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Chapter 1

HISTORY AND CHRONOLOGY

DISCOVERY

The Period of Dutch Exploration

In the authors of antiquity, references are found to a land called "Terra Australis" but it is the Dutch who are credited with the discovery of both Australia and Tasmania. The Dutch, with their trading posts in Java, represented the closest extension of European sea power near the north of the unknown continent and its discovery, either by accident or design, became inevitable.

In 1606, Captain William Jansz in the *Duyfken* was sent from Java to explore the islands of New Guinea and, crossing Torres Straits unawares, coasted along the west of Cape York Peninsula; this was the first of a series of voyages by Dutch captains who, in the next thirty years, acquired some knowledge of the western shores of the unknown land. Not all voyages were undertaken with the aim of exploration—Dirk Hartog's long journey along the western shore of Australia in 1616 resulted from his sailing too far east on the route from the Cape of Good Hope to Java. Some later captains on the same route even regarded the western Australian coast as a suitable landfall before turning north for Java—a commentary on the difficulty of navigation when longitude had to be established by dead reckoning.

In 1642, the Dutch East India Company despatched from Java an expedition of two vessels, the *Heemskirk* and *Zeehan*, under Captain Abel Tasman, with instructions to investigate the extent of the unknown land thought to exist between New Guinea and the coast of western Australia. One immediate aim of the Governor General, Anthony Van Diemen, was to find a southern route from Java to Chile so that ships of the company could either trade or plunder along the Pacific coast of South America; a question to be resolved was whether any land mass extending far south blocked such a route.

The original plan was to sail west to Mauritius, to run down to 52° or 54° South latitude and then to proceed east; assuming no land was discovered, it was then intended to turn north in either the longitude of eastern New Guinea or possibly of the Solomons. If Tasman had followed this plan in every detail, he might have discovered the east coast of Australia, anticipating Cook's work by more than a century. As it turned out, the extreme southern latitudes were too hostile and accordingly Tasman was sailing east in latitude 42° South when he sighted the mountainous west coast of Tasmania on 24th November, 1642.

The Dutch navigator skirted the south coast and made a landing on the east coast for water in Blackman Bay (from an anchorage south of Marion Bay). He then sailed north to St. Patrick's Head, crossed the Tasman sea and discovered New Zealand, returning to Java by a route to the north of New Guinea. Tasman had thus performed the feat of circumnavigating Australia in a single voyage without once sighting the Australian continent.

In honour of the Governor General of the Indies, he named the first discovery Van Diemen's Land, imagining it to be the most southern extension of the Australian continent, an illusion that was only completely dispelled by Bass and Flinders when they circumnavigated the island in 1798. The Dutch did not follow up the discoveries of Tasman or their other explorers because they were interested in establishing trading posts only among peoples with a higher degree of civilisation than the natives of Tasmania or Australia appeared to possess. (Tasman's crew saw no natives in Tasmania but inferred their existence from sounds, cuts in trees and the smoke of fires.)

The Period of British and French Exploration

One hundred and thirty years passed before Tasmania was visited again, this time by the French navigator Marion du Fresne in 1772; he virtually repeated Tasman's original landfall, skirted the south coast and came to anchor in the bay that bears his name (Marion). His visit is memorable for the first contact between Europeans and Tasmanians and for the slaying of the first native by gunfire. Du Fresne himself was killed by Maoris in New Zealand on the same voyage.

A year later, Captain Tobias Furneaux in the *Adventure* became separated from Captain Cook in the *Resolution* on the route to New Zealand, and made for Tasmania to obtain water. He eventually anchored off Bruny Island in Adventure Bay but mistakenly believed himself to be in the area of Tasman's original landing which was at least forty five miles to the north-east. From this original error sprang a confusion in nomenclature which persists to this day (e.g. Frederick Henry Bay, first named in Tasman's record, appears on maps in an area that Tasman did not even see). Furneaux then sought to investigate the possibility of a strait separating Tasmania from the continent recently explored by Cook but shoals in the islands bearing his name (Furneaux Group) caused him to desist and make for New Zealand.

In 1777, Cook, on his third voyage, used the Adventure Bay anchorage without detecting Furneaux's navigational errors.

The settlement at Port Jackson in N.S.W. in 1788 put Tasmania on a major sailing route, the first fleet passing south of the island on its way. To have sailed north of the island would have invited shipwreck on the Australian "mainland" of which Tasmania was then believed to be part. In the same year, Captain William Bligh put in to Adventure Bay with the *Bounty* on his way to Tahiti and to the famous mutiny; he had been on Bruny Island before as Cook's sailing master.

Captain Cox of the *Mercury* anchored in the bay known as Cox's Bight in 1789, charted some of the south coast and explored the strait between Maria Island and the east coast.

The next visitor (1792) was Admiral Bruny D'Entrecasteaux commanding *Recherche* and *Esperance* and searching for La Perouse who had not been heard of since 1788 when he sailed from Botany Bay. The Admiral made up from the south, hoping to anchor in Adventure Bay, but a navigational error put his ships too far west with the happy result that he discovered the magnificent channel separating Bruny Island from the Tasmanian mainland, and was the first to sail up the Derwent River. Leaving Tasmania, the expedition sailed as far west as Cape Leeuwin in western Australia when it became imperative to take on water. It is an indication of the lack of knowledge then available that D'Entrecasteaux had to return to Adventure Bay to fill his casks. In the same year, Bligh put in to Adventure Bay on his way to obtain breadfruit trees in the Pacific for transplanting in the West Indies.

The year 1794 was notable for the visit of Commodore John Hayes who had sailed from India with the *Duke of Clarence* and *Duchess*; he explored the Derwent as far as Mt. Direction and named Risdon, later to be the site of the first settlement.

Tasmania an Island

Two voyages now followed which established that Tasmania was an island. Surgeon George Bass in a whaleboat left Port Jackson in 1797, rounded Wilson's Promontory and discovered Western Port. The nature of tides and swells encountered told Bass that here was no bay but rather a strait of considerable magnitude. Lieutenant Flinders held a contrary opinion, however, thinking that a land-bridge was necessary to explain the presence of natives in Tasmania. In 1798, Bass and Flinders were given the sloop *Norfolk* to decide the question for all time and they circumnavigated the island, commencing on a westerly course along the north coast where they discovered the Tamar estuary.

Fear of the French

In the original annexation of Australian territory by Cook in 1770, Tasmania was excluded since the southern limit was proclaimed as 38° South latitude. Formal possession of Tasmania had been taken by Governor Phillip on 26th January, 1788, when he read his commission to the people of the First Fleet at Sydney Cove. Now that it was established that Tasmania was an island, the authorities both in London and Sydney felt that some steps should be taken to block the French from making any claims to possession. The urgency of doing this was underlined by the arrival in D'Entrecasteaux channel of Admiral Baudin with the *Geographe* and *Naturaliste* in 1802. The expedition's navigator, Freycinet, charted Tasman and Forestier peninsulas and correctly identified the Frederick Henry Bay of the Dutch era. The expedition then called at Port Jackson before sailing south into Bass Strait where it was intercepted at King Island by Lieutenant Robbins in the *Cumberland*. Announcing his intention boldly to the French Admiral, the Lieutenant then disembarked his small company and formally annexed the island in the name of King George III. Governor King at Port Jackson who gave Robbins his instructions was not satisfied that merely formal acts of annexation would block the French indefinitely and decided that permanent settlements were required if British sovereignty were to be retained. To this decision can be attributed the settlement at Risdon (1803) and the Hobart and Port Dalrymple settlements of 1804.

Geography of the Original Landing

The latest map published by the Tasmanian Lands and Surveys Department (1:250,000) makes easy the recognition of Tasman's landings on the east coast. His anchorage was near Visscher Island while the first landing was made by longboats which passed through the narrows into Blackman Bay. The second landing occurred in the south-east of North Bay where a lagoon proved to be too brackish for filling water casks.

