals. Spread of land settlement: Kelp, op.cit., fig. 7. Brewers land loc: Lisle 249317
- 38 *Cornwall Chronicle*, 18 August 1879.
- 39 Ibid, 26 November 1879.
- 40 Ibid, 29 January 1880. Lisle track turnoff: Lilydale approx 182319.
- 41 *Examiner*, 5 March 1881.
- 42 QVM: Tassell Files: Arnold papers: copies family album, Isaac Arnold note book; B.Viney (interview). Refer also to discussion in previous section (Settlement 1850's - 1879)
- 43 Land alienation: Kelp, op.cit., figs 6 & 7 and LSD: land grant map Dorset 1B. George Arnold: refer to discussion in previous section (Settlement 1850's - 1879); loc 178342 . Sulzbergers: D.Bardenhagen; Bardenhagen, *Lilydale - A German Legacy*, pp16-45. Gottlieb's & Johan's second house locs: Lilydale 178328 & 171361. Godfried: Lilydale prop 17486 & others at W. end of Station Road (see LSD: land grant map Dorset 1B); photograph of house: Bardenhagen, op.cit., p39. Dolbeys: B.Turner, B.Viney (interviews); property on north-eastern corner of Main / Doaks Road; see LSD: land grant map Dorset 1B.
- 44 QVM: Tassell Files: Arnold papers: Isaac Arnold note book. Holly Banks loc: Lilydale 175344. Thomason: refer to Underwood section.
- 45 Ibid. Bardenhagens's first store loc: 182328. (Present store did not open until 1888; refer to section Lilydale:services).
- 46 1881 visit: *Examiner*, 5 March 1881. Settlement: Kelp, *Evolution of a Land Settlement Pattern*, chapters 7 & 8. Roads & tracks: see section Transport: Roads: Pipers & routes.
- 47 QVM: Tassell Files: Arnold papers: Isaac Arnold notebook.
- 48 See following subsection (farm settlement)
- 49 Refer section Lilydale services. From 1885: QVM: Tassell Files: Arnold papers: Isaac Arnold notebook (cost of carriage sometimes recorded).
- 50 Refer section Lilydale services. In 1879: *Cornwall Chronicle*, 13 June 1879.
- 51 G.Sulzberger's block was to the west of the main road at the Lalla road intersection & L. Bardenhagen's to the east (shown as Alexander Scott on LSD: land grant map Dorset 1B). Refer to section Lilydale: Services.
- 52 Refer to section Transport: Railways: Introduction & North-Eastern Line. In 1883: *JHA* 1883/1 (Proposed Scottsdale Railway: Petition for Alteration of Route). QVM: Tassell Files: Arnold papers: Isaac Arnold notebook.
- 53 Refer to section as above.
- 54 School enrolments from Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. 1911 Census (as recorded by Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, p72). Refer to sections Settlement: Pipers: Lalla & Tunnel.
- 55 Class 4 land: Noble, *Land Capability Survey of Tasmania. Pipers Report*; map. Arnold details: QVM: Tassell Files: Arnold papers: Isaac Arnold notebook. Hollybanks house: B.Viney (interview); loc Lilydale 176344. J. Arnold: Arnold papers: family album.
- 56 QVM: ibid (notebook finishes with early 1900's entries).
- 57 For 1990's photographs of these landscapes, refer to QVM: project photographs. By 1914: *The Fruit World of Australasia*, 30 June, 1914, p43 (copy held LLSL).
- 58 Property information from B.Viney (interview) & LSD: land grant map Dorset 1B; see also previous section (1850's-1879). Isaac, Robert, John & George Arnold original property locs: Lilydale props 0948, 0554, 0270 & 0945. Offer & Conlan locs: Lilydale props 0947 & 13779.
- 59 In 1985: *Lilydale Progressive*, vol.6, no.6, August 1985. Grandfield house: LSD: land grant map Dorset 1B and D.Wilson (interview); loc Lilydale 179338. Sulzbergers: D.Bardenhagen(interview) & LSD: land grant map Dorset 1B. Houses: J.Brooks (interview); loc Lilydale 178334.
- 60 Maxwellton loc: Lilydale 183341. Refer to previous section for details of first Wilson houses; additional details from D.Wilson (interview), who considers the photograph in *Weekly Courier*, 30 January 1904 to be Maxwellton.
- 61 Family details from D.Wilson (interview) and QVM: Tassell Files: D.Wilson papers. Garfield Park, Middlefield & Maxwellton Braes locs: Lilydale props 0916,0071 and 0910/0664. Quotations & photographs: *Weekly Courier*, 30 January 1904, p6. There is some doubt

- as to whether this quotation could refer to Garfield Park; may be Maxwellton (D. Wilson & M. Wilson, interviews). Site details: D. Wilson (interview).
- 62 Maxwellton Braes: date & site details from K. Shepherd (interview). For sources & detailed discussion of James Wilson's dairying & related landscapes, refer to section Living on the Land: Dairying: 1890 - 1912.
- 63 Refer to section: *ibid*; further site details available from K. Shepherd (interview) and QVM: project photographs.
- 64 Paterson/McLennan block: refer previous section (1850's - 1879); LSD: land grant map Dorset 1B; loc Lilydale prop 0067. Land alienation: Kelp, *Evolution of a Land Settlement Pattern*, fig. 7.
- 65 Nicol Turner & Birkenside: LLSL: Lilydale file: Interview with Charles Turner 1977. Mid 1880's: B. Turner (interview). Birkenside loc: Lilydale 167356; old site 168357. By 1914: *The Fruit World of Australasia*, 30 June 1914, p43 (copy held LLSL). Photographs of property & Turner family in *Weekly Courier*, 13 February 1904.
- 66 Falls Farm: LLSL: Lilydale file: Interview with Charles Turner 1977; loc Lilydale 174354; archival photographs: QVM collection. Waterwheel details from B. Turner (interview); for further details refer to section Services: Water. Echobank waterwheel loc: 172358; archival photographs: QVM collection.
- 67 McLennan's cottage: B. Turner (interview); refer to 1850's-1879 section for sources & photographs; loc Lilydale 172356. Echobank: B. Turner (interview). Orchard: *The Fruit World of Australasia*, 30 June 1914, p43 (copy held LLSL). Sawmill was operating by 1888 & probably earlier; see Bangor section. (HG, assessment roll for Selby, 9 October 1888); refer to Timber: 1880's - 1920: Pipers. Pike's orchard: thought to be later Bostock's & East's, Lilydale prop 0920/1; refer to Living on the Land: Orchard; was established by 1891 (HG, assessment roll for Selby, 3 November 1891). Description of Bostock's orchard in *The Fruit World of Australasia*, op.cit., p43.
- 68 Land alienation 1878, 1880's: Kelp, *Evolution of a Land Settlement Pattern*, 5.3 - 5.5, figs 7 & 8 and Appendix B. Sulzberger land: D. Bardenhagen (interview) & LSD: land grant map Dorset 1B; loc Lilydale props 0081, 13679, 17496. HG, assessment rolls for Selby, 23 November 1880 & 9 October 1888. For further details of Sulzberger family, refer to Bardenhagen, *Lilydale - A German Legacy*, p16ff. Farming at Rosebrook: Cis Knight (interview). Class 4 land: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. By 1885: HG, 6 October 1885. Walker land: LLSL: Lilydale file: Interview with Charles Turner 1977; LSD: land grant map Dorset 3B; loc Lilydale prop 17486 / 13679 / 0081.
- 69 LSD: land grant map Dorset 1B. HG, assessment roll for Selby, 6 October 1885. Kempener block loc: Lilydale prop 0928. Haas block information: C. Knight (interview); loc Lilydale prop 0925. Grandfield block: LSD: land grant map Dorset 2A; cottage: Garcia in Carey (ed.), *Lillies (sic) in the Valley*, p63.
- 70 Land alienation & ownership details: Kelp, op.cit, 5.3-5.5, fig 7 & Appendix B; LSD: land grant map Dorset 2A; HG, assessment roll for Selby, 6 October 1885. Gladman's block now Lilydale props 0031-2, 13514-5, 13790, 13519, 17512-3 and 0044-5. to Cottage on Collins block: Alison Smith (interview); loc Lilydale 183370.
- 71 Land alienation & ownership details: Kelp, op.cit.; LSD: land grant maps Dorset 2A & 3B. Land class details: Noble, op.cit. By turn of century; Grandfields: K. Shepherd (interview). Known as Grandfields Hill: D. Venn (interview). Farrelly's farm: K. Shepherd & D. Venn (interviews). An example of a block alienated in the 1880's was W. Barfoot's (Lilydale prop 17500), which was listed in HG, assessment roll for Selby, 6 October 1885.
- 72 Refer to previous section. Land capability: Noble, op.cit.
- 73 Miller blocks now Lilydale props 0331-3 & 0911; from LSD: land grant map Dorset 1B. Land capability: Noble, op.cit. Woodland: loc Lilydale 199332. For further details of Miller family refer to Bardenhagen, *Lilydale - a German Legacy*, pp45-50. Woodland details (including comment on German styling) from Marita Bardenhagen postcard (copy held QVM: postcard collection). Archival photographs: *ibid*, also Bardenhagen, op. cit., pp46-7, and *Cyclopedia of Tasmania*, p343. Quotations: *ibid*, pp343-4.
- 74 Known as German Town: Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, pp25-6. German style: B. Turner (interview).
- 75 For Dolbey details refer to previous section; also B. Viney (interview). Procter: M. Kelp (interview); loc Lilydale 185333.
- 76 Property locations from LSD: land grant map Dorset 1B. Dornauf: loc Lilydale prop west of 0330 to Blackball Line, 23660, 0756-8, 0761 & 13761; for further Dornauf details & archival photographs of homestead, see Parish, *Branches to Success* and Bardenhagen, *Lilydale - A German Legacy*, pp50-5. Staubi & Wolfe: locs Lisle prop 0565 & 0665; for archival photograph of Staubi house see Bardenhagen, *ibid*, p79 and Marita Bardenhagen postcard (copy in QVM: postcard collection). Staubi house: B. Turner, R. Hudson, M. Kelp (interviews); Miller house: B. Turner (*ibid*). Doaks properties: houses remain on Lisle 1188 & early one on 1169 (refer previous section); site on 1181 at 206331. Refer to section Lilydale: Services: Schools. Erb & Brown: loc Lisle .1167 & 1166. Lyndurst loc: Lisle 348339.
- 77 Land class: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. Somerville (Hawkspur) loc: Lisle 1170, 1172-3 (from LSD: land grant map Dorset 1B); for Somervilles, refer to previous section. In 1920s: M. Kelp (interview); Hawkspur dwellings details: M. Laing (interview).
- 78 Property locations obtained from LSD: land grant map Dorset 1B. Somerville, Boulton, Brown, McConnon block locs: Lisle props 1181, 1180, 1184, 1185. Occupation details from HG, assessment roll for Selby, 27 October 1896 and TGG, assessment roll for Lilydale, 18 December 1917. For details of sawmilling, refer to following 'South of the township' discussion (Mountain Road area) and section Timber Industry: period 1880's-1920: Pipers.
- 79 1861 map: OSG: Roads Dorset: 12 (1861). Junction of tracks at loc Lilydale 173322, hut at site of or vicinity of existing house at Lilydale 173323; refer also to tracks marked on LSD: land grant map: Dorset 1B and OSG: survey diagram: Dorset 5/33 (shows Downie 1861) and section Settlement: Pipers: Lalla & Underwood. Land classifications from Noble, op.cit. Kowarzick house: C. Olson (interview); loc Lilydale 175317. By 1900: *Cyclopedia of Tasmania*, p342.
- 80 Somerville grant: numerous Lilydale props bounded by 0732, 9749, 0799 & 13650. Campbell grant: numerous Lilydale props from 0801 southwards to Underwood. For details & sources refer to previous section (1850's - 1879) and Underwood section. Land classifications: Noble, op.cit.
- 81 Refer to section Timber Industry: 1880's-1920: Pipers.
- 82 *Weekly Courier*, 13 February 1904, p6.
- 83 Power's house location: K. Shepherd (interview) via M. Bardenhagen; loc Lilydale props 0804/4. Crabtree's holding: QVM: Tassell Files: misc. Lilydale Council records: copy Agnes Offer notes (1937); from Box 30. Loc: Lilydale props 0803/4 & 07934 from LSD: land grant map: Dorset 1B. By 1880's: HG, assessment roll for Selby, 6 October 1885. Photograph: QVM:P:1997: 0728.
- 84 Land capability: Noble, *Land Capability Survey of Tasmania. Pipers Report*, map. For further details on families farming on Mountain Road, refer to R. Hudson (interview) & Lilydale Centenary Committee, *A History of Lilydale: Tasmania*.
- 85 For details of Dornauf family, see earlier discussion in this section for Doaks Road area; also refer to Parish, *Branches to Success* and Bardenhagen, *Lilydale - A German Legacy*, pp50-5 Dornauf's Mountain Road property loc: Lilydale props 1212/1216/1217, from LSD: land grant map: Dorset 1B. 1885 and 1891 details from HG, assessment roll for Selby, 6 October 1885 & 3 November 1891. Ran cattle, cropping 50's -60's: M. Kelp (interview).
- 86 Information on Mountain Road families from M. Kelp, R. Hudson, M. Gibbins (interviews) and Lilydale Centenary Committee, *A History of Lilydale: Tasmania*. Details for 1891 & 1896 from HG, assessment roll for Selby, 3 November 1891 & 27 October 1896. Land capability: Noble, op.cit. Gibbins, Speirs & Waldron locs (from LSD: land grant map: Dorset 1B): Lilydale props 0819 & 17453 and Lisle 1215.

- 87 On the slope: loc Lisle 213320. McGowan block: Lisle prop 1204; information from M.Bardenhagen (interview); also refer to section Timber Industry.
- 88 For further details of the Bardenhagen family, refer to Bardenhagen, *Lilydale - A German Legacy* and *Lilydale - Conflict or Unity 1914-1918*. Properties as indicated on LSD: land grant map: Dorset 1B. Bardenhagen's holdings can be followed in HTG / HG assessment rolls. Split timber barn: M.Kelp (interview).
- 89 QVM: Tassell Files: Arnold papers: Isaac Arnold notebooks.
- 90 For photographs of the township, refer to QVM and LLSL collections.
- 91 For further discussion of Lilydale at the time of World War 1, refer to Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, p12.
- 92 Quotation from *Examiner*, 18 July 1888.
- 93 1892/3 Tasmanian Post Office Directory. HG, assessment roll for Selby, 16 October 1894.
- 94 Quotation from Maidment, John, 'Alexander North and his work in Tasmania', *National Trust of Tasmania (Australia) Newsletter*, no. 80, December 1982. For further information about North see also *ibid*, 'Alexander North 1858-1945', no. 76, April 1982.
- 95 Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, has presented a comprehensive picture of the social aspects of Lilydale at the time of World War 1. Kelp, *Evolution of a Land Settlement Pattern*, has provided a useful analysis of the emergence of long-term land settlement patterns in the Lilydale region by 1920.
- 96 *Examiner*, 5 March 1881.
- 97 Quotation from *Examiner*, 11 September 1886.
- 98 Robson, *History of Tasmania*, vol. 2, discusses these external events and general trends; refer also to sections Timber Industry and Living on the Land: Orchardring & Dairying.
- 99 Land settlement: see Kelp, *op.cit.*, p7.3 and fig 11.
- 100 For further discussion of closer settlement schemes in Tasmania, refer to Robson, *op.cit.*, pp264-5,323,407-9. By Feb 1920: QVM: Lilydale Council records: Box 47: 1920 correspondence.
- 101 LSD: land grant map Dorset 1B (1915 version is useful; copy held QVM: Tassell Files). The western most of these 5 was an orchard block here considered part of the Lalla district; Lilydale props 0738 and 0735 also had been settled already and had dwellings and orchards on them already, but the prior or subsequent usage of 0781 and 0782 on the Main (Lilydale) Road is not known. Refer also to Kelp, *op.cit.*, 7.3 and fig 11; QVM: Lilydale Council records: Box 47:1920 correspondence; sections Settlement:Lalla & Living on the Land: Orchardring.
- 102 Edwards blocks loc: possibly Lilydale prop 0817 off Mountain Road and other blocks to the east of it up the mountainside. Council's views: QVM: Lilydale Council records: Box 47: 1920 correspondence, especially 13 & 20 January.
- 103 For discussion of relief programmes & the depression in Tasmania in the 1920's & 30's, see Robson, *History of Tasmania*, vol.2, pp412, 434, 441-49,470. For details of Lilydale relief work, see QVM: Tassell Files: miscellaneous Lilydale Council records: 1919 -1923 correspondence. Tasmanian timber industry in 1920's: Robson, *op.cit.*, p473-4. Refer to relevant industry sections.
- 104 For further details & sources, refer to relevant Services sections.
- 105 Refer to section Transport: Roads: Pipers. Quotation from QVM: Lilydale Council records: Box 42 (letter from Council to Jackson, MHR, 1 September 1922). For further details of post office, refer to Services section.
- 106 Refer to Services section.
- 107 Comments on these properties from M.Kelp (interview).
- 108 Refer to sections Living on the Land: dairying & orcharding. Wilson prop loc: Dalkeith, Lilydale 182340; D.Wilson (interview). Kelp prop loc: Lilydale 185326; M.Kelp (interview). Arnold property loc: Lilydale 176344; B.Viney (interview) and QVM: Tassell Files: Arnold papers: V.Arnold diary & scrapbook.
- 109 B.Turner & M.Kelp (interviews); refer also to section Timber Industry. In 1935: QVM: Lilydale Council records: Box 8 (letter from Council Clerk to Miss J.A. Harrison, 22 May 1935).
- 110 Refer to section Timber Industry. Underline photograph: QVM postcard collection: M. Bardenhagen postcards. Underline loc: LSD: land grant map Dorset 1B and B.Turner (interview); Lilydale props 13680 & 13551;
- 111 For discussion of effects of war on agriculture & timber industry in Tasmania, refer to Robson, *History of Tasmania*, vol.2, p498ff. Refer also to sections Living on the Land: cropping, Timber Industry & Services: schools.
- 112 Population drift: Robson, *op.cit.*, p529; for discussion of post war Tasmanian economy, *ibid*, pp501f,538. Refer to industry sections.
- 113 1933-1950 details from LLSL: Archives: Northern Tasmanian Development League papers: Ministry of National Development, *The Resources and Development of the Northern Region (No.2) Tasmania*, Canberra, 1950. Around 500: from ANZAAS, *Handbook of Tasmania*, 1949, also *Mercury*, 1 October 1953, Population and Transport Routes map. 1962 & 1969 figures from Kelp, *Evolution of a Land Settlement Pattern*, pp 8.2, 8.7.
- 114 Post war housing in Tasmania: Robson, *op.cit.*, p529. Lilydale housing comments based on field observations, also B.Turner & M.Laing re Echobank & Hawkspur (interviews); Mount Arthur: B.Turner, M.Kelp, R.Hudson (interviews) & Lilydale Centenary Committee, *A History of Lilydale*.
- 115 Refer to QVM: Lilydale photographs. House loc: Lilydale 182332.
- 116 Refer to section Lilydale services: schools.
- 117 *Ibid*: post office, health & police.
- 118 *Ibid*: police, halls & schools.
- 119 *Ibid*: schools, recreation, halls, churches.
- 120 *Ibid*: transport services, hotels; also section Transport: Railways.
- 121 Kelp, *Evolution of a Land Settlement Pattern*, pp 8.2, 8.7. Refer also to industry sections.
- 122 Refer to section Lilydale services: shops & businesses. Kelp, *op.cit.*, pp8.2, 8.7.
- 123 Quotations from Kelp, *op.cit.*, p8.7. Summary made from Lilydale services sections.
- 124 Refer to section Lilydale services: hotels, schools, local government.
- 125 Refer to relevant industry sections.
- 126 Craft and David, *Lilydale: An Overview of Needs and Issues*, chapter 2 & 4.0 and Crowden, *An Assessment of the real demand for and land use of small area rural / residential allotments*, pp2,21, 24-6, 31-6.
- 127 Craft and David, *op.cit.*, 4.2 and Crowden, *op.cit.*, pp 36-42. Examples of Western Red Cedar are in Lalla Road, Golconda Road and Blackball Line; loc Lilydale 172323, 172364 & 191321. Refer to sections Settlement: Underwood & Lalla.
- 128 Refer to earlier Lilydale Settlement sections. Land ownership: B.Viney, D. Wilson, M.Kelp (interviews).
- 129 Examples given by many local informants, including D.Venn, M.Bardenhagen, B.Viney, B.Turner. Trends discussed by Craft and David, *op.cit.*, chapters 2 & 4 and Crowden, *op.cit.*, pp39,44.
- 130 Timbered blocks: D.Venn (interview). Blackball Line house: S. Raffan (interview); loc Lilydale 192324.
- 131 M.Bardenhagen, M.Kelp (interviews).
- 132 Mountain and Whites Mill Road examples: Lisle prop 1212 & Lilydale prop 17456. Blocks for sale: M. Bardenhagen (interview).
- 133 For details of the land use zonings in the Lilydale township area & a summary of infrastructure & facilities, refer to Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural - Appendix. For a plan of the existing dwellings & other buildings,

- refer to the current edition *Tasmanian Towns Street Atlas*.
- 134 Stockyards site: D.Venn (interview); loc Lilydale 176334.
 - 135 Paddocks loc: Lilydale 179332. Sulzberger farm: refer to period 1850's-1879; loc Lilydale 178334. Vineyard: refer to section Lilydale services & Living on the Land: vineyards; loc Lilydale 174336.
 - 136 Refer to sections Transport: Railways, Lilydale services & Timber Industry: 1970's - 1990's. Mill loc: Lilydale 182332.
 - 137 Population in 1962: refer to previous section (1918-1970); population estimates from Tasmanian State Strategy Plan, *An Analysis of Tasmania's Settlement Pattern*, Working Paper No. 23, 1976, pp18 & 30 and Craft and David, *Lilydale: An Overview of Needs and Issues*, p1.2. 1991 census: Launceston City Council, *Launceston at the 1991 Census: A Social Atlas*, Table A2.
 - 138 Ibid, Tables 7.2, 20.2. Sole occupant: various oral sources including M. Bardenhagen, B.Viney, D.Venn (interviews).
 - 139 Transport services for elderly: Craft and David, op.cit., 5.0, 5.3 & 6.3. 1991 Census: LCC, op.cit., Table 92.2. 1985 report: Craft and David, op.cit., 4.5. For details & sources refer to section Lilydale services: health, recreation.
 - 140 In 1975: Tasmanian State Strategy Plan, op.cit., p18. Businesses: refer to section Lilydale services; for a comprehensive list of services & businesses current in 1996, refer to Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural - Appendix.
 - 141 Labour force in 1985: Craft and David, op.cit., 3.2. Concern, social change: ibid, chapter 1.
 - 142 For details refer to sections Tourism: Pipers region; Lalla and Underwood settlement & services; Lilydale services.
 - 143 Refer to section Tourism: Pipers region and Transport: Roads: Pipers region. Hawkspur & Plovers Ridge loc: Lisle 213338 and Lilydale 170326
 - 144 Refer to section Lilydale services.
 - 145 Ibid.
 - 146 Ibid.
 - 147 Ibid.
 - 148 Ibid.
 - 149 Ibid.
 - 150 In 1873: Orchard, *The Post Offices of Tasmania*, pp62, 37. For details of Turners Marsh services refer to that section. In 1887: HTG, 1 November 1887.
 - 151 Sulzberger details from Bardenhagen, *Lilydale - A German Legacy*, pp20-32. Athertons: refer to section Bangor: services.
 - 152 Sulzberger site: D.Bardenhagen (interview); loc Lilydale 178329. Photographs: Lilydale Centenary Committee, *A History of Lilydale: Tasmania*, pp3,5. In 1893: Orchard, op.cit., p37. In 1918: Kerkham & Carpenter, *The Kerkhams*, p11 and A.Kerkham (interview); loc Lilydale 177333. Lilydale Club: Bardenhagen, *Lilydale - Conflict or Unity*, p28 (photograph); refer also to Lilydale Halls. Telegraph office: Orchard, op.cit., p37. More central location sought: QVM: Lilydale Council Records: Box 42: 1922 correspondence re new site. In 1924, 1941: A.Kerkham (interview.) and Kerkham & Carpenter, op.cit., p11. Main Road loc: 181333.
 - 153 Refer to photograph, *Weekly Courier*, 5 February 1925
 - 154 In 1949: QVM: Lilydale Council Records: Box 42: letter, 6 June 1949; also AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (4 June 1949, 4 July 1949) and *North Eastern Advertiser*, 10 December 1949; refer also to section Services Overview: Communications. Telephone station loc: Lisle 212320. In 1960's: A.Kerkham (interview).
 - 155 Dolbey: Lilydale P&F, op.cit.; also B.Viney (interview); loc Lilydale 183334. In 1870: Lilydale P&F, op.cit., also Kelp, *Evolution of a Land Settlement Pattern*, Appendix D. Dimensions from JHA 1883/70 (Education: Report of Royal Commissioners, Appendix V). Loc: Lilydale 179328.
 - 156 In 1870: Lilydale P&F, op.cit. Refer to Turners Marsh section. In 1873: JHA 1879/62 (Grants for school houses: returns for 1873-78).
 - 157 In 1881: JHA 1883/70 (Education: Report of Royal Commissioners, Appendix V). By 1883 & all details: ibid.
 - 158 1883: JHA 1882/97 (New school buildings 1883). By 1879: *Cornwall Chronicle*, 13 June 1879. In 1887: JPPP 1888/45 (Public Works). Teachers boarded: D.Bardenhagen, B.Turner (interviews). Refer to Hotels section.
 - 159 Enrolment data from Kelp, op.cit, Appendix D. Refer to settlement section for this period.
 - 160 Enrolment figures: Kelp, op.cit. Early in century, teacher details: Lilydale P&F, op.cit; also Carey, *Lillies in the Valley*, p40. Power school site: B.Turner (interview); loc Lisle 206332. Bird school loc, in 1898: D. Bardenhagen (interview); loc Lilydale 175353. Campbell school loc: Lilydale P&F, op.cit.; loc Lilydale 184328.
 - 161 Early photographs: ibid. 1950 plaque: *North Eastern Advertiser*, 16 June 1950; loc Lilydale 179328. Lalla Road: B.Turner (interview).
 - 162 In 1922: QVM: Lilydale Council records: Box 47: Inspectors report 2 December 1922. In 1927, quotation: ibid, Box 25: Correspondence 1927-8 re Lilydale school.
 - 163 All details: ibid. School site loc: Lilydale 178331.
 - 164 Details: ibid. Photographs: *Examiner*, 5 December 1936 & QVM collection.
 - 165 Experimental area schools: Matthews, *Lilydale: a School and its Community*, chapter 2; also Robson, *History of Tasmania*, vol.2, pp460-1. Lilydale details from Matthews, op.cit., p4.1. By 1957: ibid.
 - 166 Local contractors: *North Eastern Advertiser*, 4 October 1949. Schools shifted: Lilydale Parents & Friends, *Lilydale School Centenary*. For list of schools open in 1939 refer to QVM: Lilydale Council Records: Box 12: Empire Day, 24 May 1939. For details of each school, refer to district sections.
 - 167 Lilydale P&F, op.cit. For further details of Druids & Oddfellows Halls, refer to Halls section.
 - 168 Well documented: for further details refer to Lilydale P&F, op.cit.; Matthews, op.cit., and numerous newspaper articles including *Mercury*, 21 September 1939; several are in QVM: Tassell Files: Wilson cutting file. Policy: Matthews, op.cit., chpt 4.
 - 169 In 1940: Lilydale P&F, op.cit. By 1944: *Examiner*, 9 October 1944.
 - 170 By 1953: *Mercury*, 1 October 1953; loc Lilydale 174335. Other details from Lilydale P&F, op.cit.
 - 171 Changes from 1960's: Matthews, op.cit., pp5.2 - 5.5. In 1979: Craft & David, *Lilydale: Overview of Needs and Issues*, p8.1. In early 1980's: ibid; Matthews, op.cit, & T. Kettle (interview).
 - 172 In 1986: *Examiner*, 22 November 1986 and T.Kettle (interview).
 - 173 1995 & intake details from T.Kettle (interview). 1996 information from *Examiner*, 6 March 1996, 9 May 1996 & 18 May 1996; these articles also provide further details of developments & proposed developments. 1999 details: *Examiner*, 16 November 1999.
 - 174 T.Kettle (interview); also *Examiner*, 18 May 1996.
 - 175 Refer to photographs in QVM collection; also *Examiner*, 5 December 1936..
 - 176 Building: ibid. 1990's site details from T.Kettle (1995). More specific details of exact locations of district schools on the Lilydale site, where known, are given in those district sections. For hall details, refer to Halls section.
 - 177 All details from T.Kettle (interview); photographs in QVM collection.
 - 178 *Examiner*, 23 December 1993, 31 January 1994 & 11 February 1995. Now registered: ibid, 16 November 1999.
 - 179 Presentation Convent details from section Turners Marsh/ Karoola services: schools. St Anne's details from QVM: Tassell Files: 'Celebration of St Anne's Church, Lilydale 1891-1991'; loc Lilydale 177326.
 - 180 Lilydale attitudes changed: T. Kettle (interview); other details from section Underwood services: schools. Loc Lilydale 186305.
 - 181 Further details & sources given in following discussion.
 - 182 In 1882 and 1883: JHA 1882/36 and JHA 1883/123 (Board of Education Reports for 1881 and 1882).

- 183 German settlers: Bardenhagen, *Lilydale-A German Legacy*, pp68, 85-6; *ibid*, *Lilydale - Conflict or Unity 1914-1918*, pp11, 21-3.
- 184 Some sources: for example, LLSL: Lilydale Churches file: Order of Service, Thanksgiving Service, Lilydale 23 October 1988; Underlin & Branagan, *History of Underwood*, p4. Refer also to QVM: Tassell Files: pamphlet *Celebration of the Centenary of St Anne's Church Lilydale 1891-1991*. Refer also to church sections for Underwood & Turners Marsh / Karoola. Quotation from Whitworth (ed.), *Bailliere's Tasmanian Gazetteer*, 1877, p214.
- 185 Quotation from *Morning Star*, 18 July 1891, as quoted in pamphlet *Celebration of the Centenary of St Anne's Church Lilydale 1891-1991* (copy held QVM:Tassell Files); other details, *ibid*. Location: Lilydale 178326. Photographs: LLSL: Lilydale file; QVM collection.
- 186 For sources & further details refer to section Turners Marsh/ Karoola : services and Lilydale: schools. In 1991: field observation.
- 187 Wilson & Somerville: Heyer, *Presbyterian Pioneers of Van Diemen's Land*, p191. Arnold: from QVM: Tassell Files: Arnold papers; refer also to section Lilydale Settlement: 1850's-1879. Doble house loc: Lilydale 183334. School: refer to schools section; loc Lilydale 179328. Other details from QVM: Lilydale Council records: Box 30: Agnes Offer notes 1937.
- 188 Bardenhagen's barn: *ibid*; loc Lilydale 182328. In 1879: Lilydale Centenary Committee, *A History of Lilydale*; also QVM: Lilydale Council records: Box 30: copy of meeting minutes, 6 January 1879. In 1880, ontractors: *Cornwall Chronicle*, 15 April & 26 June 1880. Church site loc: Lilydale 179327. Photographs: QVM collection & QVM: Tassell Files: Arnold papers: Lilydale Album.
- 189 QVM: Lilydale Council records: Box 30: copy of minutes of meeting connected with U.P.R., 18 October 1877; *Cornwall Chronicle*, 13 June 1879. Loc: Lilydale 177326.
- 190 Bardenhagen cottage: TGG, assessment roll for Lilydale, 12 November 1912. Location details from D.Venn & D.Bardenhagen (interviews); Good Templars, halls & mill office locs: Lilydale 182328, 181331 & 183332. Other details from *Examiner*, 21 July 1939, 26 February 1963 & 5 March 1963. Photographs: Bardenhagen, *Lilydale - A German Legacy*, pp69-70.
- 191 Church establishment details & Underwood: Methodist Church Committee, *Tasmanian Methodism 1820-1975*, p50. Church loc: Lilydale 180331. Vestry: *Lilydale Uniting Church 1890-1990 Centenary* (copy held in QVM: Tassell Files: Arnold papers: Lilydale Album; this also includes much additional information & photographs). In 1902: QVM: Tassell Files:Hardwick notes: Methodist Church Preachers Plan 1902. Photographs: QVM collection & QVM: Tassell Files: Arnold papers: Lilydale Album.
- 192 Parsonage, Tunnel church: LLSL: Lilydale Churches file: *Lilydale Methodist Church 1890-1950*, souvenir of the Diamond Jubilee 1950. Tennis court: B.Viney (interview). Photographs: QVM collection.
- 193 Free Presbyterians: Ward, *Presbyterianism in Tasmania 1821-1977*, pp10, 27-8. Details of Campbell's ministry : *ibid*, also Heyer, *Presbyterian Pioneers of Van Diemen's Land*, pp190-4. Manse location: LSD: land grant map Dorset 1B; Lilydale 182325. Sunday school picnics: B.Viney (interview); *Examiner*, 13 December 1907; QVM: Tassell Files: Arnold papers: Lilydale Album: Cornwell, Doris, 'Historical Notes on the centenary of St Andrews, 1980; this file also includes much additional information & photographs). In 1923: *ibid*, St Andrews Church minutes. Photographs: QVM collection; Bardenhagen, *Lilydale - Conflict or Unity 1914-1918*, p23.
- 194 The manse appeared in assessment rolls in the early 1890's; HG, assessment roll for Selby, 16 October 1894. New manse: QVM: Tassell Files: Arnold papers: Lilydale Album: sheet of newspaper accounts of the manse 1945-8; Cornwell, Doris, 'Historical Notes on the centenary of St Andrews, 1980. In 1953: *ibid*, Cornwell notes; *North Eastern Advertiser*, 14 August 1953. In 1960: *ibid*, 1 July 1960; D.Venn & B.Viney.
- 195 In 1900: Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p42. For discussion of architect North & his design, refer to section Lilydale settlement: period 1880-1918: overview of development of township landscapes.. Many more details of the church and rectory are held in QVM: Tassell Files: Anne Richardson papers. Church loc: Lilydale 178337. Dates from *Examiner*, 2 June 1900 and undated 1934 article (QVM: Tassell Files: Anne Richardson papers). Original building details in Maidment, John, 'Alexander North and his work in Tasmania', *National Trust of Tasmania (Australia) Newsletter*, no. 80, December 1982. For further information about North see also *ibid*, 'Alexander North 1858-1945', no. 76, April 1982. By 1934: undated article & photograph, op.cit. In 1961: Lilydale C of E Annual Accounts; held at Invermay C of E (notes held QVM: op.cit). In 1981: A. Richardson (interview).
- 196 1906, 1913 details: from St Stephens Parish Hall, Underwood: Church Wardens Minute Book (12 April 1906) and St Stephens Womens Work Guild Minute Book (4 December 1913); both held at Invermay C of E, notes held QVM: Tassell Files: Anne Richardson papers. Rectory loc: Lilydale 178327. In 1927: TGG, assessment roll for Lilydale, 21 February 1927. Tennis court: B.Viney (interview); photographs QVM: Tassell Files: Arnold papers: Lilydale Album.
- 197 Compiled from church records, passim (held at Invermay C of E; notes held QVM: Tassell Files: Anne Richardson papers) and A.Richardson (interview).
- 198 Many of these events are recorded in QVM: Tassell Files: Arnold papers: Lilydale album.
- 199 QVM: Tassell Files:Arnold papers: Lilydale album: 'Lilydale Uniting Church 1890-1990 Centenary'; also *Examiner*, 15 March 1988, 18 April 1989 & *Sunday Examiner*, 29 July 1990.
- 200 Comments on civic minded Lilydale people and number of halls were made by Bardenhagen, *Lilydale - Conflict or Unity*, p17.
- 201 In 1881: QVM: Lilydale Council records: Box 30: 'Early Lilydale' notes. (note that a date of 1879 was stated in Lilydale Centenary Committee, *A History of Lilydale*). Aims: QVM: op.cit: Box 29.1: copy of Minutes of UPR Mutual Improvement Association, 1882-7; also Rules and By-laws of UPR Mutual Improvement Association 1881(copy held by M.Bardenhagen).
- 202 Dornauf: Bardenhagen, *Lilydale - A German Legacy*, p53 QVM: Lilydale Council records: Box 30: 'Early Lilydale' notes. Sulzberger 1883: *ibid*, Box 29.1: copy of Minutes of UPR Mutual Improvement Association, 1882-7; also Bardenhagen, op.cit., p31. Location discussed in *ibid*: Box 30: Lilydale 1936,1945 notes on old hall site; also Bardenhagen, *Lilydale - Conflict or Unity*, p17.Loc: Lilydale 178329. Photograph: in Lilydale Centenary Committee, op.cit. Hall events: QVM: op.cit., Box 30: 'Early Lilydale' notes. Hall 1884, Association 1886: *ibid*: Box 29.1: copy of Minutes of UPR Mutual Improvement Association, 1882-7.
- 203 *Examiner*, 18 July 1888. In 1908: *ibid*, 6 February 1908. Hall moved, demolished: B.Turner (interview); also Bardenhagen, op.cit., p17.
- 204 By 1881: Obligation Book of Independent Order of Good Templars (1881-4); held by D.Wilson (refer also to Bardenhagen, *Lilydale - Conflict or Unity*, p23 concerning other copies). Other details & locs: refer to Churches: Salvation Army section.
- 205 In 1899: *Examiner*, 14 March 1960. Rent-free: Lilydale Centenary Committee, *A History of Lilydale*, p6. Rifle racks: Bardenhagen, *Lilydale - Conflict or Unity*, p28. Site: *ibid*, p29. Loc: Lilydale 178333. By 1916: *ibid*,p17. Silent movies: Bardenhagen, *Lilydale - A German Legacy*, p 74. Annual meetings, Bardenhagen, *Conflict*, p18. In 1946: Lilydale Parents & Friends' Association, *Lilydale School Centenary*, p2. 1959-60: *ibid*, p2 and *Examiner*, 14 March 1960. Photographs: LLSL: Photographs: Lilydale. Bardenhagen, *German*, p74; probably also *Conflict*, p29.
- 206 Site: M. Bardenhagen, op.cit., p17; loc Lilydale 180330. In 1927: QVM: Lilydale Council records: Box 25: letter from Council Clerk to Secretary for Education, 15 August 1927. Area School: Lilydale P & F, op.cit., pp1-2. For Arnold Hall details refer to section Services: churches. Photograph: Oddfellows hall believed to be visible in *Weekly Courier*, 9 September 1920.
- 207 Lily Lodge: Bardenhagen, *Conflict*, p18. Lilydale Club: LLSL: photograph files: Lilydale; also refer to Bardenhagen, op.cit., p28 & QVM: photographs in Station Road. Refer to section Services: post office. Loc: Lilydale 177333.
- 208 Shows from 1897, special trains: QVM: Tassell Files: Lilydale: Lilydale Farmers & Fruitgrowers' Association 18th Autumn Show programme, 28 March 1914; also *Mercury*, 14 February 1961 (includes photograph). Loc of first show building: Lilydale 176333. Photographs include *ibid*: Spurling postcard of Lilydale; LLSL: photograph files: Lilydale: Spurling 1361; Bardenhagen, *Conflict*, p25,*Weekly Courier*, 25 March 1920. In 1918: LLSL: Lilydale Council file: correspondence re Lilydale Recreation Ground Company.

- Loc: Lilydale 187332. Roof: *North Eastern Advertiser*, 1 December 1936. White's mill: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (7 September 1918). In 1922: Bardenhagen, *Conflict*, p15. Refer to sections Lilydale: Services: Schools, Living on the Land: Crops: flax and Tourism: Pipers: 1970's-1990's. Photographs: Bardenhagen, *Conflict*, p15; LLSL: photographs: Lilydale.
- 209 Only public one: LLSL: Lilydale Council file: correspondence re Lilydale Recreation Ground Company. Financed: QVM: Lilydale Council records: Box 5: Lilydale Memorial Hall Committee papers & Box 1949: War Memorials. Opened 1955, plaque 1962: Lilydale Centenary Committee, *A History of Lilydale*, p8.
- 210 In 1957: LLSL: Lilydale Buildings: Gunion photograph with label. Loc: Lilydale 180329. Fence: *Examiner*, 5 April 1958. Senior Citizens: D.Bardenhagen (interview). Library: *Examiner*, 24 May 1975. Meeting rooms: *Lilydale Progressive*, vol.6 no.6, August 1985 & vol.12 no.7, September 1991; refer also to Services: police & local government.
- 211 1985 study: Craft and David, *Lilydale: An Overview of Needs and Issues*, p9.2. Progress Association: *Lilydale Progressive*, vol.8 no.2, March 1987 and vol.9 no.4, June 1988. Loc: Lilydale 181332.
- 212 *Examiner*, 5 February 1999, 18 January & 26 April 2000 (with photographs). Loc: Lilydale 179328.
- 213 The mode of development of Lilydale township is discussed in the Settlement sections.
- 214 Refer to Churches section. Loc: Lilydale 186328; also Lilydale Centenary Committee, *A History of Lilydale*, p1. Referred to as 'first recreation ground' in QVM: Tassell Files: Arnold papers: Lilydale album; this contains several photographs of events here, mostly undated but including one in December 1913.
- 215 Until 1908: refer to Local Government section. Other details from LLSL: Lilydale Council file: correspondence re Lilydale Recreation Ground Company; *Examiner*, 9 September 1937. Loc: Lilydale 186332.
- 216 Recruitment drive: Bardenhagen, *Conflict*, p51 (including photograph). Other details from J.Brooks (interview). Liquor booth loc: Lilydale 178334. Photographs: QVM: photograph coll.
- 217 In 1888: *Examiner*, 18 July 1888. Rifle clubs: Bardenhagen, *Conflict*, pp30-1; also J.Brooks (interview). Loc: Lilydale 171318. Yachting: *Examiner*, 15 July 1907.
- 218 Refer to Churches section; also QVM: Tassell Files: Arnold papers: Lilydale album. Chalet hotel: refer Hotels section. School & pool facilities: Lilydale Parents & Friends, *Lilydale School Centenary*. Oval, courts & pool locs: Lilydale 178332, 178331 & 181331. In 1981: *Examiner*, 6 August 1981. Bowls: refer to Halls section.
- 219 For details of Falls reserve, refer to section Tourism: Pipers.
- 220 *Cyclopedia of Tasmania*, p202; see also advertisement in *North Eastern Advertiser*, 30 March 1926. Loc: Lilydale 182339
- 221 1920's, 1950's information from B.Turner (interview); refer also to *Mercury*, 31 October 1957 and sections Lilydale: Halls and Transport: Roads. 1918 photograph: QVM collection. In 2000: *Examiner*, 17 March 2000.
- 222 Paddock details from B.Turner, D.Bardenhagen, B.Viney (interviews); loc Lilydale 181336. 1954 date marked on building. In 1932: QVM: Lilydale Council Records: Box 8: correspondence 11 July 1932. Butchers shop loc: Lilydale 182333 (refer also to Shops & businesses section).
- 223 Bardenhagen services: *Examiner*, 18 July 1967 and Bardenhagen, *Lilydale - A German Legacy*, pp75-6. Yards, bowser: B.Viney (interview).
- 224 Arnold background, in 1907: M.Bardenhagen (interview) and notes (copy in QVM: Tassell Files: M.Bardenhagen papers). Later Gordon: B.Viney, B.Turner (interviews). Bardenhagen: *TGG*, Lilydale assessment roll, 8 September 1908. Loc: Lilydale 181332. Changes, until 1940's: B.Viney, B.Turner (interviews).
- 225 Ibid. Workshop & Arnold sheds locs: Lilydale 180330 & 179331.
- 226 Refer to Settlement sections and Transport: Railways. Structures: *Tasmanian Rail News* 160, January 1988 & 166, July 1989 (copies held QVM: Tassell Files: railways.). Goods shed shifted: B.Turner (interview). Station, house, cottage & stockyard locs: Lilydale 177335, 177334, 176337 & 176334.
- 227 Sulzberger: for further details refer to Bardenhagen, *Lilydale - A German Legacy*, pp20,31. In 1884: AOT: Licensing Courts LC 31/1 (1884). In 1873: refer to section Lilydale services: post office. Athertons: refer to section Bangor: settlement.
- 228 Ten-roomed: *Examiner*, 11 September 1886. Leased: AOT: op.cit (1885-93) Location: D. & M. Bardenhagen (interviews); loc Lilydale 178329. Photographs: Bardenhagen, op.cit., p21; Lilydale Centenary Committee, *History of Lilydale*, p5; QVM: postcard collection: Bardenhagen postcards (note that these are all copies of the same image). Railway: refer to section Lilydale settlement: 1880's -1918; also Transport: Railways: North-Eastern line.
- 229 New hotel: M. & D. Bardenhagen (interviews); loc Lilydale 179329. Photograph: QVM: op.cit. Until 1893: AOT: op.cit.(1884-93). Present house: D.Bardenhagen (interview).
- 230 In 1886: *Examiner*, 11 September 1886. Refer to Lilydale: churches; also section Services Overview: Hotels..
- 231 *The Cyclopedia of Tasmania* (1900), pp202-3. Licensing records: AOT: Licensing Courts LC 31/1. Proctors' boarding house: B.Turner (interview); loc Lilydale 181332. In 1894: LLSL Archives: Northern Tasmanian Camera Club: Album 3 (copy also in LLSL: Lilydale photograph file). This hotel also appears in numerous other streetscape photographs in ibid & QVM collection.
- 232 Ludwig Bardenhagen: Bardenhagen, *Lilydale - A German Legacy*, p63, photograph p64. Billiard room: *HG*, Selby assessment rolls, 1 November 1887. Loc: Lilydale 182329
- 233 Temperance Hotel loc: D.Bardenhagen (interview); loc Lilydale 189337 (second house to east of Church of the Ascension). Coffee Palace loc: B.Viney (interview); loc Lilydale 177338. Refer to Settlement section.
- 234 *Weekly Courier*, 30 April 1904. Descendant: D.Bardenhagen (interview). See also 1905 Grattan photograph in LLSL: Lilydale photographs file.
- 235 Lucy Arnold: B.Viney (interview) and QVM: Tassell Files: Arnold papers. Isaac Arnold diary: ibid. Owner and occupier: from assessment rolls, including *TGG*, 5 November 1907, 12 November 1912. Railway workers: M. Kelp (interview).
- 236 1930's information from B.Viney, M.Kelp (interviews). Bardenhagen: *TGG*, Lilydale assessment roll, 18 December 1917. Erb: ibid, 16 January 1922; also M.Bardenhagen & B.Viney (interviews). There are numerous photographs of the Coffee Palace including QVM: op.cit; QVM photograph collection; Bardenhagen, op.cit, p18; LLSL: Lilydale photographs file.
- 237 Loone, *Tasmania's North East*; quotation, p100. Smith, Titmus: *Mercury*, 11 April 1941. Petition: QVM: Lilydale Council Records: Box 12: 1927 correspondence.
- 238 In 1930, 1931: *Mercury*, 11 April 1941; also QVM: op.cit, 1930's correspondence. Bought boarding house: B.Turner (interview); loc Lilydale 181332. Refer to above discussion of boarding house. 1940's details from QVM: Lilydale Council Records: Box 29.1: Licensing Court applications.
- 239 In 1946: ibid. Demolished: D.Bardenhagen (interview). Loc: Lilydale 182332. Description of Chalet Hotel is composite from several sources: Launceston City Council: 1945 plans and photographs (notes about these in QVM: Tassell Files: M. Bardenhagen files); LLSL: Lilydale file: 1946 *Examiner* (with photograph) & undated *North Eastern Advertiser* cutting; B. Turner & J.Brooks (interviews). Refer also to section Tourism: Pipers.
- 240 In 1963: *Examiner*, 25 February 1963. Alvern Inn: ibid, 20 November 1976 & 24 January 1977. From 1991: *Lilydale Progressive*, vol.12 no.8, 1991.
- 241 Transport problems: refer to section Transport: Roads. Folklore: examples QVM: Lilydale Council Records: Box 30: 1937 Offer notes; *Mercury*, 1 October 1953; Bardenhagen, *Lilydale - a German Legacy*, p46.

- 242 Scott anecdote: QVM: Underwood file: T.E. Burns notes. Refer also to Underwood settlement. Scott's land: *HTG*, Selby valuation roll, 31 December 1867; LSD: land grant map Dorset 1B.
- 243 For further discussion of the role of Germans, refer to section Lilydale Settlement; Bardenhagen, *Lilydale - A German Legacy and Lilydale - Conflict or Unity*.
- 244 PO/store loc: Lilydale 178329. Details from section Lilydale Services: Post Office and Bangor: Settlement & Services. For further details of Sulzberger, refer to Bardenhagen, *Lilydale - A German Legacy*, pp 20, 22 & 28. Copy of letterhead: *ibid*, p31. Photograph of store (copies of same image): *ibid*, p21; Lilydale Centenary Committee, *History of Lilydale*, p5; QVM: post card collection: Bardenhagen postcards.
- 245 Store loc: Lilydale 183328. Bardenhagen details from Bardenhagen, *op.cit.*, pp 63-5; see also Lilydale: transport related services and Lilydale: Settlement. Photographs: LLSL: Archives: Northern Tasmanian Camera Club: Album 2, R.L. Parker photograph (n.d.); another better known image has been widely copied, for example: Bardenhagen, *op.cit.*, p64; LLSL: Lilydale photograph file; QVM: photograph collection.
- 246 For discussion of changing township patterns refer to section Lilydale: Settlement: 1880's-1918: Township.
- 247 Loc: Lilydale 181334. In 1888, quotation: *Examiner*, 18 July 1888. Other details from Bardenhagen, *op.cit.*, pp64-8; *Examiner*, 9 & 16 December, 1968; *North Eastern Advertiser*, 13 December 1968. Photographs: Bardenhagen, *op.cit.*, p66; Bardenhagen, *Lilydale - Conflict or Unity*, p19; QVM: photograph collection (including P:1997: 1377) & postcard collection: Bardenhagen postcards; LLSL: Lilydale photograph file.
- 248 Details of butter factory from section Living on the Land: dairying; loc: Lilydale 181333. Photograph: QVM photograph collection; reproduced in Cassidy, *Dairy Heritage of Northern Tasmania*, p137. Luder: Bardenhagen, *Legacy*, pp71-2. Harvey: Bardenhagen, *Conflict*, p20.
- 249 Wider range: M.Kelp (interview). Building supplies loc: Lilydale 182334. Procter's: refer to Transport-related services.
- 250 Early Dornauf details from Bardenhagen, *Legacy*, pp50-3 (including photograph of Doaks Road farmstead); also Parish, *Branches to Success*, p21-2, 75. In 1916/7: Bardenhagen, *Conflict*, p20. Town butchery & grocery store locs from B.Turner (interview): Lilydale 182333 & 181333. In 1966: *Examiner*, 31 August 1966.
- 251 Loc: Lilydale 181338; photograph QVM:P:1997:1377. Composite history compiled from several sources; largely B. Turner & B.Viney (interviews), also date information from LLSL: Lilydale file: C.Turner 1977 interview notes; QVM: Lilydale Council Records: Box 47: Inspectors Report 2 December 1922 and QVM: Tassell Files: Miscellaneous Lilydale Council records: list of factories etc 25 May 1932; *North Eastern Advertiser*, 13 December 1968.
- 252 Refer to section Lilydale: Hotels; loc Lilydale 181338. Titmus house, Dolbey shop details: B.Turner (interview); also B.Viney (interview). Dolbey's shop was listed in QVM: Tassell Files: Miscellaneous Lilydale Council records: list of shops 18 September 1944.
- 253 Expansion in war: Bardenhagen, *Lilydale - Conflict or Unity*, pp12, 17-19. Cobbler, refreshments: B.Turner (interview); loc Lilydale 178335. Shoemaker: B.Viney (interview).
- 254 Bank details from B.Turner & B.Viney (interviews); ES&A / Commercial bank loc: Lilydale 180332.
- 255 Decline: Kelp, *Evolution of a Land Settlement Pattern*, p8.2, 8.7. Shops closing: *Examiner*, 31 August 1966; *North East Advertiser*, 13 December 1968. Trend: M.Kelp (interview). Refer also to Lilydale: Settlement section.
- 256 R.Hamilton & B.Turner (interview); refer also to Lilydale Settlement section. Businesses that were relatively newly established in 1981 are listed in Matthews, *Lilydale: A School and its Community*, p1.16. Bakery: *Sunday Examiner Express*, 2 August 1980; *Examiner*, 29 September 1993.
- 257 CWA: *Examiner*, 21 January 1982 & D.Bardenhagen (interview). Craft shop: refer to transport related businesses; loc Lilydale 181332. Antique shop loc: 182334. Bottle shop: *Sunday Examiner Express*, 20 November 1976. Fine arts gallery: loc Lilydale 182333. Veterinary loc: Lilydale 181332. Refer also to section *Tourism: Pipers region*.
- 258 Maria Bardenhagen (University of Tasmania) has collected information concerning Bush Nursing in Lilydale in particular, and is currently researching Bush Nursing in Tasmania (pers. com); some notes held in QVM: Tassell Files: M. Bardenhagen papers: bush nursing.
- 259 In 1910, 1911: TL: P610.7309946: *History of Bush Nursing in Tasmania 1910 - 1947*, pp1-2. In 1912: Bardenhagen, *Lilydale - Conflict or Unity*, p18. Use of school: Merle Miller in Carey (ed.), *Lillies in the Valley*, p 67. Lilydale details from 'Bush Nursing in Tasmania', a talk presented by M.Bardenhagen at the Tasmanian Local History Societies' Seminar, Launceston, 16 October 1993. (for brief notes taken by M. Tassell from this talk, refer to QVM: Tassell Files: M. Bardenhagen papers: bush nursing). In 1923: TL: *op.cit.*, pp2-3.
- 260 In 1920: *ibid*, p2. Assistance: M.Bardenhagen, *op.cit.* In 1933: *Mercury*, 28 September 1938. Districts served: *Examiner*, 15 September 1945. The Lilydale bush nursing scheme was frequently the subject of newspaper items in the 1930's & 40's; many of these are collected in QVM: Tassell Files: Wilson cuttings file.
- 261 In 1920's: D. Bardenhagen and A.Richardson (interviews); loc Lilydale 181331 (second house south of swimming pool). New centre details from M.Bardenhagen, *op.cit.* Sister Walch's clinic: *ibid*, and M.Kelp and A.Richardson (interviews). Electricity: *Examiner*, 4 April 1940 & 12 June 1941.
- 262 In 1974, 1985: Craft & David, *Lilydale: Overview of Needs and Issues*, chpt 6. In 1988: *Examiner*, 21 July 1990. Nurse, doctors, two periods: B.Turner (interview).
- 263 1906, 1858 Acts & general information on local government, road trusts & boards from more detailed discussions in 1975 *Tasmanian Year Book*, Report of the Municipal Commission 1972: Historical, p92 and Wetenhall, *Guide to Tasmanian Government Administration*, pp311-15. Tankerville Road Trust: Lilydale Centenary Committee, *History of Lilydale*, p4. Refer to AOT: Tankerville Road Trust: Minutes of meetings AB 386/1, commencing 30 April 1872. 1851 Act: Newitt, *Convicts & Carriageways*, p207.
- 264 In 1907: Wetenhall, *op.cit.*, p315. Election coverage in *Examiner*, 6, 10, 13 & 20 December 1907. First meeting: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (6 January 1908). Kowarzick: *ibid*, 3 February 1908.
- 265 *Ibid*, 2 & 30 March 1908. Correspondence: *ibid*, 7 September 1908. Plans: *ibid*, 7 June 1909. First meeting: *ibid*, 4 May 1910.
- 266 Extent of municipality: Wetenhall, *op.cit.*, p315. In 1914: *TGG*, 4 August 1914, p1450. In 1909: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (7 June 1909). References in Council minutes to reluctance to levy the Tamar Rate include AOT: *op.cit.*, AB387/2 (6 January 1917, 23 May 1918); mentioned as contentious issue in QVM: Lilydale Council Records: Box 5: Statistical Returns file: 'Local Government', 15 October 1934. In 1935: Lilydale Centenary Committee, *op.cit.*, p8. Royal Commission: Branagan, *George Town: History of the Town and District*, p76.
- 267 In 1947: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/7 (7 June 1947). Extensive records concerning the 1969 move and 1985 amalgamation are collected in QVM: Lilydale Council Records: Boxes 6, 26, 43, 48.
- 268 From 1975: *Examiner*, 24 May 1975. Meeting room: Lilydale Progressive, vol.6.no.6, August 1985. In 1947: QVM: Lilydale Council Records: Box 5: minutes of Lilydale Library Committee and *ibid*, Box17: 1947 correspondence. No library: B.Turner, D.Bardenhagen & D.Wilson (interviews).
- 269 Photographs: *Weekly Courier*, 9 September 1920. Mural details from plaque on site.
- 270 In 1888: *JPPP* 1888/45 (Public Works; Government Architect, p7); loc Lilydale 179330. In 1947 cottage moved: QVM: Lilydale Council Records: Box 42: correspondence 21 February 1947. Cottage site: B.Turner (interview); loc Lilydale 181334. Police 1947: QVM: *op.cit.* Site required: QVM: Lilydale Council Records: Box 49: war memorials, 1947, 1949.