The last landing was made near Tasman Bay where the navigator had hoped to plant the flag of his Prince and take formal possession of the new land. The surf being too rough to get the longboat ashore, the carpenter swam through the waves, planted the flag and then fought his way back to the longboat.

SETTLEMENT

The First Settlement at Risdon (1803)

It will be observed that the original explorers of the island (including the French) had very largely concentrated their attention on the south-east and, in particular, on the sea approaches to the Derwent. Faced with the necessity for establishing a settlement to assert British sovereignty, Governor King had a number of possible sites to consider, including King Island, Port Phillip and Port Dalrymple (the Tamar Estuary). His eventual choice was the area of the Derwent and he reported his intention to the Admiralty as follows:—

“My reasons for making this settlement are the necessity there appears of preventing the French gaining a footing on the east side of these islands; to divide the convicts; to secure another place for obtaining timber with any other natural productions that may be discovered and found useful; the advantages that may be expected by raising grain; and to promote the seal fishery.”

Commissioned to make the Derwent settlement, Lieutenant John Bowen sailed from Sydney with the *Albion* and *Lady Nelson*; the two vessels became separated in a gale but both were at anchor at Risdon by 12th September, 1803 when Bowen went ashore. The slenderness of Governor King's resources is apparent from the fact that the settlers—free, convict and military—only numbered 49 and that the *Albion* was a British whaler under temporary charter (she caught three sperm whales on the voyage while becalmed).

The responsibility for the choice of the Risdon site attaches ultimately to Bass who had made detailed investigations of the Derwent in 1798 from the *Norfolk*. He had reported as follows:—“The land at the head of Risdon Creek, on the east side, seems preferable to any other on the banks of the Derwent”. It was not surprising, therefore, that Bowen's commission from Governor King directed him to locate the new settlement in the Risdon area. In actual fact, the site ultimately proved unsuitable due to the inadequate stream and the poor landing place; these handicaps were aggravated by the wretchedness of the human material at Bowen's disposal, a characteristic not altered when the camp was increased to nearly 100 persons.

If the settlement has any claim to fame, it derives from an encounter with natives who descended on the camp on a hunting expedition and who were fired on by the soldiers in a state of panic. Whether the future barbarities of inter-racial war could have been avoided is an open question but this encounter was the first phase of a struggle that ended in the extinction of a race.

The final act of the Risdon Settlement was played on 9th August, 1804 when the *Ocean* sailed for Port Jackson with Lieutenant Bowen and most of his people; Lieutenant-Governor Collins at the new settlement at Hobart had decided to close down the Risdon camp and held such a low opinion of these early colonists that he retained only thirteen convicts and one free settler.

The Settlement At Hobart (1804)

If Lieutenant-Colonel Collins had carried out his original instructions, then Hobart today might have been the name of the capital of Victoria situated on Port Phillip Bay. The British Cabinet, impressed by Governor King's warnings on possible French penetration, decided to carry out the occupation of Port Phillip direct from Britain and, to this end, commissioned Lieutenant-Colonel Collins (Royal Marines) to command an expedition in the *Calcutta* with the *Ocean* as tender. The settlers eventually arrived, via

Rio De Janeiro and the Cape of Good Hope, and formed a temporary camp near the site of the modern Sorrento township. For a variety of reasons, Collins was unhappy about the locality; he considered navigation hazardous, the soil poor and water scanty. Promising land at the head of the bay he was unwilling to develop due to the show of strength by large bands of natives. Accordingly he wrote for advice to Governor King in Sydney and was left free to decide between the River Derwent and the River Tamar (Port Dalrymple) as possible sites for transfer of his command. He was probably swayed in his eventual choice of the River Derwent by its reputation as a safe harbour and the fact that Risdon had already been settled.

On 15th February, 1804, Lieutenant-Governor Collins, with the first detachment from Port Phillip in the *Lady Nelson* and *Ocean*, anchored off the new settlement at Risdon. A quick inspection satisfied Collins that the site was quite unsuitable and he made his own reconnaissance, eventually selecting the area on the western bank known as Sullivan's Cove and ordering that the expedition should be disembarked with all its stores in the vicinity of Hunter's Island. In the same month, Collins reported to King that his two ships were "lying within half a cable-length of the shore in nine fathoms of water"; the Lieutenant Governor had selected gentle slopes for his settlement, located a fine stream running from Mt. Wellington and found near the mouth of the stream depths of water which would accept the draught of any vessel of his day (or of the modern era).

The following table shows the early composition of the settlement at Sullivan's Cove (but excludes details of the Risdon camp):

Number Victualled at Sullivan's Cove, 26th February, 1804

Quality	Men	Women	Children
Military Establishment	26	1	..
Civil Establishment	6
Settlers	13	5	13
Convicts	178	9	8
Supernumeraries	(a) 3
TOTAL	226	15	21

(a) Including one aboriginal from Port Jackson.

The strength of the colony was increased to 433 persons in June, 1804 when the *Ocean* returned from Port Phillip where it had taken aboard the balance of the original expedition. From the camp on Sullivan's Cove has sprung the present city and port of Hobart.

David Collins was no amateur in the field of colonisation—he had sailed with Governor Phillip as Judge Advocate in the first fleet in 1788 and had acted as Secretary to the Governor till 1796 when he returned to Britain with excellent recommendations. His memory is honoured in Hobart's Collins St., in the Anglican Cathedral (St. David's) and by the memorial above his grave in St. David's Park.

The Settlement on the Tamar (1804)

While the Lieutenant Governor was still in Port Phillip Bay, wondering where best to settle, he sent his namesake, William Collins, on a voyage of exploration to the Tamar estuary. William Collins followed the river up as far

as the Cataract Gorge and returned to Port Phillip with a good account of the possibilities of the Tamar for settlement; in his absence, however, the Lieutenant Governor had made up his mind and was already preparing for the expedition to the Derwent.

Later Governor King received a despatch from Lord Hobart (Secretary of State for the Colonies) who, by a grotesque error, recommended the establishment of a settlement at Port Dalrymple "upon the southern coast of Van Diemen's Land and near the eastern entrance of Bass' Straits". If Lord Hobart really meant "south", then Collins' move to the Derwent had anticipated his wishes. However, since Collins had, in fact, left Port Phillip, was not it necessary to re-occupy Port Phillip or possibly to watch the Strait from Port Dalrymple? King knew that Hobart's despatch was written in ignorance of Collins' move and accordingly decided to use his own initiative without raising questions of geography with the Secretary for Colonies.

In Hobart's despatch, Lieutenant-Colonel William Paterson (New South Wales Corps) was nominated as Lieutenant Governor of the new colony. Paterson set sail with 57 soldiers and convicts in the *Integrity* and the *Contest*, but after a month of adverse winds both ships were forced back to Port Jackson. A second attempt was made using *Buffalo*, *Lady Nelson*, *Francis* and *Integrity* and increasing the party to 181. This time the Tamar was successfully entered but *H.M.S. Buffalo* went aground and was, with some difficulty, brought to anchor in Outer Cove (George Town) on 4th November, 1804. Lieutenant-Colonel Paterson decided that *Buffalo* must be immediately unloaded and accepted the Outer Cove site as a suitable camp while he undertook a more detailed reconnaissance of the Tamar.

Although he penetrated as far as the present fertile site of Launceston, Paterson made the extraordinary decision to set up his headquarters at the head of West Arm and founded York Town, while still maintaining small establishments at Outer Cove, Low Head and Green Island. In commenting on York Town, one can only imagine that Paterson was guided purely by the strategic necessity of being near the entrance to the Tamar and that he gave little thought to the problem of soil fertility and cultivation.

In March, 1806, Paterson was willing to admit that York Town was a most unsuitable site and he accordingly moved his headquarters to the present site of Launceston. Today York Town and Risdon have one thing in common—the almost complete absence of any indication that settlements had ever existed. The Lieutenant Governor's name is commemorated today in Launceston's Paterson Street and Paterson Barracks.