- 271 In 1908: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/1 (10 February 1908 & 30 March 1908). In 1910: *ibid*, 4 May 1910; refer also to Local Government section; loc Lilydale Court work: QVM: Lilydale Council Records: Box 30: Statistical Returns; Notes on Local Government 15 October 1934.
- 272 Planning & building of water scheme details from QVM: Lilydale Council Records: Box 30: 1920's correspondence on water supply. Bardenhagen's water supply: Bardenhagen, *Lilydale - A German Legacy*, p65-6. In 1922: Lilydale Centenary Committee, *History of Lilydale*, p8. Dam in use, water mains: M. Kelp (interview); dam loc: Lilydale prop 0801. Other details from *North Eastern Advertiser*, 5 December 1936 & 20 December 1949.
- 273 In 1974: Lilydale Municipality Facts and Figures, No. 5, 1974 (copy held by M. Bardenhagen). Two reservoirs: M. Kelp (interview); loc Lisle 207331. By 1987: *Examiner*, 10 October 1987. Problems: Lilydale Progressive, vol.8. no.7, October 1987; *ibid*, vol.9.no.2, April 1988, also Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural appendix. Reservoirs: J.Jarad (interview).
- 274 In 1918: AOT: Lilydale Municipal Council: Minutes of meetings AB 387/2 (2 November 1918). Support for & opening of HEC supply: *Examiner*, 6 April 1938, 6 October 1939, 4 April 1940, AOT: Lilydale Municipal Council: Minutes of meetings AB 387/5 (9 March 1940). Transmission line: ANZAAS, 1949 *Handbook of Tasmania*, map.
- 275 Only scheme: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural appendix. In 1976: *Examiner*, 7 May 1976; loc Lilydale 179341.
- 276 *Ibid*, 2 October 1995; loc Lilydale 182333.

SERVICES: AN OVERVIEW

- 1 Opening of telegraph: refer to following Telegraph section. For brief descriptions of signal systems in the south, see Australia Post Office, *A History of the Post Office in Tasmania*, p40.
- 2 Mount Direction station site: Lilydale 025343. Mr Wayne Shipp of the Pilot Station & Museum, Low Head, has more detailed archival research; copies of some documents & articles (including some referred to below) are held in QVM: Tassell Files: Signal Station. Shipp and Diane Phillips (University of Tasmania) are conducting further research on the system and associated sites, and the Mt Direction Restoration Committee is actively working on proposals for restore and redevelop the site.
- 3 *Tamar Valley Signal Stations* (brochure; copy held QVM: Tassell Files: Signal Station)
- 4 Need expressed: *HTG*, 29 May 1817. Other details from *Tamar Valley Signal Stations*.
- 5 Until 1835: *Launceston Advertiser*, 1 October 1835. Diagrammatic sketch: Thomas Scott, 'Launceston V.D.L. 1823 (ML Collection); copy held QVM: Tassell Files: Signal Station. Some accounts: Australian Post Office, *History of the Post Office in Tasmania*, p40; Newman & Associates, *Mt Direction, East Tamar, Tasmania*. Arrowsmith's map: copy published in Newitt, *Convicts & Carriageways*, p86.
- 6 *Tamar Valley Signal Stations*
- 7 *Ibid*. System suffered: W.Shipp (interview).
- 8 In 1829: letter from John Walch, port officer, dated 1 July 1829 (addressee unknown); held at Pilot Station & Museum, Low Head. In 1831: *Launceston Advertiser*, 9 November 1831. Timber until 1840: *Sunday Examiner*, 21 October 1984; plans of the new house AOT: Plans of Mount Direction Signal Station house 1840: PWD 266/1394-95.
- 9 The chief officer: *Tamar Valley Signal Stations*. In 1854: *JLC* 1855/29 (Signal Stations). The fenced station: Newman & Associates, *Mt Direction, East Tamar, Tasmania*. Vegetable gardens: *Tamar Valley Signal Stations*.
- 10 *Tamar Valley Signal Stations*.
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- 12 For discussion of the site as a tourist destination, refer to section Tourism: Tamar. 1975 National Trust report: Wall, *Report on the Semaphore Station at Mount Direction*. Historic Site: National Parks and Wildlife Service, Annual Report for year ended 30 June 1984, photograph opp. p45, 47. Two further studies: Newman & Associates, *Mt Direction, East Tamar, Tasmania*, 1981; Orme, *The Signal Stations of Northern Tasmania*, 1984. In 1984: *Examiner*, 20 October 1984. In 1988: W.Shipp (interview); refer also to section Tourism: Tamar: Mount Direction Signal Station.
- 13 In 1998: *Examiner*, 12 January, 24 March & 12 August 1998. In 1999-2000: *Examiner*, 9 February, 6 March, 13 & 20 July, 24 August 1999, 10 April 2000.
- 14 Newman & Associates, op.cit. Hardie: *Examiner*, 20 July 1999.
- 15 Telegraph in Australia: Telecom Australia, *Connecting a Continent*. Notion of a cable: Branagan, *The Story of the Bass Strait Submarine Telegraph Cable*, p6
- 16 Australian Post Office, *History of the Post Office in Tasmania*, pp41,44.
- 17 Telegraph extended: *ibid*, p44. Along railway lines: *ibid*, p43. For details of railway lines mentioned, refer to section Transport: Railways. *Walch's Almanac*, 1891.
- 18 *Post Office Directory* 1900-1914. Lilydale PO: refer to section Settlement: Pipers: Lilydale town services. In 1910: AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/2 (7 July 1910).
- 19 In this section, only telephone lines laid overland or underground are discussed; refer also to sections Communications: Under the Sea and :Radio Telephone. First use of telephones: Australian Post Office, *History of the Post Office in Tasmania*, p52. In 1878: Sice and Tulip, *Telecom Australia Launceston District Centenary*.
- 20 Exchanges: Australian Post Office, op.cit., p53. Dual system: *ibid*, p44. Expensive: *ibid*, p53.
- 21 In 1912: AOT: St Leonards Council: Minutes of Meetings AB 375/2 (1 February 1912). In 1915: *ibid*, AB 375/3 (5 August 1915).
- 22 After World War 1: Sice and Tulip, *Telecom Australia Launceston District Centenary*. By 1923: Commonwealth of Australia (Tasmania), *Telephone Exchanges* 1923. (copy held QVM library)
- 23 1950's demand: Sice and Tulip, op.cit. By 1959: *Tasmanian Telephone Directory*, 1959. In 1955: Sice and Tulip, op.cit. Closure of rural PO's: Australian Post Office, *History of the Post Office in Tasmania*, p64. In the Study Area: refer to sections Services: Post Offices and for individual PO's, see relevant district in Settlement: services section. By 1977: *Tasmanian Year Book* 1985, p470.
- 24 After 1967 fires: Moyal, *Clear across Australia*, p212. 1969 quotation: *Examiner*, 9 July 1969.
- 25 All historical details of the Bass Strait cables are from Branagan, *The Story of the Bass Strait Submarine Cable*, pp6,20, 41. Telegraph, telephone and radio telephone and television links are all mentioned; refer to relevant sections.
- 26 QVM: Tassell Files: Stevenson/Trethewie Family Papers: 1991 Elverton notes (A.Trethewie). Elverton & Aplico locs: Blessington 365068 & 341066
- 27 Moyal, *Clear across Australia*, p209 and Australia Post Office, *History of the Post Office in Tasmania*, p51. Mount Arthur station loc: Lilydale 213319.
- 28 Beard, 'The Victoria-Tasmania Radio Telephone System (via Flinders Island)', *The Telecommunications Journal of Australia*, February 1958, pp72-4 (copy held QVM library).
- 29 Points in favour, land already purchased, convenient to post office & network, power, road to site: all from Beard, *ibid*, pp72-4. Doaks

- Road connection loc: Lilydale 204329; B.Turner & R.Hudson (interviews). Renovation of Lilydale PO: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/7 (2 April 1949, 4 July 1949). Commonwealth government: *ibid*, AB 387/11 (2 July 1962).
- 30 Beard, *op.cit*, pp 72-4; photograph p74. Structures also described by B.Turner, R.Hudson, R. Andrew (interviews).
- 31 Exact date of closure has not been researched; period of 1966-8 is surmised from date of new microwave link (1966; see following discussion), date of closure of Bass Strait cable (1968, see Australian Post Office, *History of the Post Office in Tasmania*, p51) and recollections of residents R.Andrew, R.Hudson (interviews). Structures: R.Andrew, B.Turner (interviews). Nearby resident loc: Lisle 214321.
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- 33 Emergency services tower: G.Searle (interview); loc Nunamara 354190.
- 34 Holyman service: Brogden, *History of Australian Aviation*, pp119-20. No navigational aids: Charlwood, *Take-off to Touchdown*, p8.
- 35 *Ibid*, pp7-8.
- 36 From late 1930's: Charlwood, 'The Men of Air Traffic Control (1945-1975)', *Aviation Heritage*, vol.27, no. 2, 1994. Western Junction: P.Frith (interview).
- 37 By the end of the war: Brogden, *op.cit.*, p146. Need for VHF: Charlwood, *Take-off to Touchdown*, p41. Mount Macedon: P. Frith (interview).
- 38 Range from Mount Barrow: *Mercury*, 23 February 1955 (Pictorial: 'Safe Flying'). Access road: see sections Transport: Roads: St Patricks and Tourism: St Patricks: Mount Barrow. VHF station loc: Nunamara 355189. Using flying fox: G.Searle (interview). Use of Evandale towers: P.Frith (interview). Commissioned in 1954: G.Searle(interview; by reference to labelled photograph held at Air Services). First in Australia: *Mercury*, 23 February 1955 (Pictorial 'Safe Flying'). Photographs: *Mercury*, 23 February 1955, 14 July 1959; latter photograph also in Charlwood, *Take-off to Touchdown*, p30.
- 39 Information on present structures from G. Searle (interview).
- 40 First wireless telegraph land station: 1985 *Tasmanian Year Book*, p471. Dates of radio stations from *Examiner* 'We Were There', 12 March 1992, p48.
- 41 7EX loc: Launceston 178108. Other telecommunications structures: refer to Telecommunications Structures: Planning Controls. 7LA loc: Launceston 121188. FM radio: *Examiner*, 20 November 1993, 22 April 1994; loc Nunamara 354175; refer to Television Broadcasting.
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- 43 Studio line of site: *Examiner*, 21 May 1962. Road building: *Examiner*, 26 May 1962. Locs of end of existing road, TNT-9 site and ABC-NT 3 site: Nunamara 355189, 354176 and 354175.
- 44 Moyal, *op.cit.*, pp210-11.
- 45 Great efforts, innovative solutions: Moyal, *op.cit.*, p211. Details of TNT-9 aerial from *Examiner*, 26 May 1962 (including photographs). 1963 tower: Moyal, *op.cit.*, p211 (including photograph).
- 46 Following lightning damage: *Examiner*, 22 April 1994, 20 November 1993, 24 February 1993. Aggregation: *ibid*, 18 April 1994. ABC and SBS: *ibid*, 11 June 1992, 13 April 1994. UHF translators: *ibid*, 13 April 1994, 18 April 1994, 22 April 1994. Southern Cross: *ibid*, 18 April 1994.
- 47 Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, infrastructure pp 8-11.
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- 49 Australian Post Office, *History of the Post Office in Tasmania*, p10.
- 50 *Ibid*, p12. Refer also to Police Services.
- 51 *Ibid*, pp10-15.
- 52 *Ibid*, pp14,17.
- 53 *Ibid*, pp15. For information on route of main road, see section Transport: Roads: Lower North Esk. Dates of Evandale & Breadalbane post offices from Orchard, *The Post Offices of Tasmania*, pp22,13.
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- 55 For further discussion of railway development & related services see section Transport: Railways.
- 56 Telephone exchange by 1977: *Tasmanian Year Book*, 1985, p470,
- 57 Robson, *History of Tasmania*, Vol I, pp127-30.
- 58 *Ibid*, pp271-2, 281, 285; see also Phillips, *Making More Adequate Provision*, pp9-11,17.
- 59 Robson, *op.cit.*, pp343-7.
- 60 By early 1840's: *ibid*, p347; 1846 government aid: *ibid*, p459.
- 61 Robson, *op.cit.*, pp459-62; see also Phillips, *op.cit.*, pp17-28.
- 62 Phillips, *op.cit*, pp27-9.
- 63 Various schools in districts near the Lower North Esk region are mentioned in Von Stieglitz, *History of Evandale*, pp30,67,72,86,92-3. St Michaels school: *JHA* 1865 (Statistics of Tasmania for 1864).
- 64 LLSL Archives: Margaret Mickle diaries.
- 65 1868 Act: Robson, *History of Tasmania*, Vol II, p250; Phillips, *Making Adequate Provision*, pp37,31. Hunter 1877 plans shown in *ibid*, p31.
- 66 Set of plans: AOT: Public Works Department: Volume of standard plans of public schools PWD 250 (c 1881). Other details from Robson, *op.cit.*, p143; see also Phillips, *op.cit.*, pp58-9.
- 67 *JHA* 1883/70 (Education: Report of Royal Commission: Appendix V). Denominations of pupils from *JHA* 1883/123 (Board of Education: Report for 1882).
- 68 Recommendations: *JHA* 1883/70 *op.cit.* *JHA* 1883/123 (Board of Education: Report for 1882). Comments on 1885 Act: Robson, *op.cit*, pp143-5; Phillips, *op.cit.*, pp59-61.
- 69 Problems with the Act: Phillips, *op.cit.*, pp73-82. Wet weather scholars: Robson, *op.cit.*, pp250,252.
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- 74 Ibid, pp25-6.
- 75 JPPP 1904/46 (Report on the hygienic conditions of Tasmanian State Schools by J.S.C. Elkington, MD, DPH, Chief Health Officer), pp1,6; quotation: ibid, p1. JPPP 1904/47 (State School Buildings: Report by Board appointed by H.Nicholls Esq, Minister of Education), pp1-3,47.
- 76 JPPP 1908/4 (Education Department Report for 1907), p3.
- 77 1908 report: ibid, p4. Neale quotation: JPPP 1904/49 (Report on the System of Primary Education in Tasmania by W.L. Neale, Inspector of Schools in South Australia), p61.
- 78 Neale quotation: ibid, p61.
- 79 Categories of schools: JPPP 1908/55 (Education Department Regulations). Subsidised & correspondence schools: Phillips, *Making Adequate Provision*, p211.
- 80 Ogilvie: Robson, *History of Tasmania*, Vol II, p379.
- 81 Area schools: ibid, p460-1.
- 82 School closures & policy: Phillips, op.cit., p274.
- 83 Parents & Friends, *Lilydale School Centenary*, 1971; Jetson, *History of Upper Blessington School and District 1900-1992*, 1992 (copies of both pamphlets held QVM: Tassell Files: Lilydale & Upper North Esk).
- 84 Wyena school classification: Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*.
- 85 Neale quotation: JPPP 1904/49 (Report on the System of Primary Education in Tasmania by W.L. Neale, Inspector of Schools in South Australia), p60.
- 86 Information taken from section on Church of England. Note that a small Wesleyan chapel (no longer standing) may have been built at Lenna, White Hills by 1836; see section Nonconformists: Methodist church.
- 87 Morris-Nunn, *Tasmanian Church Survey: Inventory of Church Properties in Tasmania prior to 1950*.
- 88 Note that a small Wesleyan chapel (possibly built of local brick, no longer standing, foundations remain) may have been built at Lenna, White Hills by 1836; see section Nonconformists: Methodist church.
- 89 Ibid.
- 90 Atherton's house: see section Settlement: Bangor.
- 91 These associated structures & features are mentioned briefly in the following denomination sections and by district in the Settlement section. Cemeteries (church or general) in particular warrant further research.
- 92 See section Settlement: Tamar.
- 93 See also section Services: Schools and section Settlement: Karoola, Lilydale.
- 94 Townsley, *Tasmania from Colony to Statehood 1803-1945*, p75. Privileged position: Robson, *History of Tasmania*, Vol II, p288.
- 95 Spiritual matters: ibid, pp121-4. Chaplains 1819, 1823: Stephens, *Anglican Church in Tasmania*, p5.
- 96 For discussion of church activities under Arthur, see Robson, op.cit., pp269-88. Role of church in education: ibid, p278. Policy on church lands: ibid, p271,280. After 1831: ibid, p281; Barrett, *History of the Church of England in Tasmania*, p6.
- 97 Summarised from Robson, op.cit., pp269-88.
- 98 1837 Act: Robson, op.cit., p338; Barrett, op.cit., p6. Effects of 1839 Board: Stephens, op.cit., p57. Robson, op.cit., pp343-5. See also section Services: Schools.
- 99 Church of England took advantage: Barrett, op.cit, p6. Societies in 1838: Ibid, p6
- 100 Refer to Settlement section for details of St Pauls and Windermere churches. Bishop Nixon: Stephens, op.cit, p49; Barrett, op.cit., pp6-7; Robson, op.cit., p350-3. In 1840: Stephens, op.cit., p6. By 1858: Barrett, op.cit., pp11-12.
- 101 1850's statistics from Southerwood, *Planting a Faith in Tasmania: The Country Parishes*, pp6-8. State aid debate: Robson, *History of Tasmania*, Vol II, pp39-40 and Stephens, *Anglican Church in Tasmania*, p57. Distribution of State Aid Act, 26 Vict, No. 17, 1862 and State Aid Commutation Act, 32 Vict, No. 30, 1868.
- 102 In 1870, about 53000 were Anglicans in total population of about 100000 (Robson, op.cit, p84). Comparison of Church of England with Methodists: ibid, p129; also see Nonconformists: Methodist church.
- 103 Stephens, op.cit., pp111-13; quotation, ibid, p113. In 1891: ibid, p128.
- 104 Breguet & Montgomery: *Church News*, 3 May 1895.
- 105 See also Church Structures. For more information on the work of Alexander North, see special articles by John Maidment in National Trust of Australia (Tasmania) Newsletter, No76 (April 1982) & 80 (December 1982).
- 106 Most Catholics: Southerwood, *Planting a Faith Vol 1: Launceston's Catholic Story in Word and Picture*, p1-5; also see Southerwood, *A Sesqui-Centenary History: Launceston Parish (1838-1988)*, p11; Southerwood, *Planting a Faith in Tasmania: The Country Parishes*, pp2-3. Comments on Church of England are based on that section.
- 107 In 1821: Southerwood, *Planting a Faith Vol 1*, p1; see also Southerwood, *Country Parishes*, p2-3. First priest, first church: ibid, pp2-5. Education 1838: ibid, p8
- 108 Father Butler: Southerwood, *Planting a Faith Vol 1*, pp7-8. By 1848: Southerwood, *A Sesqui-Centenary History*, pp11-12. More than other denominations: ibid, *Planting a Faith Vol 1*, p9.
- 109 Southerwood, *Country Parishes*, pp5-7.
- 110 Willson 1854-60, 1860-65: ibid, pp3-4. Underwood 1863, Karoola 1868: Southerwood, *Planting a Faith Vol 1*, p19. By 1869: ibid, p19.
- 111 Country centres: Southerwood, *Country Parishes*, p6. Catholics at Turners Marsh/Karoola & Blessington: see section Services: Schools and these districts in section Settlement.
- 112 Regional variations & statistics from Robson, *History of Tasmania*, Vol II, p130
- 113 In 1822, 1826: Hovenden, *Methodism in Launceston 1864-1890*, p(i). Short-lived attempt: Methodist Church Committee, *Tasmanian Methodism*, p39. Governor Arthur: Robson, *History of Tasmania*, Vol I, pp272-78. In Launceston: *Tasmanian Methodism*, p39.
- 114 Schisms: Hovenden, op.cit., pp (i)-(v). In 1902: *Tasmanian Methodism*, p17.
- 115 1836 circuit details from QVM: Tassell Files: Notes accompanying Morris-Nunn, 1984 *Tasmanian Church Survey: Inventory of Church Properties in Tasmania prior to 1950*: Schedule of Plans of the Launceston Circuit 1836-47, gathered notes by Rev. R.J. Imms. Refer to section Settlement: White Hills.
- 116 State aid: Robson, *History of Tasmania*, Vol II, pp39-40. Lay preachers: Hovenden, *Methodism in Launceston*, pp11,18,20,24-5. Grubb & Tyson mill: see section Settlement: Underwood services.
- 117 Expansion of methodism into new areas: Hovenden, op.cit., pp32-5. Denomination statistics from Southerwood, *A Sesqui-Centenary History: Launceston Parish (1838-1988)*, p20. Comparison with Anglican church: Robson, op.cit., p30.
- 118 In 1870's & 80's: Hovenden, op.cit., pp32-5.
- 119 Statistics for 1882 from JHA 1883/123 (Board of Education Report for 1882), p39.
- 120 Methodists in Tasmania: Hovenden, op.cit., p35. See section Settlement: Lilydale services; Services: hotels.
- 121 1902 Preachers Plan: QVM: Tassell Files: Hardwick notes: Methodist Church Preachers Plan, Lilydale Home Mission Station, 1902. In 1913: AOT: Lilydale Methodist Church: Minutes of Quarterly Meetings NS499/3597 (2 July 1914). In 1916: ibid, Preachers Plans NS499/3601 (1916)
- 122 In 1977: Ward, *Presbyterianism in Tasmania 1821-1977*, p87.

- 123 First meetings & kirk: Robson, *History of Tasmania*, Vol I, p278. State aid: *ibid*, Vol II, pp39-40. Built more churches: Southerwood, *Planting a Faith in Tasmania: The Country Parishes*, p7.
- 124 Pointed out by Catholics: *ibid*, p7. In 1861: Robson, *History of Tasmania*, Vol II, p39. 1868 act: *ibid*, p40.
- 125 Refer to section Settlement: White Hills.
- 126 Denomination statistics from Southerwood, *A Sesqui-Centenary History: Launceston Parish (1838-1988)*, p20. Two Presbyterian groups: Ward, *Presbyterianism in Tasmania 1821-1977*, p2. In 1896: *ibid*, p15.
- 127 Lilydale settlers: Heyer, *Presbyterian Pioneers of Van Diemen's Land*, pp190-1. By 1882: *JHA* 1883/123 (Board of Education Report for 1882), p39.
- 128 Free Presbytery in North-East; centres served: Ward, *op.cit.*, pp27-8. See also Heyer, *op.cit.*, pp191-2.
- 129 Note that a Church of Christ was built at Dilston in 1973.
- 130 Uniting Church: *Lilydale Uniting Church: 1890-1990 Centenary* (pamphlet); copy held QVM: Tassell Files: Viney papers: Uniting Church.
- 131 Contemporary accounts of: arrival in Launceston in *Examiner*, 23 November 1883; Launceston activity & spread outwards in *Examiner*, 30 June 1885. Other information from historic accounts: Beasley, *The Salvation Army Launceston Centenary 1883-1983*; *The War Cry*, Special Souvenir Edition, 1980; also *Examiner*, 8 August 1966, 1 March 1983; *Mercury*, 20 February 1965; *Advocate*, 6 November 1976. (Copies of all held at LLSL)
- 132 Terms as defined & used in Wapping History Group, 'Down Wapping', p111. License dates from AOT: hotel licence records.
- 133 Information on alcohol & public houses up to 1820 from *HRA* III, 3, pp225, 271, 284-4, 451.
- 134 Robson, *History of Tasmania*, Vol I, pp255-7, 264; Morris-Nunn and Tassell, *Launceston's Industrial Heritage: a Survey, Part One*, pp46-57, Bethell, *The Story of Port Dalrymple*, pp111-12.
- 135 Spread of settlement: Morgan, *Land Settlement in Early Tasmania*, pp19-23. Roadworks: see section Transport: Roads. Ratio data from Cooney, *Local Option in Tasmania: The Temperance Question 1884-1908*, Appendix VI II.
- 136 Pubs well patronised: Robson, *History of Tasmania*, Vol III, pp11-13. History of temperance movement from Kilner, 'Temperance', *THRA PP*, vol.20, no.2, June 1973, pp82-97. Cooney, *op.cit*, pp iii,30-1; Robson, *op.cit*, pp11-13.
- 137 Ratio data from Cooney, *op.cit*, Appendix VIII. Problems in pubs, towns and rural areas: Robson, *op.cit*, p13.
- 138 Refer to Settlement sections for these regions.
- 139 Declining numbers: Cooney, *op.cit.*, Appendix VIII. Time of contrasts: Cooney, *op.cit*, Introduction piii.
- 140 General Tasmanian information from Cooney, *op.cit.*, pp33,35,43,45.
- 141 1889 Act: Cooney, *op.cit.*, pp53-5.
- 142 Local option: *ibid*, p55 & Chapter 5. Ratio: *ibid*, Appendix VIII.
- 143 Loone, *Tasmania's North East*, p100. World War 1: Robson, *ibid*, pp337-9.
- 144 Coulsons Inn and attached wooden house are RNE registered, White Hills hotel is classified by the National Trust.
- 145 Fitzgerald's farm loc: Dilston 061243.
- 146 Peter Lette: Ross, *Van Diemen's Land Almanack 1831*, p153. Curraghmore loc: Blessington 230042
- 147 Quotation from *JHA* 1868/26(Police, Territorial)
- 148 In 1864: *Walch's Tasmanian Almanac* 1864. Thorpe loc: Dilston 047262. By 1867: *JHA* 1867/62 (Territorial Police Force). Municipality of Evandale: Von Stieglitz, *A History of Evandale*, p94. By 1880 at White Hills: *Walch's Tasmanian Almanac* 1880; the police station is likely to have been at the known township site: Blessington 212049.
- 149 In 1869: *JLC* 1869/26 (Police, Territorial); refer to section Transport: Railways: Launceston-Western Junction. In 1887/8: *JPPP*, 1888/45 (Public Works).
- 150 *Tasmanian Year Book* 1967, 'Development of the Tasmanian Police Force from 1804', pp418-19.
- 151 *Ibid*, pp420-1 and O'Sullivan, *Mounted Police of Victoria & Tasmania*, p208.
- 152 For discussion of Mrs Millwood's remedy and Vitadatio, see section Living on the Land: Hunting and Gathering: Native Plant Harvesting.
- 153 Information on beginnings of bush nursing: Robson, *History of Tasmania*, Vol II, p249: Pamphlet, TL 610.7309946 HIS: *History of Bush Nursing in Tasmania 1910-1947*, pp1-3. Lilydale community: QVM: Tassell Files: M. Bardenhagen Papers: notes from *Bush Nursing in Tasmania*; talk given by M. Bardenhagen at 'Here at the Beginning: Women's Contribution to Tasmania's History', Tasmanian Local History Societies 2nd Biennial Seminar, Launceston, 16 October 1993,
- 154 *History of Bush Nursing in Tasmania 1910-1947*, *op.cit.*, pp2-7. Folklore: M. Bardenhagen (University of Tasmania) is conducting research on bush nursing in Tasmania (and has a special interest in Lilydale), including material from oral histories.
- 155 *History of Bush Nursing in Tasmania 1910-1947*, *op.cit.*, pp2-7; Bardenhagen, *Bush Nursing in Tasmania*; Robson, *op.cit*, pp368,372. Bush nurse at Blessington boarded: O.Sellars (interview).
- 156 For sources of information on Lilydale, see the much more detailed discussion in section Settlement: Pipers: Lilydale services: Health Services.
- 157 Key social role of brigades; activities of brigades: Blessington, B. Hill (interview); Dilston/Windermere/Swan Bay, J. East (interview); issues of Smoke Signals (copy of August 1991 issue of *Smoke Signals* in QVM: Tassell Files: J.East Papers). Fundraising and training: McNeice, Knapsack Heroes: *Tasmania's Country Fire Brigades in Action*, pp67-9..
- 158 Eight Country Brigades: McNeice, *ibid*, pp67, 129. Emerged since 1967: *ibid*, p7.
- 159 Before the 1930's: McNeice, *ibid*, p1. 1933-4 fires: *ibid*, Chronology. (For discussion of effects of Camden fires on settlement and landuse, refer section Timber Industry: 1920's-1970's: Native Forest Management: Fire Protection; also section Settlement: St Patricks: Tayene/Diddleum. 1935 Act: McNeice, *ibid*, p1.
- 160 1950 Act: *ibid*, pp1-6. By 1953; ten years later: *ibid*, p6. Lilydale brigade: *Examiner*, 2 October 1995.
- 161 1967 Rural Fires Act: McNeice, *Knapsack Heroes*, p7. Regions: *ibid*, p8, map. Municipal Fire Committees: *ibid*, p14. 1970: *ibid*, p15. 1979 Act: *ibid*, p19. In 1990: *ibid*, p19; map
- 162 Blessington district: B.Hill (interview); Dunn's farm, Janefield, Whisloca & Elverton locs: Blessington 385031, Giblin 410081& 402049, Blessington 365068.
- 163 New Lilydale station: *Examiner*, 2 October 1995 Location of brigade sheds: White Hills (Blessington 206056); Blessington (Whisloca site: Giblin 402049); Dilston/Windermere/Swan Bay (Dilston 067237); Lilydale (Lilydale 182333); Karoola (Lilydale 122326), Lebrina (Retreat 190413); St Patricks River/Myrtle Bank (Patersonia 297281).
- 164 Garvie,R.M.H., *Hydro-Electric Power*, in Davies (ed.), *Atlas of Tasmania*, p76.
- 165 Lilydale Falls: AOT: Lilydale Municipal Council: Minutes of Meetings AB387/2 (2 November 1918); Lilydale Falls loc: Lilydale 176356. See also section Settlement:Pipers: Lilydale:Town services. In 1949: Australian and New Zealand Association for the Advancement of Science, *Handbook for Tasmania 1949*, map & captions. Watery Plains junction loc: Blessington 282078.
- 166 For details see Settlement:St Patricks: Services & amenities & Upper North Esk: Services.
- 167 See each region/district: services in Settlement section
- 168 By 1962: Robson, *History of Tasmania*, Vol II, p548. City Council: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Infrastructure p6.

- 169 1930's-40's line to Scottsdale: Hookway, Jennings & Page (eds.), *Scott's New Country*, p179. 88kV line: ANZAAS, op.cit., p83, map. Employment: see Settlement: St Patricks: Services & Amenities.
- 170 Planners at Relbia: see Settlement: Lower North Esk: Services & Amenities; also see Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Infrastructure p6. In Western Tasmania: *Examiner*, 17 June 1996.
- 171 Administrative boundaries according to water catchments: this issue has emerged in the mid to late 1990's debate over local government restructuring in Tasmania, including the northern regions; for examples, see *Examiner*, 19 January 1996, 5 July 1996, 12 July 1997.
- 172 For sources & further discussion of these water schemes, including structures and landscapes, refer to sections Settlement: St Patricks, Upper North Esk & Lower North Esk: Services & Amenities. For overview of Esk Water Authority, see *Examiner*, 30 November 1998.
- 173 Refer to Settlement: Lower North Esk & Tamar: Services & Amenities, and Pipers: Lilydale Town Services.
- 174 Refer to section Living on the Land: Dairying & Stockraising.
- 175 Refer to section Settlement: Tamar: First Phase (pre-1900) and Pipers: Underwood. Quotation from JPPP 1904/46 (Report on the hygienic conditions of Tasmanian State Schools), p13.
- 176 Refer to section Settlement: Lower North Esk: White Hills township.
- 177 In 1895: AOT: Tankerville Road Trust: Minutes of Meetings AB 386/2 (2 November 1895). In Blessington district: B.Hill (interview).
- 178 General information about water rams from B.Turner (interview). North Lilydale site: Hawkspur property, loc approx Lisle 217337; M. Laing (interview). Underwood site: Dilston 167282; J.Branagan (interview).
- 179 For details of Wilson's operation, refer to section Living on the Land: Dairying.

PART 3: Rural Industries

EXTRACTIVE INDUSTRIES

- 1 For chronology & outline of Tasmanian mining history refer to Pearson & Champion, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 3: Mining Sites*, Appendices 2 & 3.
- 2 Found in 1852: Townrow, *Archaeological Investigation of Early Mining in Tasmania*, p4. Calder quotation: *JHA* 1860/8 (Report of the Surveyor-General: Lands in the vicinity of the Pattersonia, Piper's, and Ringarooma Rivers; p.3).
- 3 Present mining prospects: in 1993 the State Government commenced an aerial geophysical survey of the North-East called Netgold in a bid to market the potential for gold mining. (*Examiner*, 24 September 1993, 9 April 1994). Numerous applications for exploration licences have subsequently been made over much of the Study Area, particularly in areas where gold has previously been mined: the Lisle-Denison, St Patricks River-Camden and Burns Creek-North Esk areas (articles *Examiner* 10 December 1993, 15 April 1994, 12 April 1995, 24 June 1994, 26 May 1995, 5 May 1997; examples of public notices of applications *Examiner* ,24 September 1994, 5 November 1994, 28 January 1995, 16 September 1995, 9 March 1996, 18 January 1997. Notice of application to operate an alluvial gold mine at Lisle was advertised in *Examiner*, 17 October 1998. Copies of these & other application notices are held in QVM: Tassell Files: Extractive Industries. In 2000 the Targa Minerals Pty Ltd was focussing on the Patersonia area in its gold prospecting operations (*Examiner*, 24 January 2000).
- 4 Reynolds, 'Regionalism in Nineteenth Century Tasmania', *THRA PP*, vol. 17, no.1 July 1969.
- 5 Tasmanian economy: Robson, *History of Tasmania*, Vol 2, p95. Lisle produced 37%: Coroneos, *A Poor Man's Diggings*, Part 1,p19.
- 6 Comments here are drawn from following regional subsections. For additional discussion of effects of mining on agricultural development, see sections Transport: Roads: region by region, also Living on the Land: Crop- growing.
- 7 For discussion of goldfields to the north refer to Tassell, *Placing the Cultural Heritage in Context Project: Historical Context of George Town Municipality* (Goldmining and Road Transport sections). Smiths at Lower Turners Marsh: see section Settlement: Pipers: Lower Turners Marsh.
- 8 Track over Roses Tier: see section Transport: Roads: Upper North Esk. Abrahams family: F. Abraham(interview).
- 9 Rush of about 60 miners: *Examiner*, 5 May 1879. Whisloca loc: Blessington 398052. Information about the mine at Gold-top Hill: G. Rothall (interview); loc Giblin 415074 approx. The Burns Creek Prospecting Association was listed in the *Post Office Directory*, 1900 and the Whisloca Gold Mining Company in *ibid*, 1930. The New Burns Creek Gold Mining Company was registered in 1905 (*HG*, 28 February 1905).
- 10 Years of operation and site information from G.Rothall (interview); also Blessington Gold Mining Syndicate listed in Post Office Directory,1930. Adit, footings & recent workings in vicinity Ben Nevis 409001-Giblin 412096. See site slides QVM: P:1997: 415-6; also c1930 photographs QVM: P:1997: 1049-51,1068,1074-75.
- 11 Quotation: Williams, *Report of the Secretary for Mines for 1929..* Other information from *ibid*,1926-32 (Annual reports also published in Houses of Parliament reports in the next year). Note that some of these details could apply to the nearby North Esk rather than the Burns Creek mine; from the previous discussion & endnotes it can be seen that the two mines appear to have been operated concurrently c1930). Also Longman, *Geological Survey One Mile Geological Map Series: Launceston, Explanatory Report*, p33.
- 12 Prospecting in 1870's: Townrow,*Archaeological Investigation of Early Mining in Tasmania*, p4. Bessell brothers: Coroneos, *A Poor Man's Diggings*, Part 2, p65.
- 13 In 1884: *Examiner*, 24 April 1884; 50 acres taken up by McKenna was probably Lilydale prop 4660, now on the Glen Road (refer to LSD: land grant map Dorset 3A) Twelvetreets, *Bull.geol.Surv.Tasm.* 27, 1918, pp14-15 & map; McKenna's tunnel & Freeman trenches locs: Lilydale 107381 & 098386; refer also to quarrying subsection.
- 14 In 1919: AOT: Lilydale Municipal Council: Minutes of meetings AB 375/4 (2 August 1919). Nye's report: referred to by Longman,op.cit., p33. Kelp owned several properties in this area: the prospect was probably on the northern slopes of Mount Arthur on Doaks or Mountain Road.
- 15 For discussion of effects of mining on road developments & farm settlement, see section Transport: Roads: Pipers and Settlement: Pipers: 1879-1918; also Kelp, *Evolution of a Land Settlement Pattern*, pp 5.6-5.8. Mahnken: see section Settlement: Pipers: North Lilydale. William and Margaret Smith: see section Settlement: Pipers: Lower Turners Marsh.
- 16 First tin: Robson, *History of Tasmania*, vol 2, p90. Same district: *Examiner*, 15 April 1875. First gold at Diddleum: *Examiner*, 14 March 1879, 20 March 1879 ; progress report in *JHA*, 1879/53 (Gold Fields: Commissioners Report 22 September 1879). Miners pegged claims: *Examiner*, 9 September 1881, 8 September 1891. Land withdrawn from selection: JPPP, 1889/62 (District Surveyors' Special Reports, p9).
- 17 Mason family: H.Mason (interview); Diddleum loc: Patersonia 398248. Mining in early 1930's: Williams, *Report of the Secretary for Mines for 1932.* (also published in Houses of Parliament reports); also B.Imlach (interview). Local anecdotes: E.Hanson, H. Mason, F.Coppleman, C.Johnson, G.Rothall (interviews); also see many mentions of Chinese prospectors in *They Told a Tale*. Disturbed landscape locs: C.Johnson (interview): on Cambrook property (Patersonia vicinity 384212) and C.Johnson, F.Coppleman & E.Hanson (interviews): Nunamara vicinity 197396). Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, Sites 23, 29.
- 18 By 1926: Reid, 'The Golconda Gold Mining District', *Bull.geol.Surv.Tasm.* 37, 1926, pp 4, 52-4; and Twelvetreets, 'The Lisle Goldfield,

- Bull.geol.Surv.Tasm.* (Part IX: Country South of Lisle), 4, 1909, pp34-7 & map. In 1934: Longman, *Geological Survey One Mile Geological Map Series: Launceston, Explanatory Report*, p33. In 2000: *Examiner*, 24 January 2000.
- 19 See sections Transport: Roads: St Patricks and Settlement: St Patricks: Myrtle Bank & Patersonia.
 - 20 Seven gold fields locs (grid reference given for a central point; refer to Coroneos, *Poor Man's Diggings*, Part 1, p10 for a map showing location & extent of each): Denison field: Nabowla 244463; Panama field: Nabowla 246414; Golconda: Nabowla 259413; Lone Star: Lisle 244386; Tobacco-Cradle Creek: Lisle 270394; Lisle: Lisle 273352; Lebrina: Nabowla 210429.
 - 21 Coroneos, *Poor Man's Diggings*, Part 1 & 2. Marshall & Pearson, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 2: Sample of Place Types in Forests: Vol.3*, Places 25-9. Pearson & Champion, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 3: Mining Sites*, Table 1 (Sites HMC/M38 & 42-46).
 - 22 Discussion of Coroneos, *ibid.* Non-mining context and network of roads not considered: *ibid.*, Part 1, p11, 30,47,52. Mining habitations discussed, *ibid.*, Part 2, pp164-68.
 - 23 For further discussion of effects of Lisle-Denison fields on settlement see Settlement: Little Forester, Pipers & St Patricks; on development of roads see sections Transport: Roads: Little Forester, Pipers & St Patricks.
 - 24 Coroneos, *op.cit.*, Part 1, pp29-30,34-6. Relevant sections of this report: Settlement (including dwellings), Living on the Land, Timber Industry.
 - 25 Coroneos, *op.cit.*, Part 1, pp29, 35-36. *Examiner*, 17 April 1879.
 - 26 Coroneos, *op.cit.*, Part 1 & 2.
 - 27 Denison goldfield loc: Nabowla 244463. Discussion based on information from Coroneos, *op.cit.*, Part 1, pp 17-23, 37, 82-89 & Part 2, pp 14-32.
 - 28 Panama goldfield loc: Nabowla 246414. Discussion based on Coroneos, *op.cit.*, Part 1, pp18-23, 34-37, 90 & Part 2, pp33-45. Pearson & Champion, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 3: Mining Sites*, Site HMC/M38.
 - 29 Golconda goldfield loc: Nabowla 259413. Discussion based on Coroneos, *op.cit.*, Part 1, pp18-23, 37, 91-96 & Part 2, pp46-59.
 - 30 Lone Star goldfield loc: Lisle 244386. Discussion based on Coroneos, *op.cit.*, Part 1, pp22, 37,100-03 & Part 2, pp 60-64.
 - 31 Tobacco-Cradle Creek goldfield loc: Lisle 270394. Discussion based on Coroneos, *op.cit.*, Part 1, pp22-23, 35-37, 98-98 & Part 2, pp65-73.
 - 32 Lisle township & goldfield loc: Lisle 273352. Discussion based on Coroneos, *op.cit.*, Part 1, pp 19-23, 32-37,46-48, 53-79 & Part 2, pp74-96. Additional sources: trees an obstacle, *Examiner*, 3 March 1879 and *JHA* 1879/53 (Gold Fields: Commissioners Report 22 September 1879) ; like a rabbit warren, *ibid.*, 20 March 1879; as early as 1887, *ibid.*, 6 September 1887. Gold prospecting in the 1990's: refer to endnotes for Introduction of this section. In 1998: *Examiner*, 17 October 1998; mine loc. Lisle 260356. Marshall & Pearson, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 2: Sample of Place Types in Forests: Vol.3*, Places 25-9. Pearson & Champion, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 3: Mining Sites*, Table 1 (Sites HMC/M42-46)
 - 33 Lebrina goldfield loc: Nabowla 210429. Discussion based on Coroneos, *op.cit.*, Part 1, pp22,37,80-81 & Part 2, pp97-100.
 - 34 Brown coal occurrences: Bacon, 'The Coal Resources of Tasmania', *Bull. geol.Surv.Tasm.* 64, 1991. Discovery in 1880: *Examiner*, 2 July 1880. Location of shafts: Caledonian Coal company site: Valentine, 'Dilston - Overlooked in Song and Story', *National Trust Tasmania Newsletter*, no. 154, April 1995. Quality: Longman, *ibid.* Dilston Inn loc: Dilston 056244. East Tamar nursery loc: Dilston 055245.
 - 35 Oil shale loc: Lilydale 126340. 1918 report: Twelvetees, 'The Bangor Mineral District', *Bull.geol.Surv.Tasm.* 27, 1918, pp16-17. In 1966: Longman, *Geological Survey One Mile Geological Map Series: Launceston, Explanatory Report*, p34. Area of Regional Significance: LCC, *Launceston Planning Scheme 1996: Policy Papers*, cultural p26; also LCC Regional Significance Data Sheet RS 7. In 1889: Stephens, 'Foraminifera in Upper Palaeozoic Rocks', *PPRST*, 1889, Article XII, p54. Scientifically described: Howchin, On the Occurrence of Foraminifera in the Permian-Carboniferous Rocks of Australia, *Australian Association for the Advancement of Science*, 1894, vol 5.
 - 36 For discussion of variation in dwelling types, see sections Living on the Land: Crop-growing and Settlement: all regions.
 - 37 Distribution of clay deposits: Pinkard, Land Systems of Tasmania: Region 4, pp70, 146.
 - 38 Rostella: loc Dilston 042240; Robertson and Craig, *Early Houses of Northern Tasmania*, vol 2, p287. Northcote: loc Prospect 171082; G.Hingston (interview). Lenna: loc Blessington 207051; Brick Hill loc Blessington 206047; G. Chugg (interview). Watery Plains: loc Blessington 297055; M.Devine (interview); Duck Hole loc: Blessington 310057. Windermere: loc Dilston 008261; E.Hill (interview). Windermere Church: loc Dilston 003259; refer section Tourism: Tamar: St Matthias Church, Windermere.
 - 39 For discussion of buildings in forested areas, see sections Settlement: Pipers, Upper North Esk, St Patricks & Little Forester; also usage of timber, see section Timber Industry: period 1850's-1880's. Bardenhagen's store, local bricks: *Examiner*, 18 July 1888.
 - 40 Brickmaking at Lebrina: loc Retreat 186403; W.Venn (interview); also see Transport: Railways: North-Eastern line. 1880 Dilston clay: loc Dilston 054244; *Examiner*, 2 July 1880; Longman, *Geological Survey One Mile Geological Map Series: Launceston, Explanatory Report*, p34. Dilston cut: loc Dilston 059244; see section Settlement: Tamar: Overview. Clay used for brickmaking: East, *Down Windermere Way*, p7.
 - 41 Pottery loc: Prospect 162054. Information from McGrath, 'The Pottery at Relbia', *Pottery in Australia*, vol 26, no 3, August 1987. Sale of business: *Examiner*, 24 November 1997. Clay deposits: Longman, *op.cit.*, p31-2. For discussion of landscapes, see section Settlement: Lower North Esk: Relbia.
 - 42 Clonmines: loc Prospect 177076; rendered stone: A.Scott (interview). Northcote: loc Prospect 171082; local brick on bluestone: G. Hingston (interview), also QVM: Tassell Files: National Trust visit notes (23 November 1997). Hotel building: loc Blessington 210050. Ivory Bight: loc Blessington 215055; stone quarrying: Von Stieglitz, *A Short History of St Leonards*, p26.
 - 43 Sandstone quarry: In 1909: Twelvetees, 'The Lisle Goldfield', *Bull.geol.Surv.Tasm.*, 4, 1909, p36. Quarry loc Patersonia 278202; local employment & stone usage: Myrtle Park Committee, *They Told a Tale*, pp6,22,48. Mount Edgcumbe: loc Nunamara 228152; information from G.Cresswell (interview); see section Settlement: St Patricks.
 - 44 In 1996:Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural p24. AOT: Lilydale Municipal Council: Minutes of Meetings AB387; AOT: St Leonards Municipal Council: Minutes of Meetings AB 375. Merthyr Park & Lilydale Falls quarries: locs Lilydale 163346 & 176355; see section Tourism: Pipers.
 - 45 Early 1920's: QVM: Lilydale Municipal Council papers: Statistics of Tasmania returns 1920, 1922, 1923. 1915 stone crusher: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/2 (6 February 1915). Mount Edgcumbe: loc Nunamara 228152 ; crushing stone walls, Myrtle Park Committee, *They Told a Tale*, p22. Employment at quarries: *ibid.*, p27. Nunamara & Targa quarries: loc Nunamara 236160 & Patersonia 308267.
 - 46 By 1930: QVM: Lilydale Municipal Council papers: Statistics of Tasmania return 1930. Native Point: loc Exeter 981270; gravel pits: E.Hill (interview); Nature Reserve: Department of Parks, Wildlife and Heritage, Annual Report 1990/1, p47. Supplies in the 1990's: G. Watkins (interview). Roadmetal quarry : loc Lilydale 107381; site of a tunnel: Twelvetees, 'The Bangor Mineral District', *Bull.geol.Surv.Tasm.* 27, 1918, pp14-15. In 1998: *Examiner*, 18 July 1998.
 - 47 *Examiner*, 28 August 1998; loc Lilydale 057308.
 - 48 Road to Boral quarry loc: Dilston 118212. Stone crushing plant: Dilston 117226.

- 49 Sugar Loaf: location Prospect 194027; landmark since 1811: Macquarie, *Journal of his tours*, pp67-70; removed for bluestone: *Examiner*, 12 September 1959; also see section Tourism: Lower North Esk. Quarrying since late 1960's: D.Chugg (interview); Cocked Hat Hill, Graveyard Hill & Mt Oriel locs: Prospect 165038, 188022 & 168037.
- 50, Twelvetees, 'The Bangor Mineral District', *Bull.geol.Surv.Tasm.* 27, 1918 and Morris-Nunn and Tassell, *Tamar Valley Industrial Heritage: a survey*, 1984.
- 51 Slate quarry loc: Lilydale 111366; also see chart, Twelvetees, op.cit. Information from Morris-Nunn and Tassell, op.cit., pp 123-26.
- 52 Piper River Quarry: ibid, p130; Barrett's homestead probably that at Lilydale 103357. Tasmanian Slate Quarries: ibid, pp130-1 and Twelvetees, op.cit., pp12-13 & map; quarry & tunnel locs Lilydale 103389 & 103388. G.Watkins (interview).
- 53 From Morris-Nunn and Tassell, op.cit., pp127-30. 175 immigrants: Robson, *History of Tasmania*, Vol II, p131.
- 54 Twelvetees, op.cit., pp1-12. For further information on Bell Bay Railway proposal see JPPP 1914/13 (Proposed Bell Bay Railway: Report of Select Committee). Roadmetal: see section Stone Quarrying.
- 55 Quotations: Twelvetees, op.cit., p3.
- 56 Refer to section Settlement: Pipers: Turners Marsh / Karoola
- 57 Twelvetees, op.cit, p1-12; Morris-Nunn and Tassell, op.cit., pp123-30, photographs pp136-7. Section of tramway loc: Lilydale 101379. For further information on tramway, see Chamberlain, *Wooden Rails to Bangor*, also sections Settlement: Pipers: Bangor and Transport: Tramways: Bangor Tramway.
- 58 See section Settlement: Pipers: Bangor.
- 59 Numbers of quarry workers & buildings: Morris-Nunn and Tassell, op.cit., pp128,130. Somerville's mill: *Mercury*, 11 August 1944; refer to Settlement: Bangor. Company towns: see sections Timber Industry: 1920 -1970 and Settlement: Upper North Esk: Burns Creek & :Roses Tier. Church built 1893: Henslowe, *Our Heritage of Anglican Churches in Tasmania*, p12; also see Settlement: Pipers: Bangor and Services: Churches: Introduction, : Church structures and : Church of England.
- 60 In 1888: Morris-Nunn and Tassell, op.cit., pp129-30. Quotation: Twelvetees, op.cit., p3. Post office/store: loc Lilydale 114369; been a hotel: L.Hill (interview); photograph c1942: QVM:P:1997: 1247. Company school, State school, church, hall and police station locs: Lilydale 109371,114369, 115369 & 115369 & 114360. For discussion of these services and associated sources, see section Settlement: Pipers: Bangor.
- 61 Workers' cottages, manager's house & school loc (G.Watkins, interview): northwards from Lilydale 111369
- 62 Pearson & Champion, *RFA: Cultural Heritage Identification & Assessment: Stage 2 & 3: Study 3: Mining Sites*, Site HMC/M21; quotation from p68.

HUNTING AND GATHERING

- 1 Summarised from *HRA* III,1, pp645,668,670,673; also see Robson, *History of Tasmania*, vol 1, pp70,79-80.
- 2 In 1807: *HRA*, III,1,673. Local lore: Myrtle Park Committee, *They Told a Tale*, p60; QVM: Tassell Files: Cresswell/Adams family papers.
- 3 A variety of wildlife: Morgan, *Land Settlement in Early Tasmania*, p112ff. By 1883: LLSL: Bangor file (Diary of Mrs Atherton). Photograph in 1901: QVM:P:1997: 0986; Yonderover loc Retreat 163417.
- 4 Information on Stevenson family problems with thylacines from QVM: Tassell Files: Stevenson/Trethewie family papers. Blessington Estate, Aplico & Elverton locs: Giblin 508097, Blessington 341066 & 365068. Lined pits burnt or filled in; kept in chaff shed: B.Stevenson(interview). Prior on the Camden: Myrtle Park Committee, *They Told a Tale*, p11.
- 5 Cubit, *Snarers and Catlemen of the Mersey High Country*, 1987 and Jetson, *Roof of Tasmania*, 1989. Exported by 1823: Robson, *History of Tasmania*, vol II, p263. Other information is from Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, pp 72-3, which includes a summary of snaring and trapping based on Cubit, op.cit. Oral history concerning huts as cultural heritage was documented in Central Plateau Oral History Project, *What's the Land for? People's Experiences of Tasmania's Central Plateau Region*, vol. 1 Project Report, 1991.
- 6 Miners on Camden: JPPP 1899/47 (Report of Surveyor-General for Lands, p27). Published oral sources: Lilydale district: Carey, *Lillies in the Valley*, p39; all districts in St Patricks region: Myrtle Park Committee, *They Told a Tale*, pp 8,12,18,33-4,49,70,83-5. Some of the unpublished oral sources: O.Sellars, M.Brophy, F.Abrahams, C.Phillips, B.Hill, M.Barker, F.Kaye, J. McKercher, J.Simons (all Upper North Esk districts); H.Hingston (Lower North Esk region); V.Veale, G.Fullbrook (Little Forester region); W.Imlach, J.Tole (St Patricks region); G.Watkins, H.Bye (Pipers region). Floor of house: H.Bye. Women sewed skin rugs: Mrs Atherton: LLSL: Bangor file (Diary of Mrs Atherton); Mrs Johns of Hunting Ground: Myrtle Park Committee, ibid, p79; Mrs Rothall of Burns Creek: see photographs of skins being stretched, & garments: QVM:P:1997:1095-6,1083.
- 7 Informants as above. Abrahams' hut: loc Giblin 559065. Photographs QVM:P:1997: 0754 & 0757.
- 8 Rabbits 1816, 1820's, 1871 Act: Morgan, *Land Settlement in Tasmania*, p120. Problems in 1870's & 80's: see Easteal, *Farming in Tasmania 1840-1914*, pp102,107,198 and Robson, *History of Tasmania*, vol 2, pp108, 268-9.
- 9 By 1914: Easteal, op.cit., p254. At Hunting Ground & Mount Edgecombe: Myrtle Park Committee, *They Told a Tale*, p74; Mount Edgecombe loc: Nunamara 228153.
- 10 Information about Myrtle Bank bush farmers from Skemp, *Memories of Myrtle Bank*, pp212,218-19.
- 11 In 1925: Skemp, ibid, p217. Account of importance of rabbit hunting is generalised from many sources relating to many districts. Lower North Esk: White Hills, G. & R. Chugg (interview) and Relbia (QVM: Tassell Files: Chugg family diaries); Upper North Esk: Blessington, O. Sellars(interview); Tamar: Windermere, E.Hill (interview); Pipers: Lilydale, B.Turner(interview), Bangor, L.Hill; Little Forester: Nabowla, V.Veale(QVM: Oral History Collection: 5 September 1990); St Patricks: Myrtle Bank, Skemp (op.cit.,pp212), Myrtle Park Committee (They Told a Tale, pp24-5,56),Hunting Ground, Myrtle Park Committee (ibid,p74) Targa, J.Tole (interview); Diddleum Plains, Myrtle Park Committee (op.cit, p33), H.Mason (interview) and the Camden, Myrtle Park Committee, (op.cit., pp52, 81), F.Coppleman, C.Johnson & E.Hanson (interviews).
- 12 For discussion of settlement of Myrtle Bank and the Camden, see sections Settlement: St Patricks: Myrtle Bank & Tayene/Diddleum. Rabbits at Myrtle Bank: Myrtle Park Committee, *They Told a Tale*, pp 24-5, 56; R.Dean (interview). Rabbits at Camden: Myrtle Park Committee, ibid, pp 15(photograph),52; C.Johnson, E.Hanson, F.Coppleman (interviews).
- 13 During the war: Robson, *History of Tasmania*, vol 2, p500. Myxomatosis: ibid, p538.
- 14 Some old wire netting photographed on Glenwood Road, Relbia at Prospect 156083 (QVM:P:1997:2126). Rabbits' hut at Elverton: loc Blessington 381081; information about huts at Elverton and Whisloca from B. Hill (interview). Whisloca loc: Blessington 399052.
- 15 Trapper at Myrtle Bank: information from J. Tole (interview); hut loc Patersonia 308267. Ben Nevis hut: information from C. & R. Young (interview); loc Ben Nevis 491180.
- 16 From Morgan, *Land Settlement in Early Tasmania*, p116.
- 17 Whisloca loc:Blessington 400051. James Cox: see section Settlement: Upper North Esk. 1856 Bartley quotation: from Phillips, *Bartley of Kerry Lodge*, p72.
- 18 Blessington Estate & Satans Gully locs: Giblin 508097 & 516075. Information from G. McKinlay (interview); for further discussion of