Paterson, before setting out on this expedition, had been involved in an argument as to his status but Governor King had resolved the matter by dividing Tasmania at the 42° parallel and making Collins and Paterson sovereign in their respective halves, but subordinate to him as Governor. In naming the Tamar and Launceston, Paterson was honouring King who came from Launceston in Cornwall.

THE ABORIGINES

Introduction

Although Tasman visited the island in 1642, it was not until Marion du Fresne landed in 1772 that the first Tasmanian aborigines were seen by Europeans; a century later (1876), Truganini, the last representative of her race, died in Hobart.

Origin

Ethnologists have indulged in frequent speculation on the origin of the Tasmanian aborigines. There is general agreement that they were not of the same race as the Australian aborigines who are held to be of Dravidian stock and related to certain primitive races of the South of India. One immediate difference was found in hair; in the Tasmanians crinkly, and in the Australians straight. The Tasmanians are thought to have been negrito and akin to certain primitive tribes in Malaya, New Guinea, New Caledonia and the New Hebrides; in fact, there is evidence to suggest that small pockets of negrito stock existed on the Australian mainland, in particular on the Atherton Tableland in Queensland.

Two theories exhaust the possible ways in which the aborigines could have reached the island:—(i) by sea; (ii) by land-bridge. The sea theory requires either a raft journey from New Caledonia or possibly an island to island traverse of Bass Strait from the Australian mainland. Those who discard the sea theory point to the very primitive canoes reported by early observers; these were made from bundles of gum tree bark and were propelled by hand or stick without the use of sails—most unseaworthy craft to make open sea voyages. Those who still think the sea theory possible say that the primitive tools of the Tasmanians may have been inadequate for boat construction, using local hardwoods, but good enough for working with possibly softer timbers of their earlier homeland. According to this theory, then, the Tasmanians would have been primitive navigators who had forgotten their art in a new homeland which denied them suitable materials for boat or raft construction.

The second theory, considered by most the more probable, relies on the fact that a drop of 150 feet in sea level would establish a land bridge through the Furneaux Islands to Victoria. It is assumed that this land bridge was in existence before the end of the last Ice Age, some ten thousand years ago, when the sea level was perhaps two hundred feet below what it is today. It is further assumed that the Tasmanians, overwhelmed by hostile Australian tribes, retreated first to Victoria and finally along the land bridge to Tasmania. The ending of the ice-age and the melting of the ice caps gradually led to the formation of Bass Strait and the isolation of the race.

Various attempts have been made to compare the Tasmanian aborigines' stage of development with that of Paleolithic races living in Europe many thousands of years ago but it will be sufficient for this article to describe their way of life before the advent of white settlement. It should be remembered, however, that the observations of the early explorers and settlers were not always reliable and that the race, for all practical purposes, was extinct before anthropologists had evolved a scientific approach to their subject. Pity, contempt or hostility appear to have been the prevailing attitudes of the early settlers, who were in the best position to observe at first hand, but objective scientific curiosity was conspicuously absent.

Numbers

As no real count was made of the aborigines until the last pitiful remnants were shipped off to Flinders Island, any estimate of their numbers when settlement began is purely speculative. Nevertheless there is general agreement that they were not numerous and a figure of as low as two or three thousand is accepted as probable.

Clothing and Shelter

The natives wore no clothes but were observed to occasionally carry a skin slung over the shoulder; they protected themselves against the cold by smearing their bodies with seal fat and charcoal, thus blackening their brown skins. Early observers looked in vain for native villages; since the aborigines were hunters with no agriculture or domesticated animals, their life was nomadic and they did little more than throw up rough bark shelters on temporary camp sites. The natives on the west coast, where the weather was more severe, built the most elaborate structures while those on the east coast sometimes seemed satisfied with a mere windbreak built of bark. Where the hunting and foraging area contained caves, the natives used them as camps.

Fire

There was originally some doubt as to whether the natives possessed any means of making fire. Early observers reported that they carried lighted fire-sticks when on the move and that even canoes making for offshore islands sometimes carried fire aboard. Thus, even if they possessed the ability, they must have experienced considerable difficulty and therefore preferred to keep a fire always alight. After settlement, the natives were known to use the friction fire-stick but a few Australian aborigines had then come to the island and it was just possible that they introduced it. For people with so little protection against the weather, fire was important and the women had the task of carrying it from one camping place to the next. Fire was also used intelligently as an aid to hunting—the scrub was cleared in many parts by deliberately set fires which had the double effect of reducing cover for game and of later attracting kangaroo and wallabies when the burnt patch yielded a good growth of native grasses. Considerable tracts of country, particularly in the north midlands, had been cleared in this way when white settlement began.

Weapons and Tools

Their main hunting weapons were the spear and the waddy; their cultural isolation from the Australian aborigine is suggested by the fact that they did not have shields, spear-throwers or boomerangs (or the dingo as a hunting dog). Spears were usually made from straight Tea-tree saplings about twelve feet long, shaped with a stone scraper and with the point hardened by fire; the waddy was about two feet long and ended in a knobby butt. The natives possessed neither the sling nor the bow but were known to kill small game by throwing stones.

The Neolithic people made stone implements, ground and polished them and fixed them to handles; the Tasmanians did none of these things—hence they are classified, on the basis of their artefacts, as still belonging to the Old Stone Age. Their artefacts were of the simplest kind and, in function, can be thought of as scrapers, knives or axes; their favourite material was hard, smooth rock such as quartz, to which they imparted an edge by chipping small flakes from one side with another stone or bone implement. Extensive collections of these primitive stone tools are on display at Hobart and Launceston Museums.

Food

In the primitive Tasmanian economy, men were the hunters and women the fishers. The main animals hunted were kangaroos and wallabies but very few creatures were spared if the native could get within range; wombats, kangaroo rats, wallaby rats, bandicoots, spiny ant-eaters, platypuses, possums and even Tasmanian devils were all items of diet. The usual method of catering

was to throw the untreated kill in a fire and to remove skin and entrails after cooking. Birds were also hunted, including the emu, now extinct, and the native hen, which cannot fly.

Tasmania is a small island but it has over 900 miles of coastline from which the aborigines were able to gather substantial food supplies, mainly in the form of shell-fish. It is a remarkable fact that they possessed neither hooks nor fish spears and did not build fish traps on tidal rivers; there is even reason to doubt that boned fish were ever eaten, possibly due to some taboo of unknown origin. The most popular forms of shell-fish were oysters, mutton fish (abalone), mussels, scallops, limpets, sea snails, periwinkles, warreners and whelks. In fact, it is true to say that the most lasting evidence of native residence in the island exists in the middens—or great heaps of shells—that the foragers accumulated at their favourite haunts along the shoreline. Crayfish were brought up from among the kelp by the women who swam and dived like fish; to catch seals, the women rubbed themselves with seal fat to disguise the human smell and crept alongside the basking mammals before killing them with their waddies. Along the coasts and in offshore islands were the mutton bird rookeries where the young birds could be taken before they could fly (this item of diet is popular among present-day Tasmanians). Bird's eggs were also taken.

The diet described so far has been exclusively meat or fish; Tasmania is no tropical paradise with fruits and vegetables growing in profusion but the natives were known to obtain some food from the natural flora, including berries, manna (an exudation from a species of gum tree), the native potato, the pounded roots of bracken fern, mushrooms and Black-fellows' Bread (an underground fungus).

Tribal Organisation and Carvings

Little is known of their tribal organisation except that one group resented the incursion of another into its customary hunting ground and would contest its passage with arms. No hereditary chieftains existed and leadership went to the best hunter with the older men deciding the movements of the tribe and seeing to the observance of the tribal laws. At Mersey Bluff near Devonport and at Mt. Cameron West near Marrawah, aboriginal rock carvings have been discovered, the pattern of circles and lines resembling the ochred scars with which the natives adorned their bodies. Nothing is known of the significance of the carvings or of the religious beliefs, if any, of the natives. A slab of the rock carving from Mt. Cameron West has been removed and is on display at the Launceston Museum.