- Phillips & Northern Alpine Club see section Tourism: Upper North Esk: Ben Lomond.
- 19 Deer taken: B.Hill (interview) Ben Nevis loc: Ben Nevis 464162; owned by Phillips: Myrtle Park Committee, *They Told a Tale*, p83. For c1936-7 photograph see QVM:P:1997:1005. Jack Towns: property loc Patersonia 243228 (vicinity only; information from G.Cresswell); information from Myrtle Park Committee, *ibid*, pp 78-9 (includes photographs). House and deer yards not standing.
 - 20 Studies and management plans: *Tasmanian Mail Magazine*, 24 June 1986; *Examiner*, 9 August 1991. Issue in the Upper North Esk; concerns: *Examiner*, 25 October 1989. Landowner concerns: B.Hill (interview).
 - 21 Whisloca lodge: loc Giblin 401056 (vicinity); information from B.Hill, R.Trethewie (interviews). Ben Nevis lodge: loc Ben Nevis 488176; information from R. and C. Young (interviews); location of mill site unknown. Another sawmill hut shifted: loc Ben Nevis 442153; information from B.Hill (interview). Old mill site loc: Ben Nevis 437155; QVM: sawmill site register #26 (Benvale mill) (see section Fishing).
 - 22 Popularity of deer farming: *Examiner*, 9 August 1991. Whisloca deer farm: loc Giblin 403047; information *Examiner*, 14 January 1992, also R.Trethewie & B.Hill (interviews). See QVM: project photographs. There was at least one other deer farm in the Study Area in the late 1990's, at Karoola in the Pipers region (loc Lilydale 135317).
 - 23 In 1866: Government of Tasmania, *Handbook of Tasmania*, p316. Whitworth, *Bailliere's Tasmanian Gazetteer* 1877, p44. Hatcheries: *Handbook of Tasmania*, *op.cit*, p316. A 1914 guide: *Handbook of Tasmania*, *op.cit.*, pp366-88.
 - 24 Wattle Corner: loc Giblin 446082; rooms and board: F. McCormack (interview); in 1913 Mr Williams: *Northern Tasmanian Fisheries Association Annual Report*, 1913, p35-7 (includes photograph).
 - 25 River Made: loc Patersonia 308267; information from: Myrtle Park Committee, *They Told a Tale*, pp 26-7 (includes photographs); J. Tole (interview); Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory (1924 -1925)*, p109. Hopevale: loc Patersonia 283245; Northern Tourist Association, *Launceston Official Guide 1915*, p16 (note that the property is incorrectly named Oakvale); Tas Govt Tourist Bureau, *op.cit.*, p109. Aldridge: loc Patersonia 286242; information from Richards, *The Early Days of St Patricks River and District*, pp3-5; Northern Tourist Association, *Launceston Official Guide 1915*, p16; R.Richards (interview). Rookwood: loc Patersonia 380226; Tas. Govt. Tourist Bureau, *op.cit.*, p49. Two other farms on the St Patricks River are known to have taken in boarders in 1924-25; Myrtle Park (Mrs Headlam) and Roslynne (Miss Warren); exact location uncertain: see Tas. Govt. Tourist Bureau, *op.cit.*, p109. For discussion of tourism & accommodation, see section Tourism: St Patricks.
 - 26 Doctor's hut: loc Giblin 426084; information from C.Phillips & G.McKinlay (interviews). Camden hut: unknown loc near Camden Park (Patersonia 378217); information from E.Hanson (interview). Attracted fishermen: Myrtle Park Committee, *They Told a Tale*, p12.
 - 27 Large number of cormorants: G. & E. Cresswell (interview). Bounty: *Northern Tasmanian Fisheries Association Annual Report*, 1913, p7. Request permission to camp: G. & E. Cresswell (interview). Weekenders at St Patricks River: a group between Patersonia 285249 & 294254. H. Leslie, R. Dennis (interviews). Commuters at St Patricks River & Camden, fishing an attraction: G. & E. Cresswell. For further discussion of fishing holidays and weekenders see section Settlement: St Patricks: 1920's-1990's. For properties with fishing advertised as attraction see QVM: Tassell Files: Real Estate file: St Patricks: *Examiner* (Real Estate), 17 July 1994 (Patersonia) 28 October 1994 (Camden). Hut on North Esk: loc Ben Nevis 442153; information from B.Hill (interview). Old mill site loc: Ben Nevis 437155; QVM:Sawmill site register#26 (Benvale mill). For comments on quality & nature of fishing in North Esk and St Patricks streams see *Examiner Express*, 14 August 1965.
 - 28 Release into streams (including those at Lilydale & Retreat): *Examiner Express*, 14 August 1965. For description of activities at Plenty & Corra Linn hatcheries, see *Sunday Examiner Express*, 18 September 1976. Corra Linn hatchery & weir loc: Prospect 185068 & 189067. Eels: *Examiner*, 7 & 16 July 1999: other information is anecdotal from N. Maroney (Inland Fisheries Commission). Refer section Living on the Land: Cropgrowing: Flourmills and Tourism: Lower North Esk.
 - 29 Refer to section Tourism: Lower North Esk: Corra Linn and Settlement: Lower North Esk: Services.
 - 30 In 1997: *Examiner*, 30 April 1997; loc Patersonia prop 0621 on eastern side of river. In 1998: *ibid*, 17 October 1998. Site not visited.
 - 31 Information on Tamar commercial fishing summarised from Tassell, *Placing the Cultural Heritage in Context Project: Historical Context of George Town Municipality* (Fishing section). Information about Windermere fishing from E.Hill (interview) and QVM: Oral History Collection: E.Hill (April 1992). Windermere jetty: loc Dilston 002259; see also sections Transport: River and Tourism: Tamar.
 - 32 Mrs Millwood: Skemp, *Memories of Myrtle Bank*, p95 (includes Vitadatio recipe). From 1910 to 1920: *History of Underwood*, p4 (copy held LLSL: Underwood file).
 - 33 Information and quotation from *Daily Telegraph*, 2 February 1915.
 - 34 Information from C.Olson (interview). Barnard shed loc: Dilston 180284. George Barnard property loc: Dilston 167279.
 - 35 Sassafras information from G. Fullbrook (interview). Sphagnum moss information from M. MacRae (interview).
 - 36 In 1823: Robson, *History of Tasmania*, vol 1, p263. In 1829 Hobler; by 1833: Morgan, *Land Settlement in Early Tasmania*, p124. Launceston tanneries: Morris-Nunn and Tassell, *Launceston's Industrial Heritage*, p151.
 - 37 Near Nunamara: Myrtle Park Committee, *They Told a Tale*, p18. Elverton: loc Blessington 366068; QVM: Tassell Files: Stevenson/Trethewie family papers. Sawpit Hill: loc Blessington 346028; B.Hill (interview). Windermere district: E.Hill (interview; also QVM: Oral History Tapes: E.Hill has detailed account). Plantation loc: Lilydale 027316; D.Barratt (interview).
 - 38 By the 1830's: Tassell, *Tasmanian Rural Cultural Landscapes*, p38. Ballards: Morris-Nunn and Tassell, *Launceston's Industrial Heritage*, p131; *Northern Scene*, 1 May 1979 Upper North Esk willows sent to Alexander factory: B.Stevenson (interview).
 - 39 Willows at Lilydale: QVM: Lilydale Council papers: Box 4 (letter from J.Ballard, 23 January 1917). During depression: Robson, *History of Tasmania*, vol II, p444. Ballard contract: *Northern Scene*, 1 May 1979. Ian Dickenson contract: B.Hill (interview).
 - 40 Blackberry introduction: Fenton, *Bush Life in Tasmania*, p118-9. Mrs Chugg: QVM: Tassell Files: Chugg family diaries; Corra Linn loc Prospect 185052. Mount Arthur: D.Wilson (interview); house site Lisle approx 214319.
 - 41 Sloe harvesting: S.Thomas (interview); Everton loc Blessington 215013.
 - 42 Mrs Atherton: LLSL Bangor file: Diary of Mrs Atherton; Gresford loc: Lilydale 124362. Olding family: Myrtle Park Committee, *They Told a Tale*, p82; Olding farm loc: Patersonia 378239 approx. Fullbrooks: G.Fullbrook (interview); Fairbanks loc: Nabowla 298454. Richards: Richards, *The Early Days of St Patrick's River and District*, p3; Aldridge loc: Patersonia 286242
 - 43 Hives on Nook Road: loc Nabowla 298201; project photograph QVM: P:1997: 2010. Hollybank Apiary: loc Dilston 164273; *Northern Scene*, 24 April 1980 (also see section Tourism: Pipers).
 - 44 Quotation from Widowson, *Present State of Van Diemen's Land*, p82.
 - 45 Summarised from Tassell, *Tasmanian Rural Cultural Landscapes*, pp7,9,13,15.
 - 46 Field boundaries: *ibid*, p15. Land Commissioners quotation: McKay, *Journals of the Land Commissioners*, p38. For discussion of use of post and rail fences, see Morgan, *Land Settlement in Early Tasmania*, p142, and Eastaale, *Farming in Tasmania 1840-1914*, p26. As Curr wrote: Curr, *Account of the Colony of Van Diemen's Land*, pp11-12. Widowson gave advice: Widowson, *op.cit.*, pp85-6.
 - 47 Large numbers of QVM archival photographs (those copied into the collection during this present research) show fencing styles and can be accessed according to this subject, as can project photographs taken during this Study.
 - 48 In 1820 Bigge: from Morgan, *op.cit.*, p142; also Widowson wrote that much land had never been enclosed (Widowson, *op.cit.*, p82). Land Commissioners: McKay, *op.cit.*, p72; Curraghmore loc: Blessington 230042. Widowson: Widowson, *op.cit.*, p128; Corra Linn loc: Prospect 186052. By 1830: letter written by Lette, quoted by Von Stieglitz, *History of Evandale*, p84.
 - 49 For a full discussion of hedgerows as a landscape element in Tasmania see Tassell, *Tasmanian Rural Cultural Landscapes*, especially

- pp15-18, 33-4. Hull quotation: Hull, *Experience of Forty Years in Tasmania*, p78. Examiner.quotation: *Examiner*, 12 January 1860. Black thorns also: S. Thomas (interview).
- 50 Refer to QVM:project photographs.
- 51 Relbia Road hedgerows: several letters, photographs & news items appeared in *Examiner*, including 19 & 28 October 1999; 1,11 & 16 November 1999; 14 & 15 December 1999; 20 January 2000.
- 52 Refer to QVM: project photographs.
- 53 Ingleburn photograph loc: Ben Nevis 493107; example of photograph QVM:P:1997:0785. Green Hills,North Lilydale loc: Lilydale 197364; selection from QVM:P:1997:1583-88.
- 54 For a much more detailed discussion, see 'Dry Stone Walls', pp22-7 in Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase* which forms the basis for this section but original sources are listed.
- 55 From Tufnell, 'Dry Stone Walling', *National Trust Tasmania Newsletter*, no.136, April 1992 ; Clough, 'Dry Stone Walls in Tasmania', *ibid* ; and Tassell, *Tasmanian Rural Cultural Landscapes*, p19.
- 56 Overcome labour problems: Clough, *op.cit*. Mount Edgecombe: loc Nunamara 228153; information from Myrtle Park Committee, *They Told a Tale*, pp 22,74 and QVM:Tassell Files: Adams/Cresswell family papers; see section Settlement: St Patricks,. Watery Plains: loc Blessington 300051; information from M.Devine (interview); see section Settlement: Upper North Esk. Mount Direction: loc Lilydale 025343 ; see sections Services: Communications; Settlement: Tamar and Tourism: Tamar.
- 57 Pioneer settlers in marginal farming country at Underwood: see section Settlement: Underwood. William Orr purchased Hollybank: from Assessment Rolls for District of Selby, published *HTG*, 6 October 1885 to 1 November 1887. Other stone wall remnants: loc Dilston 170288, 168294 &178277; refer to section Settlement: Pipers: Underwood. For further discussion see Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase* .
- 58 Construction skills in Tasmania & Mount Edgecombe: I. Clough of Keystone Constructions, North Lilydale (interview); also Clough,'Dry Stone Walls in Tasmania', *National Trust Tasmania Newsletter*, no.136, April 1992.
- 59 Clough commented: I.Clough (interview) & Clough, *ibid*. Recent research: for discussion see Tassell, *op.cit.*, p25 & figures following; based on Garner, *Dry Stone Walls*, pp7,15-18.
- 60 Tassell, *op.cit*. p27.
- 61 Sold for road works: at Hollybank, R& H.Walker (interview); at Mount Edgecombe & Nunamara district, Myrtle Park Committee, *They Told a Tale*, p22.
- 62 For detailed discussion see Tassell, *op.cit.*, p26-7; based on R.Sulzberger (interview), McConnell, *Hollybank: Current Development and Cultural Heritage Management*.
- 63 See section Settlement:Pipers: Turners Marsh/Karoola.
- 64 Log fences: Morgan, *Land Settlement in Early Tasmania*, p142. Fences made when clearing land: Skemp, *Memories of Myrtle Bank*, p67. Pioneer settlement fences: Robson, *History of Tasmania*, Vol II, p100; Anon (*by a Recent Settler*), *Emigration to Tasmania* , p84. On the Camden: Myrtle Park Committee, *They Told a Tale*, p56. Tunnel photograph: QVM:P:1997:0987; Yondover loc: Retreat 163417. Whisloca photograph: loc on south side of Whisloca corner at Giblin 051049; further information from M.Trethewie (interview, also QVM: Tassell Files: Trethewie/Stevenson papers).
- 65 Myrtle Bank settler: Anon, *op. cit.*, p84. Description of chock and log: Robson, *op.cit.*, p100. Abrahams on Roses Tier: loc Giblin 560065; F.Abraham (interview). Fairbanks: loc Nabowla 298454; G.Fullbrook (interview). Ben Nevis: loc Ben Nevis 464163; Myrtle Park Committee, *They Told a Tale*, p83.
- 66 Myrtle Bank settler: Anon, *op.cit.*, p84. Fence on old Myrtle Bank road: loc Lisle 302302 approx; W.Imlach (interview). Whisloca: loc Blessington 400051; QVM:Tassell Files: Trethewie/Stevenson papers (M.Trethewie notes).
- 67 Staubi farmstead: loc Lisle 202332; photograph: Staubi homestead (postcard), copy held in QVM: Tassell Files: M. Bardenhagen papers. Yondover: loc Lisle 202332; photograph QVM:P:1997: 0983. Roses Tier township: loc listed QVM: Tassell Sawmill Site Register #1; photograph QVM:P:1997:0767.
- 68 Dog-leg fence descriptions: Robson, *History of Tasmania*, vol 2, p100 and Anon, *Emigration to Tasmania*, p84. Fairbanks: loc Nabowla 298454; G.Fullbrook (interview). Pig pen at Myrtle Bank: loc Lisle 290326; photograph QVM:P:1997: 0965. Underwood fence: loc Dilston 180289. Corra Linn: loc Prospect 186052; photograph QVM:P:1997:0845. Elverton: loc Blessington 365068; photograph QVM:P:1997:1398. Ben Nevis: loc Ben Nevis 464163; photographs QVM:P:1997:1023 & 1026.
- 69 Post and rail description & popularity: Robson, *History of Tasmania*, Vol II, p100; Morgan, *Land Settlement in Early Tasmania*, p142; Eastael, *Farming in Tasmania*, p246; Anon, *Emigration to Tasmania*, p84. Recent post and rail: Corra Linn,loc Prospect 186052; Whisloca, loc Blessington 400051.
- 70 In 1875 Trethewie family: QVM:Tassell Files: Trethewie/Stevenson papers (M. Trethewie notes); Coombe Bank:loc Blessington 328032. Lower Turners Marsh: loc Lilydale 098379. Lilydale loc: Lisle 205332. Lebrina loc: Nabowla 201431.
- 71 Darleymore: loc Prospect 172091. Lilydale: loc Lilydale 172347; project photograph QVM:P:1997:2890. Watery Plains: loc Blessington 301051; see section Dry Stone Walls.
- 72 Examples of archival photographs: Relbia (QVM:P:1997:0847)White Hills c1910 (QVM:P:1997:1595) & c1930's (QVM:P:1997:1407-8), Darleymore c1951 (QVM:P:1997:1595); Blessington 1947 9QVM:P:1997:1386) & 1964(QVM:P:1997:1414-5); Upper Blessington c1927 (QVM:P:1997:1267) & 1930's (QVM:P:1997:1298); Lilydale (QVM:P:1997:0715 &0726); Bangor (QVM:P:1997:1246); Tunnel (QVM:P:1997:0977); Myrtle Bank (QVM:P:1997:0964). Turn of century at Lilydale: LLSL Archives: Northern Tasmanian Camera Club: Album 2.
- 73 Many examples in archival photographs including QVM:P:1997: 1439, 1470 (Lilydale), 1225 (Retreat) 0972 (Windermere).
- 74 Fencing on pioneer farms: Skemp, *Memories of Myrtle Bank*, pp27,65,67. Stevensons: QVM: Tassell Files:Stevenson/Trethewie papers.
- 75 Denholme: loc Ben Nevis 404107; archival photographs QVM:P:1997:1077,1099 &1116. Blessington area: archival photographs QVM:P:1997:1132,1386-7. Byethorne and Ingleburn: locs Ben Nevis 404107 & Ben Nevis 493107; archival photographs QVM:P:1997:1271,74,79,80 and 0785,0803. Burns Creek:loc listed QVM: Tassell Site Register #13; archival photographs QVM:P:1997:1019,33. Roses Tier: loc listed QVM: Tassell Site Register#1; Roses Tier archival photographs QVM:P:1997:0763-69,0771-74. Upper Blessington: see project photograph QVM:P:1997:2176
- 76 Archival photographs: there are many more in QVM than mentioned here & can be retrieved on the subject of fences. Examples of short palings: QVM:P:1997:1296; spaced palings:QVM:P:1997:1010 & 0982. Weaving wire at Lenna (loc Blessington 207052):QVM:P:1997:0916; and at Ben Nevis (loc Ben Nevis 464163):QVM:P:1997:1005.
- 77 Examples of picket fences in archival photographs: QVM:P:1997: 0846(Relbia); 0976 & 0980 (Tunnel), 1219,1221,1223 & 1241 (Retreat), 0733 (Ben Nevis). Lilydale townscapes & churches: QVM:P:1997:1369-71,1375,1377. Denholme (loc Ben Nevis 404107):QVM:P:1997:1090.
- 78 Wire fencing in Australia & Tasmania: Eastael, *Farming in Tasmania 1840-1914*, p245. Corra Linn: loc Prospect 186052; QVM: Tassell Files: Chugg family diaries.
- 79 Gresford: loc Lilydale 125362; LLSL Bangor file: Diary of Mrs Atherton. 1940's & 50's: see section Settlement: all districts. Windermere: loc Dilston 003261; quotation: *Examiner*, 11 October 1950.
- 80 In 1942: *Examiner*, 3 February 1942. Many archival & project photographs across all districts show wire fences.

- 81 Early ring mesh fencing: loc Nunamara 312185; project photograph QVM:P:1997:2940. Nunamara waterworks: loc Nunamara 258172. Deer farming: see section Hunting & Gathering; examples Giblin 403047, Lilydale 135317.
- 82 Tasmanian tigers: QVM: Tassell Files: Stevenson/Trethewie papers; B.Stevenson (interview). Keeping rabbits out: Skemp, *Memories of Myrtle Bank*, p217. Remnants: example is in Glenwood Road, Relbia: loc Prospect 155084. Wire netting around gardens: QVM:P:1997:1256,1268; to contain poultry: QVM:P:1997: 0902. to contain deer: QVM:P:1997:0739.
- 83 Before 1850's: Eastale, *Farming in Tasmania 1840-1914*, pp43-7. Imports: ibid, pp43-7 & Hartwell, *Economic Development of Van Diemen's Land*, pp124-5. Dairy maids: ibid, pp 75-9. For further discussion see Cassidy, *Dairy Heritage of Northern Tasmania*, p7.
- 84 In 1818: HRA, III, 2, p495. Other George Barnard information in QVM: Tassell Files: J.East papers: Barnard family notes; also see section Settlement: Tamar: Overview. Landfall loc: Dilston 085205. Milking 50 cows in 1845: anecdotal reference to this dairy farm in the vicinity of Windermere, *Examiner*, 7 September 1911.
- 85 Everton and Old Illaroo: locs Blessington 215013, Prospect 179089; advertised *Examiner*, 31 March 1859, 16 June 1860; see also information on Old Illaroo in *Launceston Heritage Review*, September 1990. With milch cows: Syme, *Nine Years in Van Diemen's Land*, p130. Only structure identified: note that pre-1860 farms could not be exhaustively checked. Milked in the open: Cassidy, op.cit., p187.
- 86 In 1858: Cassidy, *Dairy Heritage of Northern Tasmania*, p7. Pastures, breeds: Hull, *Experiences of Forty Years in Tasmania*, p25. In 1830 John Williat: QVM:Tassell Files: Stevenson/Trethewie papers; Elveron loc: Blessington 365068.
- 87 Whisloca: QVM: Tassell Files: Trethewie/Stevenson papers; loc Blessington 400051. Elverton: see previous section.
- 88 Settlement patterns: see Settlement section. Typical pioneer farming pattern: Dell, *The Development of Agricultural Specialization in the Huonville District 1840-1967*, p24. Examples in Study Area include Kelp, *Evolution of a Land Settlement Pattern*, pp4,10,4.11 and Skemp, *Memories of Myrtle Bank*, p70. Government advised: Government of Tasmania, *Handbook of Tasmania*, p471.
- 89 Before 1892: Robson, *History of Tasmania*, Vol II, p266. For further discussion, see Eastale, *Farming in Tasmania 1840-1914*, p224 and Cassidy, op.cit., p7. Local cows dried off: ibid, p7. Pioneer farmers: for example, Skemp, *Memories of Myrtle Bank*, p70. Mrs Atherton: QVM Archives: Bangor: Mrs Atherton, letters 1880. Most farmers: Skemp, op.cit., p70. For further discussion of dairying in this period, see Cassidy, op.cit., pp7-10.
- 90 Refer to sections Mining and Settlement for the districts mentioned. Lefroy: QVM: Tassell Files: Smith family papers. Mr Millwood, other farmers: Skemp, *Memories of Myrtle Bank*, pp58,92; also QVM: Mining File: V.M. Edwards, 'Notes on Lisle', 1952.
- 91 Refer to Transport section for further discussion. Patersonia and Myrtle Bank farmers: Richards, *Early Days of St Patricks*, p1; Skemp, op.cit. Farmers supplied butter: Kelp, *Evolution of a Land Settlement Pattern*, pp5.14-16; also QVM: Tassell Files:Isaac Arnold diary (1880's).
- 92 Refer to Cassidy, *Dairy Heritage of Northern Tasmania*, pp8-10.
- 93 For a detailed discussion of changes and developments in the dairy industry in the 1890's see ibid, pp8-17. International Exhibition: *Official Record of the Tasmanian International Exhibition*, Launceston, 1893, p50. Butter factories, distribution: Eastale, *Farming in Tasmania 1840-1914*, pp224-8 and Cassidy, op.cit., pp11-17. Numbers of factories: *Post Office Directory*, 1898-1912; Cassidy, op.cit., pp 15, 196-7; also Dunford, *Changing Patterns of the Tasmanian Dairy Industry*, pp9-10.
- 94 Closer Settlement Board: Cassidy, op.cit., p24. Travelling dairy: *Examiner*, 21 February 1894; also Eastale, op.cit., p225; visit to Lilydale: Kelp, *Evolution of a Land Settlement Pattern*, p6.11. Dairy expert:Cassidy, op.cit., p17.
- 95 Refrigeration: Dunford,op.cit., pp9-10. Council, 1910 Act: Cassidy, op.cit., p22. Progress slow, problems: ibid, pp16-17. Boom period: ibid, p25. For detailed discussion of this period of the dairying industry see ibid, pp8-27.
- 96 These butter factories were researched in the present Study, but only brief details are included in the following discussion ; for further details see Cassidy, *Dairy Heritage of Northern Tasmania*, pp137-9. Types of butter factory businesses: ibid, pp25-7. For discussion of cheese making see ibid, pp39-40.
- 97 Dates of erection of surviving cowshed and dairy structures are often unknown, and styles changed gradually. These are discussed in the next section (1912-1940), but includes the 1890-1912 period.
- 98 Mixed farm economy, ibid, p19. Barnard: *Cyclopedia of Tasmania* , p330; Windermere loc: Blessington 400051. Stornoway: loc Prospect 170048; information from QVM: Tassell Files:Gardner *Stornoway and the Gardner Family*, 1988. Use of separators: Cassidy, op.cit., p19. In 1904: *Weekly Courier*, 7 May 1904, p6.
- 99 Farmers at Nabowla: G.Fullbrook (interview). Upper Blessington information: F. McCormack, F.Abraham (interviews), also Jetson, *History of Upper Blessington School and District*. (copy held QVM: Tassell Files: Upper Blessington)
- 100 Increase in dairying at Lilydale: Kelp, *Evolution of a Land Settlement Pattern*, pp5.10,6.9-6.11. Bardenhagen's factory information from *Lilydale: A German Legacy*, pp64-5; dates of operation from *Post Office Directory* 1898-1916. Some periods not operational: Cassidy, op.cit., p137. Building pulled down: M. Bardenhagen (interview); loc: Lilydale 181332; photograph Cassidy, op.cit., p137.
- 101 Wilson lived at Maxwellton Braes: D.Wilson (interview); loc: Lilydale 193342. By 1904:*Weekly Courier*, 23 January 1904 (with photographs). Quotation from ibid, 30 January 1904. Several articles are referred to here, also see ibid, 20 February 1904.
- 102 In about 1895: *Weekly Courier*, 5 January 1907. By 1904: all information and quotation from ibid, 23 January 1904.
- 103 In early 1907: ibid, 5 January 1907 (including photographs). Silo featured: Government of Tasmania, *Handbook of Tasmania*, pp493-4. Made butter: *Weekly Courier*, 23 January 1904.Until 1908: Cassidy, *Dairy Heritage*, p137.
- 104 Quotation: *Weekly Courier*, 30 January 1904. Maxwellton Braes was not inspected (apart from a roadside viewing) in this Study; description from former owner K. Shepherd, site information accurate as at mid 1980's.
- 105 By 1900: Skemp, *Memories of Myrtle Bank*, pp70,126,196. Millwood: property loc: Patersonia 269252; from Richards, *Early Days of St Patricks River*, p1. Mount Edgecombe: loc Nunamara 228153; Myrtle Park Committee, *They Told a Tale*, p22. By 1905: Cassidy, *Dairy Heritage*, p19.
- 106 Farmers complaints, numbers of dairymen, factory suggested: *Weekly Courier*, 28 January 1909.
- 107 ibid, 4 February 1909.
- 108 ibid, 4 February 1909. Dairyhead loc: Patersonia 268200.
- 109 ibid, 28 January 1909. Gardner: see QVM: Tassell Files:Gardner,A, *Stornoway and the Gardner Family*, 1988
- 110 Oliver's factory loc: Patersonia 322263; location given by W. Imlach (interview). Received cream from Camden: Gardner, op.cit. Other information from Imlach; Myrtle Park Committee, *They Told a Tale* , p58; Cassidy, *Dairy Heritage*, p139.
- 111 Dean's factory: loc Lisle 291326; information from R.Dean (interview), also see Myrtle Park Committee, *They Told a Tale* , pp24,58(includes photographs); Cassidy, op.cit., p139 (includes photograph). Archival photographs: QVM:P:1997:0963-4.
- 112 Factory loc: Patersonia 306265; information from Cassidy, op.cit., p139.
- 113 Improved quality: Cassidy, *Dairy Heritage*, pp29-32. 1914 handbook: Government of Tasmania, *Handbook of Tasmania*, pp482, 488-92.
- 114 In 1917 Wilson: *Weekly Courier*, 23 August 1917 (see also previous section for discussion of Wilson's Lilydale dairying). Success in shows: ibid, 27 November 1924. 1924 silos: *Examiner*, 1 October 1983.
- 115 In 1936: QVM Archives: Lilydale Council Papers: letter from Council Clerk to *The Examiner*, 15 September 1936. Wilson: *Mercury*, 15 November 1929 (with photograph of Maxwellton) and *North-Eastern Advertiser*, 20 November 1936; Maxwellton loc: Lilydale 182341.
- 116 Hollybanks loc: Lilydale 176344. Information compiled from QVM: Tassell Files: Arnold family papers: dated and undated newspaper cuttings including photographs(1933-55). Most 1930's information from *Mercury*, 29 November 1933,*Examiner*, 23 July 1938 & 7 December 1938, *North-Eastern Advertiser*, 20 November 1936, remainder from undated articles c 1938-40. All 1950's information from