The Passing of the Aborigine

The extinction of the race can be told in a short chronological summary:

- 1803 First settlement at Risdon Cove; skirmish with hunting party in which several natives were killed. Prelude to constant friction between natives and settlers; clash of economic interests—whites killed the natives' game, natives preyed on the settlers' sheep.
- 1828 Governor Arthur declared martial law and sent out army units to try to stop the war between white and black. He wanted the natives captured and put in reservations for their own safety but the plan miscarried and the aborigines were killed in even greater numbers.

- 1830 Governor Arthur organised the farcical Black Line. Soldiers and volunteer settlers formed a chain from St. Patrick's Head to the Western Tiers and advanced to converge on Forestier Peninsula where, according to plan, most of the island's natives should have been driven. When the exhausted force collected on East Bay Neck, a natural trap, its total haul was one man and a boy.
- 1834 George Robinson of Hobart Town finished his mission of persuading the natives to give themselves up and the two hundred survivors were shipped to a reservation on Flinders Island. What hostility had started, peace accelerated since white habits and diseases took a heavy toll.
- 1847 The surviving forty natives were removed to Oyster Cove, on D'Entrecasteaux Channel. The last male, William Lanne, died in 1869 and Truganini, the last female, in 1876.

There remains the problem of whether this encounter of Paleolithic with modern man could have been accomplished without the extinction of a race. It is reasonable to conclude that the early whites in Tasmania were no better or no worse than their contemporaries on the Australian continent; the Australian aborigine survived the catastrophe of European settlement but the saving factor was, in the main, the wider spaces into which he could retreat. Since these early conflicts, a new and enlightened attitude of responsibility towards the indigenous inhabitants has sprung up but, in the case of Tasmania, it came too late.

THE CONVICTS

Introduction

The Imperial Government's motive in establishing settlements in N.S.W. and Van Diemen's Land was not simply to dispose of part of its prison population after the revolt of the American colonies denied it the customary facilities for transportation. The interests of a great sea power dictated the doctrine of acquiring bases in every quarter of the globe, a policy which drew strength from long-standing rivalry with France; among other motives were the possibilities of economic exploitation, including the development of a whale fishery. Irrespective of statesmen's motives, the facts are that Tasmania was a centre for the transportation of convicts for 50 years (1803-1853), that in the period 1848-1853 it was the only such centre within the British Empire, and that the Port Arthur penal settlement continued in operation for 24 years after transportation was halted. It is also true that convict labour and skills made very significant contributions to the early development of the colony, the work of their hands being still visible in buildings and bridges.

In the earliest days, the settlements were little more than convict stations populated by prisoners, guards and officials; because free settlers were so few, food supplies had to be imported and famine was a constant threat. The first influx of free settlers came in 1807 and 1808 from Norfolk Island, the colony there being evacuated by Governor King's order. Land and labour were the most obvious needs of intending settlers; since good land was not then in short supply, free grants were made and the labour problem was met by an assignment system whereby convicts were placed in the care of masters as assigned servants. This system was regarded favourably by both government and settler alike since the one escaped the cost of feeding its charges while the other secured labour for the bare cost of subsistence. Assignment developed as an accepted institution during the term of office of Lieutenant-Governor Collins (1804-1810).

Early Penal Institutions

Although some convicts could be let out as assigned servants and others employed on public works and services and in road gangs, there was still the problem of disciplining and isolating hardened offenders. To this end, a penal settlement was opened at Macquarie Harbour in 1822, the site offering maximum security since escape by land could end only in death by starvation in the dense western rain-forests or trackless ranges; escapes ending in cannibalism were not unknown, one notorious fugitive being re-captured carrying part of a companion. The main task of the convicts was ship-building, the source of timber being Huon pine logs floated down in rafts from the Gordon River. The settlement was the last link in a chain of rejection since some inmates at least must have been triple outcasts, first from Britain, then from N.S.W. and finally from the Derwent or Tamar settlements. Hells Gates, the name given to the narrow sea entrance to Macquarie Harbour, may have been an accurate title in the period 1822-1833 when the penal settlement operated. The closing of the establishment became possible when the Port Arthur settlement was fully organised.

A second penal settlement was made in the east on Maria Island at Darlington and operated in the period 1824-1832; here, the milder climate was associated with milder treatment.

Port Arthur

Port Arthur, possibly Australia's best known penal settlement, commemorates the name of Colonel George Arthur who ruled the colony from 1824 to 1836. The chosen site at the south of two peninsulas (Forestier and Tasman) offered maximum security since the path of escape by land lay first across the narrow isthmus at Eagle Hawk Neck and then across a similar feature at East Bay Neck (Dunalley). Other advantages were the comparatively mild climate, the availability of good timber, coal, and clay for brick making, and the shortness of the sea voyage to Hobart.

Development of this penal settlement began in 1830 and it soon formed a part of Arthur's system of prisoner classification which comprised seven layers. At the fortunate end of the scale were the "ticket of leave" men, i.e. prisoners with unexpired sentences working as free men, subject to certain restrictions. Next came assigned servants who might hope to graduate to "ticket of leave" status as a reward for good conduct. Then came, in descending order, those employed in public works and services, those in the road parties and those in the chain gangs. The remainder were confined in penal settlements, Port Arthur becoming the chief, and the bottom of the scale was reached with those incarcerated in chains. Arthur's system allowed for mobility between these seven strata, movement up or down depending in some measure upon the individual's behaviour.

Apart from the main penitentiary at Port Arthur, there were outstations on Tasman Peninsula, examples being the gaol farm at Safety Cove and the coalmines at Saltwater River. Transportation was a sentence imposed on children as young as ten years of age and, in Port Arthur's early days, the problem of segregation was faced by establishing a special boys' prison at nearby Point Puer.

Across Eaglehawk Neck was tethered a line of dogs and here the main sentry posts were located; evasion of this screen would have been within the power of a good swimmer but the authorities sedulously fostered the myth of shark-infested waters. Even if a fugitive could evade the watch maintained on both peninsular necks, news of the escape rapidly passed to Hobart by sema-

phore signals operated from a chain of hill-top stations. Port Arthur was also the site of the island's first "railway", a wooden line having been constructed north to Taranna to accommodate trucks pushed and hauled by man-power.

On the other hand, convicts at Port Arthur were not men without hope. Statistical returns of Arthur's regime show "the number sent up for good behaviour" annually; expressed as a proportion of the establishment's population, the number "sent up" improved from under 2 per cent in 1830 to 25 per cent in 1836.

Because so much of the Port Arthur establishment remains visible today, there is a tendency to think of it as being the main centre of concentration of the convict population. In actual fact, only a small proportion of the total convict population were inmates in any year prior to the cessation of transportation in 1853. It remained under Imperial control in the new era of self-government, reverting to colonial control in 1871, when the prison population had sunk to 271. It was finally closed down in 1877, the few remaining inmates being transferred to custody in Hobart.

The Probation System

In 1831, land sales had replaced free grants of land; within a short time, the Imperial Government moved to end the supply of labour available to settlers under the assignment system and to substitute the probation system. It is difficult to give any short summary of this system since it was subject to change and experimentation. Originally it was envisaged that the future transportee would move to freedom in three stages:—first serving in a probation gang for a scaled-down term related to his original sentence; next as a passholder of the lower grade able to work for a proportion of current wages; finally as a passholder of the higher grade able to demand full wages, pursue a trade and enjoy freedom of movement. Administratively it was necessary to distinguish between those working out their sentences under the old system and future arrivals who would do the same under the new system.