- Examiner*, 14 October 1953; *Mercury*, 16 November 1955. Arnold family papers also include farm layout plans and diary, 1930's-40's. The property was still a dairy farm in the 1990's, owned by Peter Arnold, with part of old homestead remaining in use, herringbone cowshed on old cowshed site, some old outbuildings (B.Viney, interview).
- 117 Transhumance: S. Leslie (interview); QVM: Tassell Files: Cresswell papers: notes about Camden families; Gardner, A, *Stornoway and the Gardner Family*, pp 17, 25; Myrtle Park Committee, *They Told a Tale* , p11. See also section Living on the Land: Livestock: Transhumance. For further information on town milk supply by Relbia/St Leonards farms see *Weekly Courier*, 26 May 1932, Special Dairying and Milk Section (includes photographs at Stornoway AIS stud & Darleymore).
 - 118 Many sources used in this Study refer to dairying in this & other periods, covering every district, & mentioning numbers of cows. Supplying sawmills at Musselboro: B.Hill (interview). Major sources of information were local & family histories and people interviewed; the following is not an exhaustive list. Tamar region: QVM: Tassell Files:J.East papers; E.Hill (interview). Pipers region: Kelp, *Evolution of a Land Settlement Pattern*, pp7,9,8,1; Carey, *Lillies in the Valley*, pp39,57,63; Kerkham & Carpenter, *The Kerkhams*, pp7,22; McCarthy, *The Irish in Us*, p19; QVM: Tassell Files: Arnold family papers. Interviews (for others refer to QVM: Tassell Files: Interview notes): H.Bye,I. Flynn,M.Gibbins, M.Kelp, C.Olson, K.Shepherd, B.Turner, D.Venn, B. Viney, G.Watkins. A great attraction; by-products: Eastale, *Farming in Tasmania 1840-1914*, p232, also Robson, *History of Tasmania*, Vol II, p266. Separators: Cassidy, *Dairy Heritage*, p19. Little Forester region: interviews: G.Fullbrook, V.Veale (QVM: Oral History tapes). St Patricks region: Myrtle Park Committee, *They Told a Tale*, pp11,22,24-5,36,56-8,68,72,78,85; interviews: S.Leslie, R.Dean, W.Imlach,R.Richards. Lower North Esk region: QVM: Tassell Files:Gardner *Stornoway and the Gardner Family*, 1988; Chugg family papers; interviews: S.Leslie, D.Chugg, G.Chugg, H. Hingston. Upper North Esk region: Myrtle Park Committee, *They Told a Tale* , p85. QVM: Tassell Files: Jetson, *History of Upper Blessington School and District* ; interviews F.Abraham,K & M.Barker, B.Hill.
 - 119 Milking machine introduction & usage: Cassidy, op.cit, p32-3. War exemption: *Examiner*, 30 October 1916. Dean's farm: Myrtle Park Committee, *They Told a Tale* ,p75. Widespread opinion, handmilking: Cassidy, op.cit.,p33. Additional information on machines in Pipers region was obtained from B.Turner (interview; QVM Oral History Collection).
 - 120 Butter factories: refer to preceding section. Road transport: Cassidy, op.cit., p35. Trucks and service buses were mentioned by numerous of the sources listed in an earlier endnote for the Pipers region, including Carey, *Lillies in the Valley*, p39; B.Turner,G.Watkins, H.Bye (interviews). Taylors: H. Bye (interview); Wahroonga loc: Lilydale 107328. At Myrtle Bank: Myrtle Park Committee, *They Told a Tale*, pp56-7.
 - 121 Butter production and cartage on farms in the Study Area: many of the Study Area sources listed in an earlier endnote mentioned farm butter. Year 1929-30: Cassidy, *Dairy Heritage*, pp38-9. Ben Nevis butter: Myrtle Park Committee, *They Told a Tale* , p85; loc Ben Nevis 464163. In 1940: Cassidy, *ibid*, p38. Lower North Esk examples: S. Leslie (interview); Darleymore, Northcote, Stornoway, Leichardt locs: Prospect 170091,171083, 170048, 158083.
 - 122 Manning Valley: Birrell, *The Manning Valley: Landscape and Settlement 1824-1900*, pp221,238. Quotation: *ibid*, p238.
 - 123 1910 Dairy Act: Cassidy, *Dairy Heritage*, pp22-3.
 - 124 In practice not enforced: *ibid*, pp22-3. Typology of cowsheds: *ibid*, pp187-93. Additional information on types of sheds in Pipers region was supplied by B.Turner (interview, also QVM Oral History Collection).
 - 125 Byethorn: F.McCormack (interview); loc Ben Nevis 490111; QVM:P:1997:1285,1296. Northcote: G.Hingston (interview); loc Prospect 170083.
 - 126 Olson farm: C.Olson (interview); loc Lilydale 150306. Lebrina: K.Lockett (interview); loc Retreat 190422. Myrtle Bank: Skemp, *Memories of Myrtle Bank*, p73; loc Patersonia 298282. Underwood: Kavic family; loc Dilston 151293.
 - 127 Laurel trees: C.Olson. Dispel flies: for this reason toilets were also often shaded by laurels (*Examiner*, 23 May 1987). Early gardens: Simons, *Historic Tasmanian Gardens*, p16. Hollybank: Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*, p21; loc Dilston 173274. Brown Mountain: C.Olson (interview); loc Lilydale 156305.
 - 128 Dairy building regulations: Ashton, *Dairy Farming in Australia*, (Tasmanian Edition), pp360-1. Reluctant to enforce: Cassidy, op. cit., pp37-8. Concrete encouraged: *ibid*, p189.
 - 129 Many of the sources relating to dairying in the Study Area in the section 1890-1912 also provided information for the present (1912-1940) period. An additional published source is Loone, *Tasmania's North East*, p152 which reported that at the time (1928) Coulson was running a very good dairy farm at Rostella, East Tamar (loc: Dilston 043240). One of the many local informants was D.Venn who identified numerous cowsheds in the Bacala, Tunnel and North Lilydale districts. Where photographed structures are known to have been cowsheds or dairies, they are identified as such in the QVM photographic database and the QVM: Tassell Files. Examples of archival photographs: QVM:P:1997:0963-4 (Dean's farm, Myrtle Bank); QVM:P:1997:0911 & 0914 (Lenna dairy & handmilking, White Hills). Example of project photograph:QVM:P:1997:2277 (c1915 cowshed, Aldridge, St Patricks River) Published photographs: Dean's cowshed, Myrtle Bank in Myrtle Park Committee, *They Told a Tale*, p58; Milking at Aldridge, St Patricks River in Richards, *Early Days of St Patricks River and District*, after p19.
 - 130 Wilson's silo: see 1890-1912 section; note that Wilson's dairy farm was regarded as of being important on a State-wide basis at the time & the remaining structures & landscapes are possibly significant, as discussed in the 1890-1912 section. Relbia silos: *Examiner*, 1 October 1983; loc Prospect 170066.
 - 131 By the start of World War 2; production increase; winter dairying uncommon: Cassidy, *Dairy Heritage*, p38. Mixed farms went out of dairying: ANZAAS, *Handbook for Tasmania 1949*, pp105-6 (includes summary of dairying practices 1939-49) and Cassidy, op.cit., pp44-5. Butter rationing: *Examiner*, 8 June 1943. Less farm butter: Cassidy, *ibid*, p44. In the Study Area there was small butter production for private sale at Janefield, Upper North Esk : M. Rothall (interview); loc Giblin 409081.
 - 132 Cream can collection: Cassidy, op.cit., p44; in the Study Area: Kelp, *Evolution of a Land Settlement Pattern*, p8.4 Many oral sources confirmed that wooden stands had been widespread; including D.Venn, B.Turner.
 - 133 For discussion of government controls and market changes in the dairy industry, see Ashton, *Dairy Farming in Australia* (Tasmanian Edition), pp12,23,360; Dunford, *The Changing Patterns of the Tasmanian Dairy Industry*, pp10-11 and the following papers held by Department of Primary Industry and Fisheries (Burnie): *A Brief History of the Tasmanian Dairy Industry ;Diversification of the Dairying Industry in Tasmania* (1972); Fossey, L.T. and Rudling, T.A, *Review I: The Dairy Situation in each State*. Also see Cassidy, *Dairy Heritage*, pp44-51.
 - 134 Milk Board: Dunford, op.cit., p10 and DPIF(Burnie) papers: *A Brief History of the Tasmanian Dairy Industry* . Milking machines : Cassidy, op.cit., p47. Electricity supply: see section Services: Electricity.
 - 135 Changing shed design, government standards: Cassidy, op.cit., pp37,47, 188-93 (brief typology of milking sheds). Shed design was not researched in this Study because of Cassidy's concurrent study. Darleymore: S.Leslie (interview); loc Prospect 170091. Seafield: G.Brooks; loc Lilydale 163326.
 - 136 For detailed discussion of herringbone sheds see Cassidy, op.cit.,189-93. Maryvale information: Myrtle Park Committee, *They Told a Tale* , p36; Tom Simons (interview); Cassidy, op.cit., p192,219 (including photographs).
 - 137 Improved pasture management: Cassidy, op.cit., p47. Distribution of dairy farms in this period determined by field observation of milking sheds (see QVM: project photographs) and a wide range of primarily oral sources, including D.Venn, M.Kelp, B.Turner, K.Lockett, J.Brooks, G.Watkins, B.Viney, C.Olson, A.Shipton, I.Flynn, G.Brooks (Pipers); M.Kelp, T.Simons,G.Fullbrook (Little Forester); G&E.Cresswell, R.Dean, W.Imlach (St Patricks); B.Hill, C.Young, M.Rothall, K.&M.Barker (Upper North Esk); E.Hill, J.East

- (Tamar); S.Leslie, D.Chugg (Lower North Esk). Printed sources and written include Kelp, *Evolution of a Land Settlement Pattern*, p8.4 (Pipers); Myrtle Park Committee, *They Told a Tale*, numerous page references (St Patricks), East, *Down Windermere Way*, p21; prizewinning Jersey herd at Swan Bay. (Tamar); QVM: Tassell Files: North Esk papers: North Esk Valley Progress Association, letter to G.Duthie MHR, 22 June 1967; increase in dairying in six years to hers of a hundred.
- 138 Until the late 1960's: Cassidy, op.cit., p48; information confirmed for Study Area by many of the oral sources listed in preceding note. Town milk in Lower North Esk: S.Leslie, D.Chugg (interviews); also see earlier section; reorganisation into factory milk: *Mercury*, 8 May 1957. Rostella: QVM: Tassell Files: East papers: Rostella notes; loc Dilston 043240
- 139 Whole milk, new dairy products: Cassidy,op.cit., p48; *Mercury*, 19 May 1972; *Examiner*, 28 October 1980. For further information on dairy industry changes at this time see Dunford, *Changing Patterns of the Tasmanian Dairy Industry*; DPIF (Burnie) Papers: Fossey & Rudling, *The Dairy Situation in Each State; Diversification, of the Dairying Industry in Tasmania; Amalgamation and Rationalisation of the Manufacturing Sector of the Dairying Industry in Tasmania*. For an account of the manufacturing sector in Northern Tasmania, see Cassidy, *Dairy Heritage*, pp47-51.
- 140 Information concerning changes from Dunford, op.cit, p11 and Cassidy, op.cit.,pp47-8; confirmed for the Study Area by many of the oral sources listed in a previous note for this period; for example, B.Turner, K.Lockett, M.Kelp, G & E. Cresswell, K. & M. Barker. Statistics from Dunford, op.cit., pp11,14
- 141 For discussion of dairy factory closures & openings, see Cassidy, op.cit., pp46-51. Information about cream transport in the Study Area is generalised from the oral sources for this period as listed in an earlier note. Ben Nevis: B.Hill (interview); loc Ben Nevis 464163. Upper Blessington farm: K & M. Barker (interview); loc Giblin 474098.
- 142 For details of butter and whole milk factories, see Cassidy, op.cit.,pp47-51. Information about cream and milk in the Study Area is generalised from the oral sources for this period as listed in an earlier note. Cresswells: G. & E.Cresswell (interview); loc Patersonia 285230; Stornoway loc Prospect 170049.
- 143 Dunford, op.cit., p11. A decade later: for comprehensive analysis & statistics of dairy industry, see *Examiner*, Dairy Industry supplement, 22 July 1998. Loc of dairy farms: Karoola: Pipers 116340, 099349,103357, 092357; Lilydale: Pipers 182341, 176345; Tunnel: Retreat 147403; Retreat: 148441; Nabowla: Lisle 296395, 319388; Myrtle Bank: Lisle 294311. A practising dairy farm with modern 12 swingover dairy at Lebrina was advertised for sale *Examiner*, 16 May 1992 (location uncertain); the only practising dairy farm at Lebrina in 1994 was said to be in Adams Road (A. Shipton, interview); loc Retreat 177453)..
- 144 From field observations & oral sources for the period; numerous examples shown in project photographs. See Cassidy, *Dairy Heritage*, pp37-8, 187-93 for account of developments in dairies and milking sheds.
- 145 G.&E. Cresswell (interview);loc Patersonia 285230.

PART 4: Perceptions of Rural Heritage

TOURISM

- 1 History of Tasmanian landscape photography (including photographers referred to in this study): refer to Long, *Tasmanian Photographers*. Regional Forest Agreement: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*.
- 2 For history of tourist transport and tourist organisations, see Robson, *A History of Tasmania*, vol II and Mosley, *Aspects of the Geography of Recreation in Tasmania*.
- 3 Paterson quotations: Paterson to King, 27 December 1804, *HRA III*,1, pp 614, 618.
- 4 Significant aesthetic value: The Tamar valley was considered below threshold by Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p210. However, of the wide range of associations considered in the present Study, only three works by artist John Glover were considered.
- 5 Quotations from Evans, *Description of Van Diemen's Land*, pp 38,40.
- 6 Similar to that of Jeffreys: Jeffreys, *Geographic and Descriptive Delineations of the Island of Van Diemen's Land*, p21. Volume of Lycett's lithographs: Lycett, *Views in Australia, or New South Wales, & Van Diemen's Land*.
- 7 Wedge's diary quotation: Crawford et al, *Diary of John Helder Wedge 1824-1835*, p7.
- 8 Not generally good for agriculture: Widowson, *Present State of Van Diemen's Land*, p123 ; quotations: Widowson, *ibid*, p127, 119.
- 9 Lycett, *Views in Australia, or New South Wales, & Van Diemen's Land*. John Glover: McPhee, *The Art of John Glover*, p26; reproduction of oil on canvas 'Launceston and the River Tamar', McPhee, *ibid*, p88; quotation, McPhee, *ibid*, p43.
- 10 Vogue for the picturesque: Dixon, 'A "Complicated Joy": The Aesthetic Theory of Associationism and its Influence on Tasmanian Culture', in Roe (ed.), *The Flow of Culture: Tasmanian Studies*, p122. Quotation: Stokes, *Discoveries in Australia*, vol 2, p434.
- 11 Influence of gothic revival: Dixon, *ibid*, p132. Kemp, E., *A Voice from Tasmania*, Hobart, 1846 as referred to by Dixon, *ibid*, pp132-33
- 12 Margaret Mickle: LLSL Archives: Margaret Mickle diary ; quotation p17. Windermere & Neilly residences loc: Dilston 003261& 043239.
- 13 St Matthias Church loc: Dilston 003259. Early buildings oriented towards water: for photographs of waterfront with own jetty see East, *Down Windermere Way*, opp. p14, 'Doctor Gaunt's House' [Windermere]; *ibid*, opp. p15, 'Medwin family at their Woodlawn homestead'. Water transport: see section Transport: Water. For details of river craft, see Percy, *The Tamar Boats* ; also Branagan, *The Historic Tamar Valley*, Chpt 10.
- 14 Stoney, *A Residence in Tasmania*, pp236-37.
- 15 Quotation: Whitworth, *Tasmanian Gazetteer*, p200.
- 16 Brownrigg's 1872 work: QVM coll ; reproduced in Kolenberg & Kolenberg, *Tasmanian Vision*, p51. Piguenit's c1900 work: QVM coll; reproduced in Kolenberg & Kolenberg, *ibid*, p55; visionary nature: *ibid*, p10.
- 17 For discussion of orcharding in the Tamar region, including sources of the information presented here, see sections Settlement: Tamar and Living on the Land: Orchardng. Woodlawn loc: Exeter 987284. Refer also to McConnell & Servant, *History and Heritage of the Tasmanian Apple Industry*..
- 18 Spurling & Son, *Orcharding on the River Tamar*, no pagination (Copy held QVM: 1981/79/11).
- 19 For discussion of trends in photography refer to Long, *Tasmanian Photographers 1840-1940*, PPx-xiii. Northern Tasmanian Camera Club photographs: LLSL Archives: Northern Tasmanian Camera Club Albums 40, 60 ,63 & unnumbered. Windermere foreshore, Barnards Point, St Matthias Church , Dilston bridge and Dilston Falls locs: Dilston 008260, 064205, 003259, 059244 & 070247.
- 20 Weekly newspapers: examples are 'Barnards Point'[actually Windermere foreshore, see previous reference]; *Weekly Courier*, 27 July 1901; 'A Peep at the River Tamar Near Dilston', a study by S. Martin, *Weekly Courier*, 5 November 1930. Postcards: example is a Spurling photograph postcard, reproduced QVM:P:1997:1186. Government of Tasmania, *Handbook of Tasmania* 1914, p175. Other cruises & outings: numerous photographs of these in QVM coll, eg. QVM:P:1986:1385; also *Weekly Courier*, 12 March 1925. Total of 28 jetties: *Examiner Extra*, 19 March 1997, 'Our Rivers Come Alive', p8. For details of river craft see Percy, *The Tamar Boats* ; also Branagan, *The Historic Tamar Valley*, Chpt 10.
- 21 Tourist road excursion trips: Northern Tasmanian Tourist Association (guide book, 1905), p26. Longer day trips: *Examiner*, 18 March

1939. Hiking club: *Weekly Courier*, 9 June 1932.
- 22 'Goondooloo' service advertisement : *In & around Launceston Tasmania* brochure(c1983-4). Years of operation: Percy, *The Tamar Boats*, pp192-93. Tamar River Cruises & Tamar Seaplane: *Examiner Extra*, 19 March 1997, 'Our Rivers come alive', pp6 & 9 ; also *Treasure Islander*, October 1997, p14. Batman Bridge: *Tasmanian Year Book* 1968 , also Branagan, *The Historic Tamar Valley*, p114. Launceston City Council: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p18, Housing & Residential Development p12
 - 23 Promoted tours & attractions: refer to QVM: Tassell Files: tourist brochures. Many advertisements & sources of information including *Tasmanian Travelways*, October-November 1997, p29. Self-drive brochures: general comments *Examiner* 7 November 1997; 1998 *Tasmania's Tamar Valley Attractions - Valley of Contrasts, Let's Talk about Lilydale & Let's Talk about the Tamar Valley*, *The North-East Trail-One Day Tour, Tasmania*; *Tasmania's Launceston*, *Tamar Valley & Northern Midlands*. Horse riding: *Tasmanian Travelways*, ibid, p42. Services: listed in brochures listed above, also *Northern Country Dining* brochure (Bohemian Restaurant) ; see section Settlement: Tamar: Service Centres. Tearooms, Rostella restaurant: *Examiner*, 20 February 1999 & 3 April 2000 Bohemian Restaurant, general store, Windermere Woodcrafts, tearooms, Signal Station Tavern locs: Dilston 058244, 041268, 026260, 009261 & Lilydale 015334.
 - 24 Tourist attraction: East, *Down Windermere Way*, p23. Examples of brochures: *A Guide to Launceston*, *North and East Tasmania*; *Tasmania's Launceston, Tamar Valley & Northern Midlands*; *Tasmania's Launceston and Tamar Valley* ; *Tasmania's Tamar Valley Attractions 1996-97* ; *Tasmanian Travelways*, October-November 1997, p23. Refer to to QVM: Tassell Files: tourist brochures. Enjoy seeing produce being grown: see photograph of picking apples at Lees Orchards in Hughes, *Heart of the North*, p66.
 - 25 Lees Orchards: J. Lees (interview); see section Living on the Land: Orchardring. Lees main orchard & sales loc: Dilston 077226; additional orchard Highview loc: Dilston 034295. Refer to McConnell & Servant, *History and Heritage of the Tasmanian Apple Industry*.
 - 26 Sweetwater Pears, Woodmere and Yumaralla (orchard & sales) locs: Dilston 008285, 026276 and 025261 & 026260. For further discussion of orcharding & vineyard landscapes, see sections Living on the Land: Orchardring & Winegrowing.
 - 27 Quotation: Robertson and Craig, *Early Houses of Northern Tasmania*, vol 2, p290.
 - 28 Books and articles: examples are *The Heritage of Tasmania* ; Robertson and Craig, *Early Houses of Northern Tasmania*, pp287-90 ; LLSL Archives: Frank Heyward Papers, *Early Tasmanian Architecture* (album), vol 2, p27 (Landfall) ; Australian Heritage Commission, *The Heritage of Tasmania: The Illustrated Register of the National Estate*, p130 LLSL Property files. Location & heritage status: Rostella (Dilston 043239, RNE Registered , NT Classified), Coulson's Inn & attached wooden house (Dilston 057244, RNE Registered, NT Classified), Landfall (Dilston 085205, NT Classified), Burnside barn/ flour mill (Dilston 042269, RNE Registered, NT Classified), Dilston Lodge (Dilston 060244, RNE Indicative Place, NT Classified) and St Matthias Church and graveyard at Windermere (Dilston 003259, RNE Registered, NT Classified. Dilston Lodge & Coulson's Inn gallery & antiques: mentioned in brochures including *Let's Talk about the Tamar Valley*, *Antiques: A Statewide Guide to the Treasures of Tasmania 1993-1994* ; *Tasmania's Launceston, Tamar Valley & Northern Midlands*; *Gateway Tasmania*; *A Guide to Launceston, North and East Tasmania*.
 - 29 Quotation: Robertson and Craig, *Early Houses of Northern Tasmania*, vol 2, p290.
 - 30 Rostella accommodation: *Tasmanian Travelways*, October-November 1997, pp23-24; in brochures including *Gateway Tasmania* ; *Rostella* . Other details from: *Examiner*, 3 April 2000 and *Mercury*, 22 April 2000.
 - 31 Orchardring cultural landscapes: see section Living off the Land: Orchardring and McConnell & Servant, *History and Heritage of the Tasmanian Apple Industry*. Dr Gaunt's Windermere mill complex: see section Settlement: Tamar: Windermere; loc: Dilston 009261.
 - 32 Native Point Nature Reserve loc: Exeter 985275.
 - 33 Rocky Gully: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p25; loc: Lilydale 010310. Dilston Falls loc: Dilston 070247.
 - 34 Scotts sketch map: ML: Scott, Thomas 'Sketch of Crescent Shore etc taken from Mr Coulson's house 27th June 1833' ; watercolour and ink, ML: PXB216/f18. Rice grass: see section Settlement: Tamar: Services & Amenities. Dilston Cut: see section Settlement: Tamar: Overview. Crescent Shore on maps: Matthew Flinders: Chart of Terra Australis 1798-9, South Coast, Sheet VI. (held LLSL and other colls) Native Point loc: Exeter prop 0393.
 - 35 Tamar River Wildlife Sanctuary: RNE Registered.
 - 36 Action now underway: *Examiner*, 8 February 1997 ; *Examiner Extra*, 19 March 1997, 'Our Rivers Come Alive'. 1997 report: *Examiner*, 10 December 1997. 1995-96 study: TBA Planners Pty Ltd, *Tamar River Environs Study*.
 - 37 Windermere access: *Examiner Extra*, 19 March 1997, 'Our Rivers Come Alive'. For details of pontoons & 1998 festival (including photographs) see *Examiner Extra* , ' Tamar River Festival: The Tamar River Comes Alive!', 13 October 1998, *Examiner*, 19 & 20 October. Native Point jetty: *Examiner*, 8 February 1997.
 - 38 St Matthias Church loc: Dilston 003259. Listing: RNE Registered . For brief discussion of the role of the church in the local settlement see section Settlement: Tamar: Townships & Services . For discussion of the significance of St Matthias in the history of Tasmanian & Study Area churches, see sections Settlement: Services: Churches: Church Structures & : Churches: Denominations: Anglican. Note that much available information about St Matthias Church is not included in this study. Some primary sources include: Anglican Church Records; AOT Correspondence Files; *Examiner* 18 April 1845. Secondary sources include: East, *Down Windermere Way* ; Henslowe, *Our Heritage of Anglican Churches in Tasmania*; Rowland, *The Story of St Matthias Church, Windermere* ; QVM: Royal Society of Tasmania Northern Branch Papers: 'Tales of the Tamar: Windermere', Bulletin 9, East Tamar Excursion, April 1975 (copy also in QVM Secondary Files: Windermere); QVM Secondary Files: typescripts by E.C. Rowland: 'The Windermere District' (n.d.); 'The Story of the Windermere District, East Tamar' (QVM 1957). QVM Secondary Files: typescripts by Frank Heyward: 'Windermere Church and the Tamar: Address to 50,000 League, Monday February 7th, 1938'; 'Windermere Church' (12 March 1940). Both primary and secondary sources: *Examiner* 8 September 1937, 10 November 1937, 29 October 1937 (feature article & photograph); RNE .
 - 39 Traditional story: 'Tales of the Tamar: Windermere', op. cit. Details of building: RNE, op.cit.
 - 40 Works by Bishop Francis Russell Nixon: 'Windermere on the Tamar' (1844), watercolour, ML Coll, DGA 37/f38; 'Windermere' (n.d., 1840's-50's), pencil sketch, QVM Coll; 'Windermere' (n.d., c1850), pencil drawing, ALMFA Coll; 'Windermere on the Tamar', woodcuts published in *Society for the Propagation of the Gospel in Foreign Parts, Quarterly Paper*, July 1848 and Nixon, *Cruise of the Beacon*, fp58. (For details of woodcuts see Craig, *More Old Tasmanian Prints*, p35 and Craig, *Old Tasmanian Prints* p156-57.) Other artists: Anna Maria Nixon, 'Windermere Church', (n.d., ?1848) pencil, TMAG Coll. Works by Charlotte Cleveland: 'Windermere Tamar, Tasmania' (1856), coloured pencil sketch, private collection, reproduced in Craig 'Charlotte Cleveland 1819-1884 - An Early Tasmanian Artist', *PPRST*, vol. 100, 1966. 'Charlotte Cleveland 1819-1884 - An Early Tasmanian Artist', plate IV fp132; 'Windermere Church on the Tamar, Tasmania' (1854), coloured pencil sketch, private collection, reproduced in Craig, ibid, plate V fp132. E.H. Neville, 'Windermere Church on the banks of the Tamar - the first settlers graveyard' (n.d.), watercolour, ML Coll, ML/PXA 1794/f31. Emma von Stieglitz, 'Church and Dr. Gaunt's Mill, Windermere, River Tamar', sketch, reproduced in Von Stieglitz, *Early Van Diemen's Land 1835-1860: Sketches by Emma von Stieglitz*.
 - 41 Landscape photography in the 1890's: an example is in LLSL Archives: Northern Tasmanian Camera Club Album 40 (1899). For examples of other photographs, see photographs held in St Matthias Church ; *Weekly Courier* , 8 May 1913; QVM: 1983: P:1321(c1912), QVM: 1991: P: 0064 & 1312 (c1920), QVM: 1997: P:1164 & 1156 (1921); AOT Photograph Files: Windermere: LLSL:

- Photograph Files: Windermere ; *Examiner*, 29 October 1937, 22 February 1997; Hughes, *Heart of the North*, p65 ; East, *Down Windermere Way*, p24.
- 42 For description of existing structure, see RNE Database(No. 012634); for various accounts of its construction in 1842-43, see RNE, *ibid*, and secondary sources listed in the first endnote (above) for present subsection.
- 43 Structural damage: QVM Secondary Files: typescript by Frank Heyward: 'Windermere Church'(12 March 1940). Move to western bank: Rowland, *The Story of St Matthias Church, Windermere* , also East, *Down Windermere Way*, p2.
- 44 Dates of repair works are mentioned in many of the secondary sources listed in the above reference notes, including East, *Down Windermere Way* and RNE Database.
- 45 Wider support for 1937 restoration: *Examiner* 8 September 1937, 29 October 1937, 10 November 1937. In 1938 Frank Heyward: QVM Secondary Files: typescript by Frank Heyward: 'Windermere Church'(12 March 1940). Quotation: QVM Secondary Files: typescript by Frank Heyward: 'Windermere Church and the Tamar: Address to 50,000 League, Monday February 7th.
- 46 RNE Database (No. 012634). Windermere farm loc: Dilston 003262.
- 47 For discussion of water transport and sources, see earlier general subsection Tourism: Tamar region: overview.
- 48 Launceston City Council tourist guides: *Tasmania's Launceston and Tamar Valley*,; *Tasmania's Launceston, Tamar Valley & Northern Midlands*, n.d. (refer to QVM: Tassell Files: tourist brochures). Planning Scheme: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural, p30. East or West Tamar roads: *A Guide to Launceston, North and East Tasmania*, p15.
- 49 1996 list for closure: *Examiner*, 21 November 1996. 1997 reprieve: *Mercury*, 5 May 1997. Protests from congregation: *Examiner*, 24 October 1997. From wider community: *Ibid*, 22 February 1997, 20 October 1997.
- 50 Mount Direction semaphore station loc: Lilydale 026343. In 1999 -2000: *Examiner*, 20 July 1999, 11 April 2000. RNE Listing: RNE Indicative Place
51. Social values: Context Pty Ltd, Regional Forest Agreement: Tasmanian National Estate Social Values Project, p76. Excursion trips in 1905: Northern Tasmanian Tourist Association (guide book, 1905), p26. Acceptable face of convict tourism: this was discussed by Wayne Shipp and Diane Phillips in their lecture 'The Semaphore/Telegraph in Northern Tasmania', Royal Society of Tasmania, 4 September 1998, drawing on the work of David Young (University of Tasmania). Robinson, *Historical Brevities of Tasmania*, Tasmanian Government Tourist Bureau, 1937, p12.
- 52 Brief studies: Wall, *Report on the Semaphore Station at Mount Direction*, 1976; Newman & Associates, *Mt Direction, East Tamar, Tasmania*, 1981; Orme, *The Signal Stations of Northern Tasmania*. 1984 Historic Site: National Parks and Wildlife Service, *Annual Report for year ended 30 June 1984*, photograph opp. p45, 47. Twenty year lease: *Examiner*, 20 October 1984.
- 53 Pilot Station and Maritime Museum: Wayne Shipp (interview). In 1988: *ibid*. Brochure and model: *Tamar Valley Signal Stations*. In 1998: *Examiner*, 12 January 1998, 24 March 1998, 12 August 1998, 20 July 1999. In 1999: *Examiner*, 9 February, 6 March, 13 & 20 July, 24 August (all 1999), 10 April 2000..
- 54 Site features are described in Newman & Associates, *Mt Direction, East Tamar, Tasmania*, 1981 and *Examiner*, 20 July 1999..
- 55 Evans' map: Evans, Chart of Van Diemens[sic] Land 1821 (reproduced in Newitt, *Convicts & Carriageways*, p18). Scott's map: Scott, Chart of Van Diemen's Land 1824 (held TL coll; reproduced in Newitt, *ibid*, p30. Sketch by Scott: 'Launceston V.D.L. 1823', ML coll). *Tamar Valley Signal Stations* brochure.
- 56 Crown land within City of Launceston loc: Lilydale 025337. RNE status: Indicative Place. Area of Regional Significance: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p26, also LCC RS 5 assessment sheet.
- 57 All information on Tasmanian pictorial stamps: Lancaster, *The Pictorial Stamps of Tasmania 1899-1912*, ppvii,3,7,8,13,18.
- 58 6d stamp: Lancaster, op.cit. R.Lewis Parker: LLSL Archives: Northern Tasmanian Camera Club Album 23 (1894), Spurling's photograph: QVM Archives: *The New Souvenir of Launceston and Vicinity* (booklet, QVM 1975.78.4). Aesthetic Values project: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p232.
- 59 Dilston Falls loc: Dilston 070247. Quotation: Lancaster, *ibid*, p8.
- 60 Nature Reserve: DPWH, Annual Report for 1991/92, p47. Listed: RNE Registered ; LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p25. Loc: Exeter prop 0393.
- 61 Matthew Flinders map: op.cit. Some details of description & significance from RNE, op.cit. Public use not encouraged: *ibid*. Recreational focal point: LCC, op.cit., Social p15. Small jetty: *Examiner*, 8 February 1997.
- 62 Corra Linn loc: Prospect 193068. Port Dalrymple settlement site: see section Settlement: Lower North Esk. Paterson quotation: Paterson to King, 27 December 1804, HRA III, 1, p614.
- 63 Oxley quotation: Oxley, account of the settlement at Port Dalrymple, 1810, HRA III ,1, p760.
- 64 1811 tour: Macquarie, *Journal of his tours* , pp67-70. Quotation: *ibid*, p67.
- 65 Sugar Loaf loc: Prospect 194025.
- 66 1910 promotional feature: Northern Tasmanian Tourist Association, *Launceston Tasmania*, (photograph reproduced, QVM:P:1997:1595). A similar view appears in Spurling & Sons, *Picturesque Launceston (Tasmania) & Surroundings: Illustrated by fifty one superb views*. From about 1959: *Examiner*, 12 September 1959
- 67 Quotation: Evans, *Description of Van Diemen's Land*, p78. North Esk Flood Plain: RS 24, see LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p26, also LCC RS 24 assessment sheet. Rural residential developments: LCC, *Glenwood Road Development Feasibility Study* (1988) (frequent recognition of scenic amenity of valley, high visual exposure of Glenwood Road) . But shows little recognition: *Launceston Planning Scheme*, Cultural p13, 28 ; Rural p9.
- 68 Widowson quotations: Widowson, *Present State of Van Diemen's Land*, pp 128,117,119. For further early comments on farm landscapes, see sections Living on the Land: Crop growing & :Grazing.
- 69 Barrowville loc: Blessington 218065. Watercolour: NL Coll: Landale, Mrs, 'Barrowville Feb 1857', watercolour, NL/R455 (in James Scott scrapbook).
- 70 Cocked Hat Hill loc: Prospect 162035. NL Coll: Landale, Mrs, 'Cocked Hat Hill Farm, Evandale Jcn, N Tasmania', wash drawing, NL/R456. Louis Wood : ML Coll: Louis Wood sketchbook 1867-8.; refer to section Transport: Railways for details of Jingle Valley encampment (loc. Prospect 154085).
- 71 1894 Quotations: *The Leader*, 'Picturesque Tasmania' Supplement, 27 October 1894. For discussion of associationism, see Dixon, 'A "Complicated Joy": The Aesthetic Theory of Associationism and its Influence on Tasmanian Culture', in Roe (ed.), *The Flow of Culture: Tasmanian Studies*, pp122-38. 1903 quotations: *Weekly Courier*, 19 December 1903, p33.
- 72 For fuller discussion of English elements of rural landscapes see Tassell, *Rural Cultural Landscapes: A Study*. Also see section Living on the Land: Fencing. Road works: numerous articles appeared concerning the threat to hedgerows, some specifically noting the value of these 'English' landscapes (*Examiner*, 19 October & 15 December 1999; with photographs).
- 73 In 1949: *Launceston Trips for the Tourist* brochure. Dunedin & Barbrook locs: Prospect 189087 & Blessington 207018. Open Garden Scheme: *Australia's Open Garden Scheme Guidebook* (1993/94, 1995/96 editions); also Barbrook Open Garden: *Examiner* 12 January 1996, 15 January 1996. Some brochures: *Launceston: places of interest, list of tours, map of city* , 1978; *Let's Talk about Evandale*, 1983 & 1989 editions. Heritage Highway: see *Heritage Highway Tasmania: A Touring Guide 1996/97*. Refer to QVM: Tassell Files: tourist brochures.
- 74 Old Illaroo, Dunedin: RNE Registered (also NT Registered); locs Prospect 179089 & 189088. For further details refer to section

- Settlement: Lower North Esk; *Heritage Launceston Review*, September 1990 (copy held QVM: Tassell Files: Lower North Esk historic properties) also QVM: op.cit., 1997 National Trust field visit notes. Northcote: NT Registered; loc Prospect 171083. For further details refer to QVM: op.cit., 1997 National Trust field visit notes. For photographs of these properties refer to QVM: project photographs.
- 75 On route to Ben Lomond : LCC recognised tourist significance of rural route, see LCC, Launceston Planning Scheme 1996, Cultural p28. Former inn: National Trust Register (Classified); refer to section Settlement: Lower North Esk: White Hills: Services; loc Blessington210050. Note that White Hills was listed as an additional forest place with artistic associations because of the recent paintings of Jonathon Bowden (Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, pp40, 232.)
- 76 Illustrated article: *Illustrated Melbourne Post*, 8 October 1868; copy held LLSL Railway file; see also Craig, *More Old Tasmanian Prints*, p133-35.
- 77 Jingers Creek and Relbia station locs: Prospect 155084 & 168048. Quotation: The Mercury, *History of the Launceston and Western Railway*, p21. Railway tourism destinations: Atkinson, *Railway Tickets of Tasmania*, pp69-73. For discussion of the railway in the Lower North Esk region, see section Transport: Railways.
- 78 Glenbothy and Relbia Pottery locs: Prospect 163078 & 163054. Glenbothy advertised in *A Guide to Launceston, North and East Tasmania*, (brochure), p29. Glenwood Road area: LCC, *Glenwood Road Development Feasibility Study*, 1988.
- 79 Corra Linn and flourmiller's bridge locs: Prospect 193068 & 184067. For sources and details of early settlement, transport & flourmilling information see sections Settlement: Lower North Esk; Transport: Roads: Lower North Esk; and Living off the Land: Crop growing: Flourmilling. Aesthetic values: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, p28; vol 2, p40.
- 80 For a discussion of associationism see Dixon, 'A "Complicated Joy": The Aesthetic Theory of Associationism and its Influence on Tasmanian Culture', in Roe (ed.), *The Flow of Culture: Tasmanian Studies*, pp122-38. Macquarie's 1811 visit & quotation: Macquarie, *Journal of his tours*, p67.
- 81 Evans quotation: Evans, *Description of Van Diemen's Land*, p78.
- 82 According to Dixon: see Dixon, op.cit., pp137-38. Meredith quotation: Meredith, *Our Island Home*, p16.
- 83 Meredith edited: Dixon, op.cit., p137, also Rae-Ellis, *Louisa Anne Meredith*, p251. Meredith quotations: *Walch's Tasmanian Guide Book*, p155. Garran, *Picturesque Atlas of Australasia*, vol 2, p527.
- 84 For discussion of wooden and iron bridges, see section Transport: Roads: Lower North Esk. Meredith quotation: *Walch's Tasmanian Guide Book*, p155
- 85 In 1887 quotation: *Examiner*, 27 September 1887.
- 86 Aesthetic values: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, p28 ; vol 2, p40. Earliest dated painting: Simpkinson de Wesselow, 'Corra Linn on the North Esk V.D.L.', watercolour, Royal Society of Tasmania Coll (TMAG); reproduced in Angus, *Simpkinson de Wesselow*, p111. Following is a list of other art works in approximate chronological order. Emily Bowring, 'Corra Linn Bridge. Tasmania' (n.d., c1859), pencil sketch, ALMFA Coll, No.17 in Bowring album. J.M. Nelson, 'Corra Lynn Bridge' (1865), watercolour, QVM Coll. C.Troedel & Co, chromolithograph, 'Corra Lynn' (1865), see Craig, *Old Tasmanian Prints*, p331, also ibid p286. Unknown artist, 'Corra Linn, South Esk R' (3 works, n.d.), watercolours, NL Coll (Rex Nan Kivell Coll) NK 2455/222, NK 284, NK 9922. Louisa Anne Meredith, sketch in album, TMAG Coll. Fernleigh Montague, oil, 'Coralinn Bridge over the North Esk River 7 miles from Launceston' (1878), QVM Coll (for information on the artist refer to McCulloch & McCulloch, *Encyclopedia of Australian Art*, p493.) T.G. Glover, 'Corragh Linn, Launceston, Tasmania' (1878), NL Coll, NL/R4196. W.Mollier, 'Corralynne', wood engraving, published in Garran (1879), *Picturesque Atlas of Australasia*, vol 2, p529. Unknown artist, untitled view of Corra Linn wooden bridge (n.d.), oil on leaf, QVM coll, QVM:1963:74:1. Haughton Forrest, 'Bridge at Corra Lynn' (1886), oil, published in Brown, *Haughton Forrest 1826-1925*, p 28; copied Beattie photographs, ibid, p62,66. Richard J. Nicholas, 'Corra Linn, Tasmania' (n.d, c1880's), oil, reproduced in 1988 *Masterpiece Fine Art Gallery Catalogue*, referred to in *The Tasmanian*, 26 December 1891 and *Official Record of the Tasmanian International Exhibition, Launceston 1891-92*. Unknown artists, small oil paintings on wood, referred to in *The Tasmanian*, ibid. P.Lee, untitled? (1897), reproduced with notes in *Masterpiece Fine Art Gallery Catalogue* (photograph in Tassell Files). Agnes Bulman (1870-1964), 'Corra Linn' (n.d.), oil, QVM Coll, biographical details in *Examiner*, 23 May 1964. Craig has identified numerous prints of Corra Linn, including separate prints and more commonly, those published in newspapers and books; see Craig, *Old Tasmanian Prints*, pp115,159,161,178,197,199,210,226,231,232,240,286 ; Craig, *More Old Tasmanian Prints*, pp61,95,129,148,150,156,157. Note that there is duplication because some appeared in more than one publication, also some are duplicated in the other listings here. Jonathon Bowden watercolour series, referred to in Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p40.
- 87 The art works mentioned here are all listed in the preceding note, together with sources of information.
- 88 Photography in early 1860's: Long, *Tasmanian Photographers*, pxii. Alfred Abbott's photography: ibid, p1. Quotations: Diary of Alfred Abbott 1858-61, copy held TL Coll (Crowther coll); with photographs of Corra Linn dated April 1860, 1862.
- 89 Wet plate photography: Long, op.cit., pxii. Styant Browne influential: ibid, pp xii, 22-24. Said to have pushed wheelbarrow: Branagan, *A Great Tasmanian*, pp13-14. First use of dry plates: QVM: Spurling file: Chris Long typescript, pp36,118.
- 90 Spurling Studio photographs: Long, op.cit, pp106-7. See Spurling & Son, *Picturesque Launceston (Tasmania) & Surroundings*, Launceston, n.d. Views of Corra Linn by various photographers appear in many collections and publications and are too numerous to list in detail: see QVM, LLSL, AOT and TL collections, also *Weekly Courier*, 1 November 1917 and Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p40.
- 91 'On the Edge of the Moor': *Examiner*, 13 October 1903 & *Daily Telegraph*, 14 October 1903 ; *Australasian Photo-Review*, vol.13, 1906, p291 (with reproduction); flour mill ruins loc: Prospect 184068. In 1926: *Examiner*, 28 September 1926.
- 92 James Moses: *Weekly Courier*, 16 January 1908, with photograph. Growing numbers of tourists and cyclists, seasonal tea-room: *Examiner* 24 August 1908. Widely promoted for tours: for example, *Weekly Courier*, 19 December 1903 ; 8 May 1913, *Tasmanian Mail*, 18 December 1919; *Tasmania- the Wonderland. Colour-line Tours* (brochure, copy LLSL: Tasmania- description and travel file). 1900 quotation: *Cyclopedia of Tasmania*, p164. 1914 Handbook quotation: Government of Tasmania, *Handbook of Tasmania*, p172.
- 93 In 1936: AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/9 (2 April 1936) District Boxing Day picnic: QVM: Chugg family diaries 1921-42(copy)
- 94 Prominent photographer Hurley: Long, *Tasmanian Photographers*, p65. Hurley publications: *The Garden of Tasmania, Tasmanian Holiday, Tasmania: a camera study*.
- 95 In 1945: *Examiner*, 10 April 1945. Fish hatchery loc: Prospect 185067. For discussion of fish hatchery, see section: Living on the Land: Hunting and Gathering: Fishing. 1981 proposal: *Examiner*, 14 October 1981.
- 96 Recreation area : AOT: St Leonards Municipal Council: Minutes of Meetings 11July 1960 ; G. & R. Chugg, N. Maroney (interviews). Problems with fouling: *Examiner* 15,16&17 January 1987, 1 December 1987, 23 February 1988. Scout Island: DPWH Annual Report, 1990-91, p49. Commercial adventure pursuits: see brochures *Tasmania's Launceston Tamar Valley & North Midlands*, p23; *Tasmanian Expeditions 1993-1994*, Whitewater Experiences, *Tasmania Rafting -Cataract Gorge, North Esk*, and ibid, *Raft Tasmania's Wild Rivers*.
- 97 The historic and social values have not been well recognised: The potential of the bridge as a tourist asset was mentioned in *Examiner*, 1 January 1969, but Corra Linn gorge, bridge and recreation area have no RNE status; Corra Linn was initially listed but not documented in Context Pty Ltd, *Regional Forests Agreement: Tasmanian National Estate Social Values Project*, p13. The old farmlands

- of the Glenwood Road are highly visible from the Corra Linn recreation area but are compromised by rural residential developments.
- 98 Area of Significance: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p26; also LCC RS 24 data sheet. The scenic importance of the Corra Linn was discussed in LCC, *Glenwood Road Development Feasibility Study*, 1988.
 - 99 Exploration: HRA III, i, p659. Alienation: see section Settlement: Upper North Esk. Evans: Jones, *Backsight*, p24 and Smith, *European Vision*, p164, 198. From 1832 Glover: Smith, *ibid*, p198-99; McPhee, *The Art of John Glover*, pp30, 93, 100-1. Fate of 35 paintings: Kolenberg, *Tasmanian Vision*, p101.
 - 100 Theodore Bartley 26 May 1856: Phillips, *Bartley of Kerry Lodge*, p72. Whisloca loc: Blessington 400051. Hunting and fishing: see section Hunting and Gathering.
 - 101 1949 tours: Tasmanian Government Tourist Department brochure *Launceston Trips for the Tourist*. Coombe Bank, Steppes and Wattle Corner locs: Blessington 328031, 358062 & Giblin 446082. Rural routes: Launceston City Council: LCC, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p28.
 - 102 Elverton loc: Blessington 365068; Whisloca loc: Blessington 400051. Bush farming landscapes: see Settlement (Upper North Esk) section.
 - 103 Sawmilling landscapes: see Forestry section. Millworkers cottages at Upper Blessington: photograph in Hughes, *Heart of the North*, p118. *Tale of Ruby Rose*: K.Wakefield (interview). Crossroads loc: Ben Nevis 542135.
 - 104 Ingleburn loc: Ben Nevis 494108. *Tale of Ruby Rose*: M.Brophy (interview). *Tasmania - Be Tempted* poster: Tasmaniana Library. Upper Blessington views: Hughes, *Heart of the North*, pp118-19; Hughes, *Best of Tasmania*, pp70,117.
 - 105 Upper Esk Host Farm: 'Country Retreats' brochure, 1991; *Tasmanian Travelways*, Aug-Sep 1997, p.30. Horseriding: 'Millybrook Bush Riding' brochure. Old Whisloca Cottage: *ibid*, p22.
 - 106 Regional Forest Agreement: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, pp17-19, 27, 37; vol 2, p17.
 - 107 Matthew Flinders: Chart of Terra Australis 1798-9, South Coast, Sheet VI (held LLSL and other colls.). Colonel Paterson, Legge, Grimes: Plomley, 'Ben Lomond: History and Science', THRA PP December 1988, p137. Evans map: Evans, Chart of Van Diemen's Land 1821 (held OSG, reproduced in Newitt, *Convicts & Carriageways*, p18). Until the 1940's: *Ben Lomond National Park* (brochure). For further discussion of history of exploration and survey, see Plomley, *ibid*, pp136-45.
 - 108 Ben Lomond was admired: Plomley, *op.cit*; Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, pp17-19, 27, 37. Ronald Gunn collected plants: Buchanan, *Tasmanian Collecting Localities*, p4; Burns and Skemp, *Van Diemen's Land Correspondents*, p18 (map), pp38-9.
 - 109 John Glover ascended: McPhee, *The Art of John Glover*, p32ff. Reminded him: Smith, *European Vision*, p199. Sent to London: Kolenberg, *Tasmanian Vision*, pp100-1.
 - 110 Garra, *Picturesque Atlas*, p524.
 - 111 *Launceston Examiner*, 1 January 1856, p2.
 - 112 *Tasmanian Gazetteer*: Whitworth, *Tasmanian Gazetteer*, p12. Travellers were advised: Government of Tasmania, *1914 Handbook*, pp142-44. Spurling's photographs: Long, *Tasmanian Photographers*, p107.
 - 113 Rough tracks to the plateau: Plomley, 'Ben Lomond: History and Science', THRA PP, December 1988, p142 and Burns and Skemp, *Van Diemen's Land Correspondents*, p18 (map), pp38-9. By 1924: B.Hill (interview); for photographs of 1924 parties, see QVM:1997:P:1036 & 1037. From around this time: Branagan, *A Great Tasmanian*, pp88-9 (photograph at Blessington Estate, p89); G. McKinlay, B. Plomley, C. Phillips (interviews). Blessington Estate loc: Giblin 508097. Satans Gully loc: Giblin 516075. For photographs of Ben Lomond parties, northern side see LLSL Archives: Fred Smithies Papers, Album 4. For examples of Spurling's photographs: see *Weekly Courier*, eg. 14 & 25 May 1908; QVM: Plomley Papers (Ben Lomond files).
 - 114 Branagan, *op.cit*, pp86-89, Plomley, *op.cit*, p143 and G. McKinlay (interview).
 - 115 Carr Villa loc: Giblin 525042. Information on history and structural details of Carr Villa is summarised from detailed papers in QVM Tassell Files: Unpublished report to National Trust of Australia (Tas) on Ben Lomond Huts (1994); sources QVM Plomley Papers: Northern Tasmanian Alpine Club records & files (including photographs); QVM Oral History Tapes: 1979 B.Plomley with R.Hall, F.Smithies, G.McKinlay and with H. von See, and 1992 G.McKinlay; LLSL Archives: Fred Smithies Papers (including photographs). Photographs: QVM:P:1997: 0789,0790,0836,1328 & 1329; published photographs: Branagan, *A Great Tasmanian*, pp90-91. Photographs also held at AOT.
 - 116 Himminborg loc: Giblin 530042. Information on history and structural details of Carr Villa is summarised from detailed papers in QVM Tassell Files: Unpublished report to National Trust of Australia (Tas) on Ben Lomond Huts (1994); sources QVM Plomley Papers: Northern Tasmanian Alpine Club records & files (including photographs); QVM Oral History Tapes: 1979 B.Plomley with R.Hall, F.Smithies, G.McKinlay and with H. von See, and 1992 G.McKinlay; G.McKinlay (interview). Photographs: QVM:P:1997: 0792-3, 1326-27.
 - 117 Information on Ben Lomond road access and summit huts is summarised from detailed papers in QVM Tassell Files: Unpublished report to National Trust of Australia (Tas) on Ben Lomond Huts (1994); sources QVM Plomley Papers: Northern Tasmanian Alpine Club records & files (including photographs); QVM Oral History Tapes: 1979 B.Plomley with R.Hall, F.Smithies, G.McKinlay and with H. von See; LLSL Archives: Fred Smithies Papers (including photographs). Club member Bill Mitchell: QVM:P:1997:1021. Tracks for bushwalking: M.Brophy (interview); photographs QVM:P:1997:0789-96.
 - 118 Most information on Ben Lomond development is summarised from detailed papers in QVM Tassell Files: Unpublished report to National Trust of Australia (Tas) on Ben Lomond Huts (1994); sources QVM Plomley Papers: Northern Tasmanian Alpine Club records & files (including photographs); QVM Oral History Tapes: 1979 B.Plomley with R.Hall, F.Smithies, G.McKinlay and with H. von See; LLSL Archives: Fred Smithies Papers (including photographs). Wattle Corner loc: Giblin 445078. Ben Lomond National Park established with opposition: Mosley, *Aspects of the Geography of Recreation in Tasmania*, pp225, 258. Retain or build private huts: Mosley, *ibid*, p257. Took the initiative: Mosley, *ibid*, pp177, 253. Local sawmillers, contractors and land owners: C.Phillips (interview). Logging and timber: Mosley, *ibid*, p246. Photographs of road, huts also held at AOT.
 - 119 After the 1930's: G.McKinlay (interview). Residents of the Upper North Esk: B.Hill, M.Brophy (interviews).
 - 120 Carr Villa was handed over: Northern Tasmanian Alpine Club, *Ben Lomond Bulletin*, April 1963. Informal camping: *Ben Lomond National Park*, Department of Parks, Wildlife and Heritage brochure. Himminborg to Scotch College: G.McKinlay (interview). For 1990's photographs of huts see examples QVM:P:1997:2157-60
 - 121 As the result of a 1994 study: QVM Tassell Files: Unpublished report to National Trust of Australia (Tas) on Ben Lomond Huts (1994); related correspondence.
 - 122 Ranger's hut loc: Giblin 531044. Barbeque loc: Giblin 513049. Picnic facilities loc: Giblin 511051. Facilities erected at a new site: *Examiner*, 17 June 1996; A. Napier (interview).
 - 123 Matthew Flinders: Chart of Terra Australis 1798-9, South Coast, Sheet VI (held LLSL and other colls.) Occupied by the 1830's: see section Settlement: St Patricks. James Ross: Ross, *The Van Diemen's Land Anniversary and Hobart Town Almanack 1831*, p143.
 - 124 *Walch's Tasmanian Guide Book*, 1871, p220
 - 125 Skemp, *Memories of Myrtle Bank*, p39 (quotation), pp35, 67, 70.
 - 126 Styant Browne, noted amateur photographer: Long, *Tasmanian Photographers 1840-1940*, pxiii, pp 22-24. Influential Northern

- Tasmanian Camera Club: Long, *ibid*, p86. In his *Log of a Voyage*: Manuscript (copy held QVM): Higgs and Styant Browne, *Log of a Voyage in a Caravan*. Faulkner's property loc: Patersonia 301290. Millwood's farm loc: Patersonia 268253. St Patricks River waterworks loc: Nunamara 250171.
- 127 In the following year: *Examiner* 9 November 1897. At least one other trip: Launceston *Examiner* 19 July 1911; LLSL Archives: Northern Tasmanian Camera Club Album 2 (undated) contains photographs of this area.
 - 128 St Patricks River and Mount Barrow promoted: Northern Tasmanian Tourist Association, 1905 pamphlet, pp20, 26. Accommodation at farms: Northern Tasmanian Tourist Association, *Launceston Official Guide* (1915), p57. Farmhouse fishing holidays: see section Living off the Land: Hunting and Gathering; Aldridge, Hopevale & Rivermade locs: Patersonia 286242, 283245 & 305265. Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory* (1924 -1925), pp 109 & 49. Rookwood loc: Patersonia 380226.
 - 129 Selected by the government in 1920: JPPP 1920/7 (Parliamentary Standing Committee on Public Works: Main Road to North East Proposal). In the 1980's: see section Transport: Roads: Pipers Region. Neither route would be preferred: *Examiner*, 23 June 1992.
 - 130 Tours to north east: *Tiger Wilderness Tours* (1997 brochure). Planning scheme: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural-appendix, p10. For discussion of Myrtle Park Recreation Ground, see section Services: St Patricks River Region: Targa. Mention of Mount Barrow and Myrtle Park: eg. *Tasmania: The Visitors Guide* 1993. Nunamara store & basic picnic area locs: Nunamara 252178 & 253175.
 - 131 Seven properties: Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory* (1924 -1925), pp49 & 109.
 - 132 Mount Barrow and 'St Patricks River and surrounds' (including Myrtle Park and riverbank upstream) were proposed but not assessed as sites in Context Pty Ltd, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, Part B, pp75,121. For more information on Myrtle Park, see section Settlement: St Patricks: Targa and refer to Hepper and de Gryse, *Myrtle Park Management Plan*. Published photographs: see *They Told a Tale* Banks of the upper St Patricks River: see section Living off the Land: Hunting and Gathering; also Settlement: St Patricks: 1920's to present. Artists have painted: Myrtle Bank considered for potential National Estate aesthetic significance but below threshold, see Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p166.
 - 133 Florence Skemp Reserve location: Patersonia 298283. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, p26; also LCC Regional Significance Data Sheet RS 27. For further discussion of Florence Skemp Reserve and its history, see Skemp, *Memories of Myrtle Bank* (illustrated); Settlement: St Patricks & Services and Amenities; Launceston Field Naturalists Club records & collections.
 - 134 Matthew Flinders: Chart of Terra Australis 1798-9, South Coast, Sheet VI (held LLSL and other colls.). Opening of tracks: see section Transport: Roads: St Patricks. Quotation: Walch's *Tasmanian Guide Book*, p220.
 - 135 In 1903: *Weekly Courier*, 19 December 1903. Spurling photographers: Long, *Tasmanian Photographers 1840-1940*, p106-7. Published Spurling photograph of Mount Barrow Falls: *Weekly Courier*, 1 December 1906. Many Spurling photographs held in QVM collection. For postcards, see TL collection. Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory* (1924 -1925), pp35, 99, 109.
 - 136 Mount Barrow Falls State Reserve 1928: Department of Parks, Wildlife and Heritage, Tas, *Annual Report 1991-2*, p65. Falls loc: Patersonia 338218. Rankin's property loc: Patersonia 358205 (prop 0789). 1934 brochure: *Mt Barrow* (brochure, copy held LLSL Mount Barrow file; includes photographs of route & summit cairn). Summit cairn loc: Nunamara 349192. Photographs of road, hut, summit: see AOT Photographic Index: Mount Barrow. In 1936: AOT: St Leonards Municipal Council: Minutes of Meetings AB 375/9 (2 April & 7 May 1936).
 - 137 Access to the falls: A. Napier (interview). 1940 Mount Barrow Reserve: Department of Parks, Wildlife and Heritage, op.cit., p65. 1940 Mount Barrow road & reserve: Mosley, *Aspects of the Geography of Recreation*, p223. Area of Regional Significance: Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, pp24,26; also LCC Regional Significance Data Sheet RS 21. Australian Heritage Commission, Register of the National Estate.
 - 138 1924 road proposal: *Weekly Courier*, 4 December 1924. Road construction 1934-39: Mosley, op.cit., pp56-57.
 - 139 Opening of road: Branagan, *A Great Tasmanian*, p101-3, includes photograph of carpark & commemorative cairn from summit. 1949 trips: *Launceston Trips for the Tourist*, Tasmanian Government Tourist Department brochure. See also sections Settlement: St Patricks: general services and Transport: Roads: St Patricks. Stone chalet & commemorative cairn loc: Patersonia 359202 & Nunamara 354189. Photographs of stone chalet: see LLSL: Photograph files: Mount Barrow. Photographs of road construction & opening, and several built structures: see AOT Photographic Index: Mount Barrow
 - 140 Reserve entrance facilities loc: Patersonia 359202. 1980's nature walk: 1989 Lands, Parks and Wildlife Mount Barrow information sheet (copy held LLSL Mount Barrow file). Radio transmitter station: see section Services: Communications. Shelter hut date: hut visible in 1940 photograph in LLSL Archives: Fred Smithies Papers. Shelter hut loc: Nunamara 354191.
 - 141 The attractions of Mount Barrow State Reserve are outlined in Parks, Wildlife and Heritage, *Tasmania's National Parks and Reserves: A Visitors Guide*. In 1978: *Launceston: places of interest, list of tours, map of city* (brochure).
 - 142 St Patricks River water scheme: for further discussion of development, built structures and present landscapes of both Nunamara Dam and Distillery Creek Filtration Plant see section Settlement: St Patricks: services & amenities, also Morris-Nunn & Tassell, *Launceston's Industrial Heritage: a Survey. Part One*, pp323-36 (including photographs). Nunamara Dam loc: Nunamara 251171. *Cyclopedia* article: *Cyclopedia of Tasmania*, pp26-9. Mayoral visit photographs: *Tasmanian Mail*, 12 March 1904; series of six by St John David in *Weekly Courier*, 12 March 1904, p23; mounted set of photographs QVM:P: 0414-18.
 - 143 1868-9 photographs: QVM: Sale Collection. Walch's *Tasmanian Guide Book*, p220. In 1889: *Launceston Examiner*, 13 March 1889. 1896 Caravan journey: Higgs and Styant Browne, *Log of a Voyage in a Caravan* (copy held QVM). NTCC field trip: LLSL Archives: Northern Tasmanian Camera Club Album 2 (undated). Popular subject 1900-10: numerous photographs published in newspapers, eg *Weekly Courier*, 21 February 1903; *Tasmanian Mail*, 27 September 1902, 15 April 1905; other photographs in AOT Photograph Index, LLSL: Photograph Files & QVM:1983:P:215, QVM:1991:P:0855. St Patricks River was listed as an 'additional forest place with artistic associations' because of photographs by Spurling II & III by Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p232.
 - 144 Cottage built: L. Cartledge (LCC, interview). Picnic drives: Northern Tasmanian Tourist Association (1905 guide book), p20. Government of Tasmania, *Handbook of Tasmania* 1914, p174.
 - 145 Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp24,26; also LCC Regional Significance Data Sheet RS 25. Modifications and management: L. Cartledge & J. Jarrad (LCC, interviews).
 - 146 Matthew Flinders map: *Chart of Terra Australis 1798-9*, South Coast, Sheet VI (copies held LLSL and other collections; reproduced in Newitt, *Convicts & Carriageways*, p6. Tallis map: Tallis, *Van Diemen's Land or Tasmania*, 1851 (held TL, reproduced in Newitt, *ibid*, p152). Sprent map: Sprent, *Map of Tasmania*, 1859 (copies held LLSL and other collections, reproduced in Newitt, *ibid*, p204). Mount Barrow and Mount Arthur locs: Nunamara 349192 & Lisle 242303.
 - 147 For discussion of timbergetting and Grubb and Tyson sawmill, see section Timber Industry: periods pre 1850 & 1850's-1880's, also Settlement: Pipers: Underwood. Sprent's map: op.cit. Strange paintings: Frederick Strange, 'Plate No 19 Messrs Grub & Tyson's Sawmill, Pipers River' (c1858-60), watercolour, QVM Coll B 3b/8; 'Tyson's Sawmill' (c1858), watercolour, ALMFA Coll. ML has 1928 copy of Strange drawing of the mill. For discussion of the artist, see Craig & Mead, 'Frederick Strange - Artist - c1807-1873', PPRST,