The new scheme came into operation under Sir John Franklin in 1841. During the governorship of Sir John Eardley-Wilmot (1843-1846), a further elaboration was added, Norfolk Island coming under Tasmanian control. Long-term prisoners, i.e. with sentences of 15 years or more, were transported to Norfolk Island; terms with the probation gangs were shortened to a maximum of two years; three grades of passholder were established and ticket-of-leave status was the final step before full freedom. The next governor, Sir William Denison, resisted an attempt by the Imperial Government to let some prisoners serve out half their sentence in Britain and then be given ticket-of-leave status on arrival in Tasmania. The compromise agreement provided for immediate grant of ticket-of-leave on arrival to the best-conducted transportees, short-sentence men to work as passholders, long-sentence men to be employed on public works and incorrigibles to go to Norfolk Island.

End of Transportation

These experiments with probation systems were carried out in the face of growing hostility from the settlers who were no longer content to live in a penal colony. The end of transportation to N.S.W. had caused the annual intake into Tasmania to rise steeply, the peak being in 1842 with 5,329 convict arrivals; convicts "on strength" in 1847 reached a peak of 30,476 when the total population of the island was only in the vicinity of 70,000. The probation gangs and establishments spread throughout the colony seemed incapable of usefully employing the rapidly increasing convict population and the settlers

feared that continuance of the system would be a perpetual barrier to the granting of effective self-government. The Anti-Transportation League, founded in 1850, was formed to more effectively express the accumulated discontent of a decade; as early as 1845, the "Patriotic Six", members of the appointed Legislative Council, had been widely acclaimed for their resistance to charging the colony heavily for expenses related to the convict system. Their resignation in 1845 and re-instatement in 1847 inevitably aroused heated public discussion and criticism of the Imperial Government's policies. The popular agitation could not be ignored indefinitely and the last convict transports berthed in Tasmania in 1853.

Numbers

(i) The number of convicts transported to Tasmania in the period 1803-1853 can be estimated from records in at least two ways, firstly from disembarkations, and secondly from embarkations taking into account losses on the voyage. The estimates both yield a figure of between 73,000 and 74,000.

(ii) The following table summarises the annual population of convicts "on strength" from 1805 to 1860:

Convicts on Strength in Selected Years (a):- 1805-1860

Year	Convicts on Strength (a)	Year	Convicts on Strength (a)	Year	Convicts on Strength (a)
1805 ..	309	1830 ..	10,195	(b) 1847 ..	30,476
1816 ..	409	1835 ..	16,968	1851 ..	20,069
1820 ..	2,955	1840 ..	17,763	1856 ..	5,421
1825 ..	6,845	1845 ..	29,949	1860 ..	1,271

(a) Convicts in all stages of servitude up to and including ticket-of-leave.

(b) Peak year.

Conclusion

It is fallacious to judge the Imperial Government's transportation policy by today's standards. The years of transportation ran parallel with the industrial revolution in Britain; the reports of United Kingdom factory and mine inspectors and the findings of various Royal Commissions, Boards of Enquiry, etc. officially record the miserable condition of British factory operatives, agricultural labourers, miners and paupers in this period of rapid industrial change. The lives of the convicts transported to Tasmania must be compared with those of their free contemporaries in the British Isles if a true perspective is to be obtained. For all its cruelty and inhumanity, the system of transportation did offer some of its victims opportunities in a new and ultimately more favourable environment.

CHRONOLOGY

Preface

The following chronology was compiled in two sections, the period 1642 to 1929 from a document specially prepared by officers of the State Archives, and the period beginning 1930 from a search of contemporary newspapers by Bureau officers.

In the record of more recent years, it was found impossible to describe purely Tasmanian events in isolation since certain national events necessarily form a part of the history of a State within a Federal system; particularly is this true with regard to some Commonwealth Government decisions, the state of the economy and industrial arbitration. On the other hand, there is the difficulty of deciding which events of a purely local character are sufficiently important to warrant inclusion. Obviously Tasmania's first Parliament in 1856 is an item appearing more worthy of permanent record than Hobart's adoption of parking meters in 1955. This difficulty of selection is partly avoided by giving the record of recent years in considerably more detail but inevitably such a policy results in matters of major and minor importance being mingled without distinction. It follows also that the second part of the chronology is limited largely to what the newspapers of the day considered important and that some events of greater significance may have escaped notice.

To round off the picture of any given year, there is a constant temptation to introduce events of world importance; as far as possible, this has been avoided except where such events had considerable local impact, for example, the sighting of a space satellite overhead, a war involving Australians or even the death of a President. In no way should the record which follows be interpreted as an "official" chronology of the State; in actual fact, the record derives from two levels of subjective evaluation, firstly, the selection of items of importance carried out by contemporary journalists, and secondly, the further selection from this narrowed field of items that appeared important to the compilers of the chronology. Some items have been introduced not because they are important but because they have a strong local flavour, for example, the suspected sighting of a Tasmanian tiger, a disabled yacht in the Sydney-Hobart race or an isolated football victory over a V.F.L. side.

Chronology of Events from First Discovery of Tasmania

- 1642 Abel Janszoon Tasman, commanding *Heemskirk* and *Zeehan*, sighted west coast and named his discovery "Anthony Van Diemenslandt". Landings on Forestier Peninsula and near Blackman Bay on east coast.
- 1772 Landing of a party from Du Fresne's expedition at Marion Bay and affray with aborigines.
- 1773 Tobias Furneaux, in the *Adventure*, became separated from James Cook in *Resolution* and landed party at Adventure Bay.
- 1777 James Cook anchored *Resolution* in Adventure Bay on third expedition.
- 1788 William Bligh anchored *Bounty* in Adventure Bay on first breadfruit expedition.
- 1789 John Henry Cox sailed *Mercury* from Cox's Bight to Maria Island.
- 1792 William Bligh, on second breadfruit voyage, anchored *Providence* in Adventure Bay. Bruny D'Entrecasteaux, commanding *La Recherche* and *L'Esperance*, discovered D'Entrecasteaux Channel and charted south-east coast.
- 1793 D'Entrecasteaux returned for further exploration of south-east coast. John Hayes, commanding *Duke of Clarence* expedition, explored Derwent River.
- 1798 Matthew Flinders and George Bass circumnavigated Tasmania.
- 1802 Nicholas Baudin, commanding *Geographe* and *Naturaliste*, explored south-east coast.
- 1803 John Bowen's party of 49 made first settlement at Risdon Cove.

- 1804 David Collins' settlement party landed at Sullivan's Cove (Hobart). Aborigines killed in an affray at Risdon. Risdon settlement closed down. William Paterson's settlement party landed at Port Dalrymple (Tamar estuary).
- 1805 Collins forced by famine to cut rations by one third.
- 1806 Settlers moved from York Town to Launceston area (Tamar estuary).
- 1807 Thomas Laycock's party crossed island overland from Port Dalrymple to Hobart. First Norfolk Island settlers shipped to Hobart in *Lady Nelson*.
- 1809 Governor William Bligh aboard *Porpoise* anchored in Derwent after N.S.W. mutiny and embarrassed Collins with problem of jurisdiction.
- 1810 Lieutenant-Governor Collins' death. Issue of the newspaper *Derwent Star*.
- 1811 Governor Macquarie's first visit to Tasmania.
- 1812 Lieutenant-Governor Thomas Davey arrived. Northern settlement at Port Dalrymple made subordinate to Hobart. *Indefatigable* brought first shipload of convicts direct from England.
- 1815 Hobart and Port Dalrymple declared free ports for import of goods. Davey proclaimed martial law against bushrangers. James Kelly circumnavigated island in a whaleboat.
- 1816 First issue of *Hobart Town Gazette*.
- 1817 Succession of William Sorell as Lieutenant Governor.
- 1818 Death of Michael Howe, notorious bushranger.
- 1820 Visit by John Thomas Bigge to conduct his enquiry into colonial administration.
- 1821 Second tour by Governor Macquarie.
- 1822 Penal settlement established at Macquarie Harbour.
- 1823 Passage of British Act "for the better administration of justice in N.S.W. and Van Diemen's Land".
- 1824 Inauguration of Supreme Court. Arrival of Lieutenant-Governor Arthur.
- 1825 First Launceston newspaper, the *Tasmanian and Port Dalrymple Advertiser*, established. Tasmania constituted a colony independent of N.S.W. Establishment of appointed Executive and Legislative Councils. Departure of Governor Darling from Tasmania left Arthur with the authority of Governor (but not the title).
- 1826 Van Diemen's Land Co. sent first party. Appointment of Commissioners of Survey and Valuation.
- 1827 Colonial Act passed for the regulation of the colonial press—disallowed. Lieutenant Governor received petition for trial by jury and some representation in Legislative Council.
- 1828 Passage of British Act 9 Geo. IV, cap. 83 which increased membership of Legislative Council. Martial law proclaimed against aborigines.
- 1830 George Augustus Robinson began his mission to conciliate the aborigines. First use of juries in civil cases. Beginning of the "Black Line", the military campaign to round up the aborigines. First volume of *Quintus Servinton*, first novel to be published in Australia. Port Arthur established as penal settlement.
- 1831 Approval of British Government's new land regulations discontinuing free grants of land, and replacing them with land sales.