- vol 97, June 1963.
- 148 For discussion of pioneer farm landscapes, see Sections Settlement: Pipers. Quotation: *Examiner*, 8 June 1876.
 - 149 For discussion of spread of pioneer settlement in Pipers region, see Settlement: Pipers. Athertons in 1880: LLSL Bangor file: Atherton narrative account. Atherton quotations: QVM primary file: Atherton family papers, letters n.d. (October or November 1880) and 15 October 1880.
 - 150 Settlement patterns: see section Settlement: Pipers, also Kelp, Evolution of a Land Settlement Pattern, pp 7.4, 8.2-8.5. *Cyclopedia* quotation: *Cyclopedia of Tasmania*, p203. Loone quotations: Loone, *Tasmania's North East*, p99. Many photographs taken before the post-World War 2 use of bulldozers show standing ring-barked trees, examples QVM:P:1997:0721,1592 (Lilydale), 0723 (Lebrina), 0977 (Tunnel).
 - 151 Quotation: *Cyclopedia*, p202. Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory (1924 -1925)*, p35.
 - 152 For discussion of aesthetic influences see Dixon, 'The Aesthetic Theory of Associationism and its Influence on Tasmanian Culture' in Roe, *The Flow of Culture*. Photographic excursion: see account with photographs in LLSL Archives: Northern Tasmanian Camera Club, Album 3 ; also copied in LLSL Photograph File: Underwood. Underwood bridge, McLennan's farm, Lilydale Falls, waterwheel locs: Dilston 171286, Lilydale 173356, 177356 & 172357. In 1897: *Examiner*, 23 June 1897.
 - 153 Quotation: *Descriptive Catalogue*, The Tasmanian Nurseries, Karoola, c1910 (no pagination).
 - 154 Directory: Tasmanian Government Tourist Bureau, *Hotel and Boarding House Directory (1924 -1925)*, p95. 1903 article: *Weekly Courier*, 19 December 1903. The following year: *ibid*, 7 May 1904. In 1914: Government of Tasmania, *Handbook of Tasmania*, p179. Quotation: *ibid*, p179. Photographs of Lilydale Falls can be seen in many collections, including AOT Photograph Coll:Lilydale; TL: Postcard Coll: Lilydale ; many in QVM Coll including numerous Spurling, also QVM:P:1997:0712-13. Many appeared in *Weekly Courier* , for example 7 May 1904, 25 March 1920.
 - 155 Astor Motors: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/5 (6 February 1937).
 - 156 In 1917 Reserve vested: *ibid*, AB 387/3 (6 January 1917). 1923 lease granted: QVM: Lilydale Municipal Council correspondence files: Lilydale Falls Reserve, 1 May 1937, also LSR Lilydale file: 'Lilydale Municipality Items of Interest' (27 March 1944). Work in 1925: QVM: *ibid*. 1925 photograph: QVM:P:1988: 0370. Quotation: *North-Eastern Advertiser*, 7 May 1937. Unemployment relief schemes: QVM: Lilydale Municipality correspondence files: letter to Tasmanian Government Tourist Bureau (15 August 1930); *North-Eastern Advertiser*, 16 September 1930 and AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (5 December 1936).
 - 157 Road maps: QVM, *ibid*, 5 June 1929. Ladies convenience: QVM, *ibid*, 7 October 1930. Platform: D.Wilson (interview).
 - 158 Coronation Day: *North-Eastern Advertiser*, 5 November 1937. Spring bulbs: *Mercury*, 27 May 1938. Variety of other trees: *North-Eastern Advertiser*, 7 May 1937 and *Examiner*, 4 August 1937. Native trees, blackwood: *North-Eastern Advertiser*, *ibid*. Wattle blossom: *North-Eastern Advertiser*, 2 September 1938; *Examiner*, 3 September 1938 & 6 September 1944. Swings, quarry, walks: D.Wilson (interview).
 - 159 Newspaper quotation: *Examiner*, 3 September 1938. Difficulties in 1940's: *Examiner*, 9 October 1943 & 16 October 1945, *North Eastern Advertiser*, 4 October 1949. Swimming pool: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/5 (7 November 1942). For discussion of role of Falls Reserve for local recreation see section Settlement: Pipers: Lilydale: Recreation.
 - 160 Quotation: *Examiner*, 25 March 1964. Special trains, new bridge: *ibid*. Kiosk: D.Venn, D.Wilson (interviews). Entrance gates: *Examiner*, 17 March 1969.
 - 161 Information about the municipality: QVM: Lilydale Municipal Council: Correspondence files, letter to W.R. Rolph & Sons, 15 September 1936. Also wattle blossom: *Examiner* , 3 September 1938, 6 September 1944; *North-Eastern Advertiser*, 2 September 1938.
 - 162 Glenford Farm loc: Dilston 154296. Information from C. Olson (interview); briefer mention also in Hollybank Apiary, *A History of Hollybank*, p3. Wattle blossom a feature: often mentioned in newspaper articles, for example *North Eastern Advertiser*, 2 September 1938; *Examiner*, 6 September 1944.
 - 163 Information from C.Olson (interview). *Weekly Courier*, 3 November 1932, with Burrows photograph of the river with natural bushland. 1939 promotion: *Examiner*, 18 March 1939, with photograph of Pipers River gorge at Glenford Farm.
 - 164 Walker property loc: Lilydale 146326. For further discussion of Walker nurseries and orchards see sections Living on the Land: Orchard & Plant Nurseries. Railway garden: *Tasmanian Mail Christmas Number*, 4 December 1929. In 1902: inscription in Lalla Nurseries Visitors Book (1909-21); copy held QVM Tassell Files: Walker family papers. Visitors remarks & quotations: *ibid*. At the pond: *Daily Telegraph*, 1 February 1909, p3.
 - 165 Pear Walk loc: Lilydale 146325. By 1909: *ibid*. By 1913: *Weekly Courier*, 8 May 1913. Description of Pear Walk: *Tasmanian Mail*, op.cit. Visitors in 1914: Lalla Nurseries Visitors Book, op.cit. In 1936-7: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (4 July 1936) and AB 387/5 (6 February 1937).
 - 166 Bridestowe loc: Lilydale 198355. For discussion of lavender farm history and landscapes see section Living on the Land: Lavender. By 1932: *Examiner*, 22 May 1933. Road improvements: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (6 April 1935). Quotation: QVM: Lilydale Municipal Council: Correspondence files, letter to Deputy Statistician, 30 September 1935.
 - 167 1933 quotation: *Courier Christmas Annual*, 2 November 1933. 1972 quotation: *Sunday Examiner Express*, 15 January 1972. 1959 quotation: *Mercury*, 27 January 1959.
 - 168 Visitor tours: information supplied by D.Venn from interview with former employee R.Bassett.
 - 169 For site details, photograph listings and Nabowla site see section Living on the Land: Lavender; also QVM: Lilydale Council Collection LCC 26. The lavender farm complex appears on Launceston City Council heritage listings; see Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural p5.
 - 170 Merthyr Park loc: Lilydale 160345. In 1917; the Cascades: *Mercury*, 12 January 1938. Gravel being carted: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (9 June 1928). In 1935: *ibid*, 2 February 1935. In 1937: *ibid*, 3 July 1937. Merthyr agreed to donate: *Mercury*, op.cit. 1938 inspection: *Mercury*, 19 January 1938. Scenic riverbank: *ibid*. Open bushland with orchids: *North Eastern Advertiser*, 13 February 1945. Promotional feature: *Examiner*, 18 March 1939.
 - 171 Vested in 1946: *North Eastern Advertiser*, 15 October 1946. Act passed: *ibid*, 20 May 1949. Quotation: 15 October 1946. Selling mature trees: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/7 (4 July 1949). Plaque: *ibid*, 5 September 1949. Rubbish tip: Moore, *Merthyr Park Bushland Management Plan*, p1. Community concern: *Examiner*, 17 January 1969 (includes photograph).
 - 172 Chalet Hotel loc: Lilydale 182333. Launceston City Council: plans of Chalet Hotel, December 1945. Description of 1946 complex: LLSL: Lilydale file: unsourced newspaper article with photograph, also J. Brooks (interview). Tour buses: R. Smith (interview) . Fire in 1963: *Examiner*, 25 February 1963. Refer also section Settlement: Pipers: Lilydale: Hotels and Services: Hotels.
 - 173 In 1940: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/5 (6 July 1940). Circular routes, NTTA including quotation: QVM: Lilydale Municipal Council correspondence files, letter from NTTA to City Council, 29 May 1945. Land donated: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/7 (15 January 1949). To be cut: *ibid*, 5 March 1949.
 - 174 In 2000: *Examiner*, 20 & 27 January, letters.
 - 175 For detailed discussion of settlement in this period, see sections Settlement: Pipers: Overview of settlement patterns, & section for each district. *Examiner* and especially *Sunday Examiner Express* of the mid-1970's to early 1980's often featured Pipers region alternative lifestyle stories; some can be accessed in LLSL locality files and the Tasmaniana Index. For example, many renovating old cottages or building new at Lalla (*Examiner*, 28 January 1978); alternative lifestyle at Lalla (*Sunday Examiner Express*, 4 October 1975, 28

- October 1976); importance of alternative lifestyles in Lilydale district (ibid, 2 & 16 August 1978).
- 176 By 1976: *Examiner* , 28 August 1976. Market; loc: Lilydale 149323; *Examiner*, 17 December 1973. Stuga Restaurant; loc: Lilydale 164324; *Examiner* ,18 December 1976. Bakery; loc: Lilydale 178333; *Sunday Examiner Express*, 16 August 1980. Nursery; loc: Dilston 161298; *Northern Scene*, 28 February 1980. Apiary; loc: Dilston 164273; *Sunday Examiner Express*, 23 August 1980. Bardenhagen's store ;loc: Lilydale 181333; *Let's Talk About Lilydale District- Tasmania's Country Garden* (brochure); details in section Settlement: Pipers: Lilydale: Services: Shops. Hotel loc:Lilydale 81334; *Examiner*, 20 November 1976. These businesses are discussed in relevant sections of Settlement, Services. Copies of brochures for some are held in QVM: Tassell Files: Tourist brochures.
- 177 Picturesque restored farmhouses: the house Lyndhurst (loc. Lilydale 208339, Doaks Road, Lilydale) featured in the photographic collection Hughes, *Heart of the North*, p118. A range of tourist brochures referring to these businesses is held in QVM: Tassell Files: Tourist brochures. Still attracts visitors: When listing attractions in 1995, Webb (*A Portrait of Tasmania*, p77), noted that Lilydale was thriving unlike other small towns because people had developed alternative lifestyles. The brochure *Lilydale North-Eastern Tasmania: Heritage, History, Tradition, Wine* (c1997-8) lists a wide range of historical details, attractions & services in Lilydale -Lalla.
- 178 Lalla Appleshed: *Lilydale Progressive*, June 1988. Lilydale Market; loc: Lilydale 186332; ibid, 1986-93. Lebrina market; loc: Retreat 189413. *Examiner*, 24 October 1997, 2 December 1997. Lalla Woolshed loc: Lilydale 143323; *Let's Talk About Lilydale District- Tasmania's Country Garden* (1989 brochure). CWA craft shop; loc: Lilydale 182333; *Examiner*, 21 January 1982. Bark Hut; loc: Retreat 192422; *Lilydale Progressive*, April 1988. Mural: *Lilydale North-Eastern Tasmania* brochure; 1992 date on plaque on mural.. Lilydale Fine Art; loc: Lilydale 182333; *Examiner*, 2 December 1995. Painted poles: *Examiner*, 19 December 1998. In 2000: *Examiner*, 17 March 2000.
- 179 Zoning: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Rural-appendix pp3 (Lilydale), 7 (Lebrina). A range of brochures relating to businesses is held in QVM: Tassell Files: Tourist brochures.
- 180 Stone House: loc Lilydale 154311; *Sunday Examiner Express*, 6 July 1974. Hawkspur: loc. Lisle 213338; Plovers Ridge*: loc. Lilydale 172326. Pear Walk* loc. Lilydale 141326. Other past or present (those marked* were open in early 1998) accommodation places include Tallett's Host Farm, Lalla(loc. Lilydale 162323), Challamoor*, Bangor (276 Paling Track), Falls Farm* near Lilydale Falls (loc. Lilydale 174354). Accommodation brochures held in QVM: Tassell Files: Tourist brochures.
- 181 Orchard decline: see section Living off the Land: Orchard. Walker nursery: loc Lilydale 155318; see section Living off the Land: Plant nurseries.
- 182 See section Living off the Land: Vineyards. Commercial vineyards: Providence (Lalla; loc Lilydale 161325); Lalla Gully (Lalla; loc Lilydale 155332); Clover Hill (Lebrina; loc Retreat 189426); Brook Eden (Lebrina; loc Retreat 183444). *Tasmanian Wine Route* and *Taste Tasmania Cellar Door & Farm Gate Guide*. (brochures)
- 183 Walker nurseries: loc Lilydale 155318. For details see section Living off the Land: Plant nurseries and QVM: Tassell Files: Walker papers. RNE: Registered. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23,26; also LCC Regional Significance Data Sheet RS 9. Social values: Context Pty Ltd, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, pp11,139.
- 184 Brown Mountain nursery: loc Dilston 161298. *Brown Mountain Nursery & Gardens* (brochure). For details see section Living off the Land: Plant nurseries. Garden Walks: *Examiner*, 22 November 1983; also see *Lilydale Progressive* issues of 1980's and 90's, for example May 1986, July 1988, October 1993. Gardens in 1998: *Examiner*, 23 October 1998. Arnold gardens: ABC, *Australian Open Garden Scheme Guidebook* 1998/99; loc Lilydale 193343. Maxwellton Braes garden details from K. Shepherd (interview); refer also to sections Settlement: Pipers: Lilydale & Living on the Land: Dairying.
- 185 Pear Walk: ABC, *Australian Open Garden Scheme Guidebook* 1995/96.
- 186 Visitor usage: Timothy, *Lilydale Falls Management Plan*, p14. Main road: see section Transport: Roads: Pipers. Falls Farm was advertised for sale in 1994 (*Examiner*, 22 April 1994; see QVM: Tassell Files: Pipers Real Estate advertisements) as being suitable for a tourist venture; the restaurant & accommodation were subsequently opened.
- 187 Local group involvement: there are mentions of working bees in *Lilydale Progressive* ; specific examples cited below. New entrance: ibid, September 1991. Closure from 1981: ibid, July 1981. From 1986: ibid, May 1986. Working bees: ibid, June & October 1988.
- 188 Social values: Context, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, Part B, pp2, 30. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23,26. 1995 Plan: Timothy, *Lilydale Falls Management Plan*, particularly pp6,9,19,27.
- 189 Significant social values: Context, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, Part B, pp2, 20. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23, 24, 26, also LCC Regional Significance Data Sheets RS 14. Marshall & Pearson, *Regional Forest Agreement: Cultural Heritage Identification and Assessment: Stage 2&3: Study 2: Sample of Place Types in Forests: Vol.1: Appendix E, p35 and Vol.2: Appendix F, Site HMC/DM6.*
- 190 Grubb and Tyson sawmill: see sections Timber Industry: 1850's-1880's; Settlement: Pipers: overview & Underwood. For discussion & sources of Frederick Strange works : see preceding section Pioneer settlement: 1850's-1880's. Remains of tramway, mill manager's house: discussed in detail in Tassell, *Hollybank Forest Reserve: Historical Significance of the Farming Phase*, pp12-19.
- 191 Farming phase: see section Settlement: Pipers: Underwood. For more detailed discussion of the farming phase, its landscape features and historical significance see Tassell, op.cit. Ash Plantation phase: see section Timber Industry: 1920's-early 1970's: Exotic Plantations. Forestry Commission: ibid.
- 192 Recreational use 1964-77: see sections Timber Industry: 1920's-early 1970's: Exotic Plantations & : 1970's-late 1990's: Community Relations. Ponds were made: R.Sulzberger (interview). More details of developments held QVM: Tassell Files: Hollybank.
- 193 1985 Booklet: Forestry Commission, *Hollybank 1850's-1980's*. Hollybank Forest Centre details: see section Timber Industry: 1970's-late 1990's: Community Relations.
- 194 School of Architecture: *Examiner*, 10 June 1993. Hollybank Forest Training Centre: Special feature, *Examiner*, 26 May 1994. Walk of Change: ibid; also brochure *Hollybank Forest: a place of discovery and change*. Recent changes to site: Robert Sulzberger (interview) ; Tassell, op. cit. Special days: see brochure *What's happening at Hollybank (25 March 1995)* . Hollybank Ecology Day: *Examiner*, 22 March 1996.
- 195 Context, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, Part B, pp2, 20. Tourism policy: *Examiner*, 11 September 1995. Visitor numbers: Tasmanian Public Land Use Commission, *Regional Forest Agreement: Social and Economic Report Vol 2: Background Report Part D*, pp147, 154. Sculpture exhibition: date approximation only, M. Tassell (personal recollection). Arboreal: *Examiner*, 16 October 1996, 10 December 1996.
- 196 Grammar School hut loc: Lisle 219318. Start of Mountain Road track: Lisle 216319. Work on track: *Lilydale Progressive*, April 1988. Proposed Whites Mill Road track: ibid, October 1993. Track described in brochure *Lilydale North-Eastern Tasmania*.
- 197 Survey cairn: Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*, p22-23. Sawmilling: ibid; also see section Timber Industry.
- 198 Context, *Regional Forest Agreement: Tasmanian National Estate Social Values Project*, Part B, p74. Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 2, p131. Area of Regional Significance: Launceston City Council, *Launceston Planning Scheme 1996: Policy Papers*, Cultural pp23, 26; also LCC Regional Significance Data Sheets RS 12.
- 199 Merthyr Park loc: Lilydale 160346. Clearfelling, rubbish tip: Andrew Smith (interview at Lilydale Landcare site visit, 19 November

- 1995.) Weed control and rehabilitation: *ibid.* Management Plan: Moore, *Merthyr Park Bushland Management Plan*, pp1, 22-24. Scenic walks mentioned in brochure *Lilydale North-Eastern Tasmania*.
- 200 *Examiner*, 20 & 27 January 2000.
- 201 Brochures: *Lalla-eleven in one; Let's Talk About Lilydale District: Tasmania's Country Garden; Tasmania's Holiday Retreats; Tasmania Country Style Cottages 1997-1998; Falls Farm Tearooms & Country Accommodation; Tasmanian Wine Route*. Brochures with thematic groupings include: *Tasmania's Launceston, Tamar Valley & Northern Midlands*; *A Guide to Launceston, North and East Tasmania*; *Tasmania's Tamar Valley Attractions: Valley of Contrasts*
- 202 After its settlement: see sections Extractive Industries: Mining: Little Forester & Settlement: Little Forester
- 203 North-Eastern line: see section Transport: Railways: North-Eastern railway. Denison Gorge loc: Retreat 195403. By 1890: 1890 Tasmanian Government Railways poster (copy held QVM: Tassell Files); Atkinson, *Railway Tickets of Tasmania*, p69.
- 204 News item quotation: *Examiner*, 30 April 1892. Hotel site: Nabowla 255248. For discussion of hotel, see Settlement: Little Forester: Golconda & Services: Hotels. 1997 correspondent: *Examiner*, 10 January 1997. Jones girls from Ferny Hill: G. Fullbrook (interview).
- 205 Bridestowe Lavender Farm loc: Nabowla 285466.
- 206 Brochures: *Let's talk about Lilydale District - Tasmania's Country Garden*; *The North-East Trail*. Red Rooster Host Farm: *Tasmanian Travelways*, August-September 1997, p30; loc Lisle 221373. Shepherds Rivulet: Context Pty Ltd *Regional Forests Agreement: Tasmanian National Estate Social Values Project*, vol 2, p113. Golconda crafts shop loc: Nabowla 258142.
- 207 Sidelong Range aesthetic values: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, pp32,58; vol 2, p194.
- 208 Panama Forest: Young, *Regional Forest Agreement: Aesthetic Values Identification and Assessment*, vol 1, p175. Art Gallery: *Tasmania's Launceston- Tamar Valley & Northern Midlands* (brochure), p15. Forest walk: Panama Forest Group walk guide map (copy held QVM: Tassell Files). Social values: Context Pty Ltd *Regional Forests Agreement: Tasmanian National Estate Social Values Project*, p93. Australian Heritage Commission, Register of the National Estate.
- 209 Tasmanian Circus Festival: *Examiner*, 25 February 1996, 29 February 1997; *Tasmanian Circus Festival 1998* (brochure). Lisle Cemetery and Picnic Ground: Context Pty Ltd *Regional Forests Agreement: Tasmanian National Estate Social Values Project*, p62.
- 210 Quotation: *Launceston Examiner*, 10 August 1889. Denison Gorge loc: Retreat 195403. For discussion of North-Eastern railway see section Transport: Railways: North-Eastern railway. By the summer of 1890: 1890 Tasmanian Government Railways poster (copy held QVM: Tassell Files). Inward passenger numbers: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: the Lilydale District 1840-1923*, Appendix E, p15. Police officer: AOT: Police Department: Hall's Track (Lebrina) Duty Book 6 June 1887-25 May 1891: POL 476 (dates from 18 January 1890).
- 211 Railway tourism destination: Mosley, *Aspects of the Geography of Recreation in Tasmania*, p18.
- 212 For examples of photographs see Government of Tasmania, *Handbook of Tasmania* 1914, p173 (Beattie); Spurling & Sons, *Picturesque Launceston (Tasmania) & Surroundings*; *Weekly Courier*, 28 March 1903, 11 August 1906, 2 January 1908 (Beattie), 29 May 1913 (Spurling); AOT Photographic Index (several holdings); Tasmaniana Library Postcard Collection (including Spurling and Sons, & Tasmanian Government Railways series), LLSL Photograph Files: Lilydale; QVM collection including albums QVM:1991:P:0215 & 0828; 1987:P:586&7; Spurling photographs: 1983:P:0619,1268,1271; 1986:P:0535; 1988:P:0619.
- 213 Passenger numbers 1905-20: Kelp, *Evolution of a Land Settlement Pattern in Tasmania: the Lilydale District 1840-1923*, Appendix E, p15. Excursion trip in 1905: Northern Tasmanian Tourist Association guide book, p26. Railway Telegraph Office: Orchard, *The Post Offices of Tasmania*, p19.
- 214 Handbook of Tasmania quotation: Government of Tasmania, *Handbook of Tasmania* 1914, pp172-3 (includes Beattie photograph).
- 215 Some families: Carey, *Lillies (sic) in the Valley*, p67. In 1912: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/2 (2 September 1912). Track to the station: AOT: Tankerville Road Trust: Minutes of Meetings AB 386/2 (3 March 1890).
- 216 Road to the Gorge in 1929: QVM: Lilydale Municipal Council: correspondence files, letter to Tasmanian Government Tourist Bureau (5 June 1929). Access in 1930's: A.Shipton (interview). In 1930: AOT: Lilydale Municipal Council: Minutes of Meetings AB 387/4 (6 December 1930). Rail tickets: Atkinson, *Railway Tickets of Tasmania*, p69-70.
- 217 1992 visit photographs: QVM: P: 1997: 2252-58. Undated photograph: *AN News*, September 1989 (copy held QVM: Tassell Files: railways). Railway enthusiasts: W. Venn (interview). This site was listed: Gaughwin, *North-East Tasmania: Historic Sites Inventory Project*.
- 218 Projects associated with Regional Forests Agreement: Context Pty Ltd, *Regional Forests Agreement: Tasmanian National Estate Social Values Project*, p27; Young: *Regional Forests Agreement: Aesthetic Values Identification and Assessment*, vol 1, p42.
- 219 Young: *Regional Forests Agreement: Aesthetic Values Identification and Assessment*, vol 1, p42.
- 220 North Lilydale & Nabowla site locs: Lilydale/Lisle 200354; Nabowla 285466. For discussion of lavender industry see section Living on the Land: Lavender Farming. For discussion of North Lilydale lavender farm as a tourist attraction, see section Tourism: Pipers: Bridestowe Estate Lavender Farm.
- 221 For history of the Denny lavender farms, see section Living on the Land: Lavender Farming. Original small souvenir kiosk (no longer in use): identified by tour guide & photographed 1992 (QVM:P:1997:2020). Tourist developments from 1979/80: 1980 Bridestowe Estate Vehicle Pass (copy held QVM Lavender file); *The Islander*, No 4, April 1986, p6. Visitor numbers: *Examiner*, 13 August 1993, 8 January 1996.
- 222 For discussion of early settlement & farming of the site, see section Settlement: Little Forester: Nabowla. Tourist visits: *Examiner*, 15 January 1993; *Tasmanian Travelways*, October-November 1997.
- 223 Coach tours: *In & around Launceston, Tasmania* (brochure). General and tourist books: including Hughes, *Heart of the North*, p122. 1997 Maggie T fashion catalogue: *Examiner*, 3 March 1997. Promoting Bridestowe in conjunction with other attractions: most brochures including: *Let's talk about Lilydale District - Tasmania's Country Garden*; *The North-East Trail; Tasmania's Launceston and Tamar Valley; Tasmania: the Visitors Guide* (23rd edition); *Tasmania's Launceston, Tamar Valley & Northern Midlands*; *Gateway Tasmania: Launceston, Northern Tasmania and the East Coast*; *A Guide to Launceston, North and East Tasmania*; *Treasure Islander*, October 1997, p15.