- 1832 First shipment of aborigines to Straits Islands. Establishment of the Caveat Board to settle land disputes and to confirm titles. Maria Island closed down as a penal settlement.
- 1833 Macquarie Harbour penal settlement closed down.
- 1834 Henty brothers from Launceston became first settlers in Victoria, occupying land in Portland Bay area.
- 1835 John Batman sailed from Launceston to Port Phillip as agent for the Port Phillip Association. Tasmania divided into counties and parishes. End of Lieutenant-Governor Arthur's administration. Opening of Ross Bridge. Population estimated as 40,172 persons.
- 1837 Arrival of Sir John Franklin and assumption of office as Lieutenant Governor.
- 1838 Sessions of Legislative Council opened to the public.
- 1840 Cessation of transportation to N.S.W., and consequent increase in numbers transported to Tasmania. Population estimated as 45,999 persons.
- 1841 Assignment System of convict discipline replaced by the Probation System. Rossbank Observatory for magnetic and meteorological observations established.
- 1842 Tasmania created a separate Anglican diocese. Hobart made a city. Peak year for convict arrivals (5,329).
- 1843 Recall of Sir John Franklin and succession of Sir John Eardley-Wilmot.
- 1844 Transfer of Norfolk Island penal settlement from N.S.W. to Tasmanian control.
- 1845 Resignation of the "Patriotic Six" members of the Legislative Council, opposing the heavy expenditure of colonial revenue for imperial police charges.
- 1846 Recall and death of Wilmot. Foundation of the Launceston Church Grammar and the Hutchins Schools.
- 1847 Succession of Sir William Denison. The Lieutenant Governor re-appointed the "Patriotic Six", dispensing with those who had replaced them as Legislative Councillors.
- 1848 Tasmania now the only place of transportation in the British Empire.
- 1850 Foundation of the Anti-Transportation League. Population estimated as 68,870 persons.
- 1851 British Act "for the better governing of the Australian colonies" reached Tasmania; provided for limited representative government. First elections for 16 non-appointed members of Legislative Council.
- 1852 First payable gold found near Fingal. Elections held for first municipal councils in Hobart and Launceston.
- 1853 Arrival of last convicts to be transported.
- 1854 Bad floods throughout colony. Passage of Bill establishing responsible government.
- 1855 Succession of Sir Henry Fox Young; title now Governor. British Government approved Constitution Bill.
- 1856 Name of Van Diemen's Land changed to Tasmania. Opening of new bi-cameral Parliament with W.T.N. Champ leading first government in the House of Assembly. Reorganisation of Police Department.
- 1858 Council of Education set up. Rural Municipalities Act passed. Telegraph established as link with Victoria.

- 1859 Charles Gould appointed to make geological survey of western Tasmania.
- 1860 Population estimated as 89,821 persons.
- 1861 Succession of Colonel Thomas Gore Browne. Telegraph cable to Victoria failed.
- 1862 Promotion of scheme for a railway between Launceston and Deloraine.
- 1864 Arrival of first successfully transported salmon ova.
- 1868 Visit by Alfred, Duke of Edinburgh. Bill passed making primary education compulsory.
- 1869 Succession of Charles Du Cane. Death of William Lanne, thought to be last male full-blood aborigine. Death of Sir Richard Dry. New cable laid to Victoria.
- 1870 Withdrawal of remaining Imperial troops. Population 100,886 persons (Census).
- 1871 Opening of Launceston-Deloraine railway.
- 1872 Contract concluded for building Main Line Railway.
- 1873 Main Line Railway construction begun. Tin discovered at Mt. Bischoff. Start of economic recovery.
- 1874 Riots in Launceston in protest at rates levied for Launceston-Deloraine railway.
- 1875 Succession of Sir Frederick Weld.
- 1876 Race meetings established at Elwick. Gold nugget worth \$12,200 found at Nine Mile Spring. Death of Truganini, thought to be last female full-blood aborigine. Main Line Railway opened for traffic.
- 1877 Port Arthur closed down as a penal settlement.
- 1878 Increased activity in exploration of West Coast.
- 1879 Settlement of constitutional issue known as the "Hunt Case". Rich lode of tin discovered at Mt. Heemskirk.
- 1880 First telephone in Tasmania with line from Hobart to Mount Nelson Signal Station.
- 1881 Purchase of three diamond drills by government for hire to private prospectors. Succession of Sir George Strahan. Population 117,770 persons (Census).
- 1882 Increased prospecting on West Coast.
- 1883 Discovery of the "Iron Blow" at Mt. Lyell.
- 1885 Russian war scare followed by activity in improvement of defences. Formation of Mt. Lyell Prospecting Association.
- 1886 Abye Douglas, Tasmanian Premier and President of the Federal Council, spoke in favour of Australian republicanism.
- 1887 Succession of Sir Robert Hamilton.
- 1890 Establishment of University of Tasmania.
- 1891 Collapse of Van Diemen's Land Bank; deep economic depression. Population 151,150 persons (Census).
- 1892 Mt. Lyell Mining Co. established.
- 1893 Succession of Viscount Gormanston.
- 1896 Establishment of Tattersalls Lottery by George Adams.
- 1897 Record shade temperature of 105.5° at Hobart on 30th December.

- 1898 Serious bush fires. Polling 4 to 1 by Tasmanians in favour of Federation.
- 1899 Departure from Hobart of *Southern Cross* (Borchgrevink) expedition to Antarctic.
- 1900 Departure of Tasmanian contingents to fight in the Boer War.
- 1901 Proclamation of the Commonwealth read. Polling for first elections to Federal Senate and House of Representatives. Visit of the Duke and Duchess of Cornwall and York. Succession of Sir Arthur Havelock. Population, 171,703 persons (Census).
- 1903 Celebration of 100 years' settlement cancelled because of smallpox epidemic in Launceston. Suffrage extended to women.
- 1904 Succession of Sir Gerald Strickland at reduced salary.
- 1905 Experiments in wireless telegraphy between Tasmania and the continent and between Tasman Island and Hobart.
- 1906 Visit by Ramsay MacDonald (later British Prime Minister).
- 1907 New Public Library opened; built with gift from Andrew Carnegie.
- 1909 Succession of Sir Harry Barron. Potato crop wiped out by Irish blight.
- 1911 Population 188,570 persons (Census).
- 1912 Disastrous fire at North Lyell Mine, Queenstown.
- 1913 Succession of Sir William Ellison-Macartney.
- 1914 First aeroplane flight in Tasmania. Departure of first Tasmanian contingent to fight in Great War. First State Labour government formed under John Earle.
- 1915 Serious bushfires.
- 1917 Establishment of electrolytic zinc works at Risdon, of Hydro-Electric Department, and of Snug carbide works. Succession of Sir Francis Newdegate.
- 1918 End of Great War.
- 1919 First export of frozen meat.
- 1920 Visit by Edward, Prince of Wales. Establishment of Cadbury's chocolate factory at Claremont.
- 1921 Population 212,008 persons (Census).
- 1922 Succession of Sir William Allardyce. Completion of Waddamana power station.
- 1924 Succession of Sir James O'Grady. First superphosphate manufactured by Electrolytic Zinc Co. at Risdon.
- 1925 Discovery of osmiridium fields at Adamsfield.
- 1927 Enquiry into proposed bridge over Derwent. Visit by Duke and Duchess of York.
- 1929 Serious floods throughout island. Establishment of automatic telephone system in Hobart. Beginning of economic depression.
- 1930 Export prices fell to half 1928 level. Australian pound devalued so that £ Sterling equalled £A 1.25 (\$A 2.50).
- 1931 Depression continued—10 per cent cut in Federal basic wage. Initiation of austere Premiers' Plan. Conversion loan to reduce rate on internal Federal debt by 22½ per cent. Census of population deferred due to economic crisis.
- 1933 Census of population—Tasmania, 227,599 persons. Succession of Sir Ernest Clark. Commonwealth Grants Commission appointed to enquire into affairs of claimant States.

- 1934 Labour ministry of A.G. Ogilvie first in many years of continuous Labour governments. Second phase of hydro-electric development commenced at Tarraleah and Butlers Gorge.
- 1936 Tasmania linked with Victoria by submarine telephone cable.
- 1937 Epidemic of poliomyelitis. Economic recovery evidenced by \$0.50 "prosperity" loading added to Commonwealth basic wage.
- 1938 Paper mill using native hardwoods established at Burnie. First turbines began operating at Tarraleah power station.
- 1939 Outbreak of World War II.
- 1940 Tasmanians sailed for Middle East with Australian 6th Division.
- 1941 Newsprint production began at Boyer on the Derwent. Tasmanians sailed for Malaya with Australian 8th Division.
- 1942 Daylight saving introduced as war-time measure. Uniform Federal income tax commenced.
- 1943 The floating-arch Hobart Bridge opened for traffic.
- 1944 Pay-as-you-earn income taxation introduced from 1st July.
- 1945 End of World War II. Succession of Sir Hugh Binney.
- 1946 Cessation of man-power controls. Rejection by Legislative Council of bill to grant Federal Government price control powers for three years. Referendum gave Commonwealth power in regard to social services but refused power over marketing and employment. Crash of DC3 airliner at Seven Mile Beach with 25 deaths.
- 1947 Census of population—Tasmania, 257,078 persons. Federal arbitration decision favouring 40-hour week. Court action to stop bank nationalisation by Federal Government. Demobilisation of forces completed. "Displaced persons" commenced arriving from Europe.
- 1948 40-hour week operative for most workers from 1st January. Tasmanians voted "No" almost 2 to 1 in referendum denying Federal Government power over prices and rents. State price and rent controls introduced. State Premier resigned but soon re-instated in office. Hobart's Ocean Pier gutted by fire. Hydro-electric capacity exceeded one-quarter million horsepower. First woman member of Tasmanian Parliament, Mrs. K. W. McIntyre, M.L.C., died in air crash. Visit of De Valera. Legislative Council's denial of supply forced dissolution of House of Assembly—Cosgrove ministry returned to power. High Court ruled against bank nationalisation. Abolition of toll on Hobart Bridge.
- 1949 Visits by Mr. Anthony Eden, M.P. and Lord Rowallan (Chief Scout). Compulsory X-ray introduced in fight against tuberculosis. Saturday morning closing of banks. Clark Dam at Butlers Gorge completed. Theatre Royal purchased by Government. Repco Bearing Co. officially opened at Launceston. Construction begun on Bell Bay aluminium plant. Legislative Council defeated bill giving Federal Government temporary powers to control petrol distribution within State. Port of Hobart held up by 29-day strike; coal supplies cut off by major strike on N.S.W. coalfields and at Tasmanian mines. Sterling devalued by 30 and one half per cent and Australian pound similarly devalued. Outbreak of poliomyelitis caused cancellation of Hobart Show. Federal Labour government defeated at elections and Liberal government installed.

- 1950** End of Federal petrol rationing. Dissolution of House of Assembly granted by Governor and Cosgrove ministry returned to power. Federal child endowment extended to cover first child. Invasion of South Korea and recruiting of volunteers for Australian contingent. Federal basic wage increase of \$2.00 followed by State Wages Boards. Communist Party Dissolution Bill passed by Federal Parliament. Control of State meat prices abandoned.
- 1951** Serious bushfires in January and February. Succession of Sir Ronald Cross. Electric power rationing introduced due to prolonged drought. Communist Party Dissolution Act declared invalid by High Court. Double dissolution of Federal Parliament. Death of Labour leader, J. B. Chifley. Part of Macquarie Harbour frozen over on 2nd July. Hobart Federal basic wage increased from \$16.50 (February) to \$19.90 (November). First intake of National Service trainees entered Brighton camp. Crash of C47 airfreighter at Cambridge. Statewide snow-falls with Hobart blanketed to sea level on 9th August. Referendum to give Commonwealth powers in regard to communism—"No" vote prevailed although Tasmanians expressed slight preference for "Yes". Announcement of drastic Federal anti-inflation budget—economic effects of record wool prices and the Korean war becoming apparent.
- 1952** Inflation continued—Hobart Federal basic wage rose from \$20.80 (February) to \$23.00 (November). Death of King George VI—reign of Queen Elizabeth II. Balance of payments in jeopardy, Federal import licensing introduced. Single licensing authority established for hotels, clubs, etc. Formal end to occupation of Germany and Japan. First woman elected to Hobart City Council. Two women elected to Legislative Council. Bad floods in Derwent Valley. Artificial lake, King William, filled to capacity. State free hospital scheme ceased on acceptance of Commonwealth insurance scheme. State Racing Commission established. Rejection by Legislative Council of bill to give State aid to private schools. Butlers Gorge power station began operating. French art exhibition worth \$200,000 in ship grounded at Bluestone Bay; ship floated off later without damage to paintings.
- 1953** Inflation continued—Hobart Federal basic wage rose from \$23.20 (February) to \$24.20 (August). In September, Court abandoned system of quarterly adjustment of Federal basic wage. Special Premiers' conference discussed return of income tax powers to States but no action followed. Tungatinah power station began operating. Break-away left wing labour group contested Senate election in Tasmania without success. Premier unveiled tablet to Tasman at Lutjegast in Holland. Armistice in Korea. Announcement of transfer to Victoria by Tattersalls Lottery. Price control of meat re-introduced. Bad storm temporarily closed Hobart Bridge. State Wages Boards decided to follow Federal Court in suspension of quarterly basic wage adjustments. Licence granted to new lottery to operate in place of Tattersalls.
- 1954** Hobart Bridge closed temporarily due to pontoon flooding. Royal visit by Queen in liner *Gothic*. Petrov case began with defection of Russian diplomat. Completion of Trevallyn tunnel for hydro-electric power. Menzies government re-elected. Bad flood in South with much damage in Hobart Rivulet area. Rationing of electric power ended. Tattersalls Lottery began operating from Melbourne premises. Centenary of Hobart newspaper, the *Mercury*, celebrated. Bill to increase House of Assembly to 35 members defeated in Legislative

Council. Hobart City Council decided to install parking meters. Census of population—Tasmania, 308,752 persons. Direct appeal by Professor Orr to Premier for Royal Commission on Tasmanian University. State prices control organisation disbanded. Federal Arbitration Court awarded margins based on two and a half times their 1937 level. Bill passed to resolve deadlocks in House of Assembly. Foundation of Metropolitan Transport Trust.

1955 Nubeena suffered damage from tidal wave. Uranium ore discovered at Mt. Balfour and Royal George. Bell Bay aluminium plant officially opened. Water restrictions in Hobart. Royal Commission on Tasmanian University appointed. Cosgrove ministry returned to power without effective majority. First women (two) elected to House of Assembly. Federal Conference of A.L.P. held in Hobart with 17 "break away" delegates out of 36. Australia's first capital city parking meters installed in Hobart. Trevallyn turbines started operating. Tungatinah scheme officially opened. Strike of 16 days at Rosebery mines. Anti-Communist Labour Party (later the D.L.P.) formed in State. Hadleys Hotel (or \$280,000) offered as prize by Tasmanian Lotteries. Drastic cut in imports enforced under Federal licensing provisions. State visited by Earl of Home (later British Prime Minister). Tasmanian Lotteries announced \$500,000 prize for sweep. Rent control past 31st December refused by Legislative Council. Tasmania's first woman mayor (Launceston). Menzies government re-elected. 300 whales stranded near Dunalley.

1956 DC3 airfreighter crashed into Frederick Henry Bay. State Wages Boards' restoration of "cost-of-living" adjustments effective from 1st February. 22-day dock strike at Tasmanian ports. Mile-long Wayatinah tunnel bored through for hydro-electricity. Professor Orr dismissed by University Council. Tasmanian Lotteries announced \$1,000,000 prize for sweep. Richardson Committee's report basis for increases in salaries of Federal parliamentarians. Passage by Legislative Council of long-service leave bill. Bad floods State-wide in May. Federal Court increased basic wage \$1.00 but did not re-introduce cost-of-living adjustments. State granted \$2.60 increase to own employees. State Wages Boards again suspended cost-of-living adjustments. Deadlocked Premiers' Conference failed to agree on uniform wages policy as counter to inflation. Minister for Housing joined Liberal Party, depriving State Government of its majority. Sir Ronald Cross flew from Colombo and granted dissolution of House of Assembly. Labour returned to power in State. Court action by Professor Orr against University Council. Official opening of E.Z. Co's sulphate of ammonia plant. First Tasmanian woman competed in Olympic Games held in Melbourne. Centenary of self-government celebrated. Lottery prize of \$1,000,000 reduced to \$785,000 due to under-subscription. Trevallyn power scheme officially opened.

1957 Helicopter pilot claimed to see Tasmanian tiger in remote south-west. Extensive bushfires in January. High level bridge design approved for Derwent. Parking meters introduced in Launceston. 88-year-old Mt. Nicholas coal mine closed down in Fingal Valley. Legislative Council rejected bill giving aid to private schools. Serious recession in timber industry. Substantial relaxation of Federal import curbs. First fall for three years in "C" series index (March quarter). Federal court increased basic wage \$1.00. Union levies for political purposes challenged by Hurseys. Professor Orr's appeal to High Court of Australia failed. National service intake lowered and selection

determined, in part, by ballot system. Clarence rate payers voted to replace elected Council with appointed Municipal Commission. Murray Committee on Universities visited State. High Court upheld principle of uniform income tax (challenged by Victoria and N.S.W.). Severe flooding in Hobart. "Comprehensive High School" policy announced. First space satellites—Sputniks I and II—seen over State. Keel laid of *Princess of Tasmania*. Commonwealth announced greater financial aid to Universities, following Murray Report. Centenary of Hobart's incorporation as a city celebrated.

- 1958** Water restrictions in Glenorchy and Launceston. Visit by Mr. Macmillan, British Prime Minister. Hurseys blocked by dockers from working on wharves—court action initiated. Visit by Queen Mother. Water restrictions in Hobart. Federal Ministry accepted second defeat of banking legislation in Senate without calling for double dissolution. Unsuccessful agitation by churches and other bodies for re-opening of Orr case. Federal court increased basic wage by \$0.50. Bad floods in Derwent Valley. Chair of Philosophy boycotted. Police guarded Hurseys working on docks following Court order. In football carnival, Tasmania defeated W.A. and S.A. Establishment of Rivers and Water Supply Commission. Sputnik III photographed above Hobart. Viscount prop-jets introduced on Bass Strait routes. Four mile long Liapootah tunnel bored through for hydro-electricity. Mr. Cosgrove succeeded by Mr. Reece as Premier. Number of Supreme Court judges increased to five. Commercial licence granted to Tasmanian Television Ltd. Completion of Hobart's Olympic Pool. Supreme Court awarded Hurseys substantial damages. Menzies government re-elected. Public Service Tribunal established as industrial authority. *Princess of Tasmania* launched.
- 1959** Fatal shark attack at Safety Cove. Hobart temperature 105° on 20th January. Extensive bushfires. New licensing Act further restricted Sunday drinking. Tourist-class fares introduced on air routes. Official opening Queenstown aerodrome. New system of increased Commonwealth grants for State roads. Richardson Committee recommended increased salaries and pensions for members of Federal Parliament. Administrator's revocation of appointment of Treasurer who had refused to resign from cabinet. Dissolution of House of Assembly. State visited by discoverer's descendant—Herman Abel Tasman. First election to fill 35 seats in House of Assembly; Labour re-elected. Succession of Lord Rowallan. Federal Court awarded \$1.50 increase in basic wage. New Commonwealth system of grants reduced claimant States to two—Tasmania and W.A. High Court verdict in Hursey case upheld right of unions to strike levies for political purposes. *Princess of Tasmania* commenced roll on roll off ferry service Melbourne to Devonport. Heavy snowfalls in late September. One-way street traffic plan introduced in Hobart. Visit by Earl Attlee (ex-Prime Minister of Britain). Brooker Highway open for traffic between Elwick Road and Cleary's Gates. Water restrictions in Glenorchy and Kingborough. Kingborough Council requested own replacement by Municipal Commission. Suspension of National Service training. Federal Court granted 28 per cent increase in margins. Tender accepted for new bridge across Derwent to be finished in three years. Severe hail damage to Huon Valley orchards in December.
- 1960** Sustained heatwave with numerous shark reports in January. Liapootah turbines started operating. Kingborough Council replaced by Municipal Commission. Poatina road gave new access to Great Lake.

Zeehan-Strahan railway closed. Dr. Evatt retired as Federal Labour leader. Federal import controls virtually abolished. Tasmanian Industrial Mission visited U.K. and Europe. First meeting of new body, Inland Fisheries Commission. Hobart water restrictions in March. Drought conditions general in south. TV stations ABT2 and TVT6 started programmes from Mt. Wellington transmitters. Federal court refused basic wage increase. Severe floods in central Hobart and Derwent Valley; flood relief fund opened for victims. In football, Tasmania defeated V.F.L. Macquarie No. 1 wharf officially opened on site of gutted Ocean Pier. Construction started on Tasman Bridge. Tasmanian Military Command Headquarters reduced in status. Committee appointed to report on salaries of State parliamentarians. Construction begun of board mills at Wesley Vale. Tasmanian Lotteries surrendered licence and Tattersalls arranged ticket sales within State through agents. Negotiations begun for sale of Commonwealth interest in Bell Bay aluminium plant. State Parliament ignored committee's report recommending increased members' salaries. Royal Flying Doctor Service commenced in State. Posthumous award of George Cross to Raymond Donoghue. Australian "give way to right" rule introduced. Last Hobart trams ceased running. Inflationary situation developing; drastic Federal counter-measures, e.g. "credit squeeze", car sales tax increased from 30 to 40 per cent. *Bass Trader*, a trailer-container vessel, launched. Hobart Gaol vacated, a new prison being available at Risdon.

1961 High temperatures and widespread bushfires; water restrictions in many areas. Federal sales tax on cars decreased from 40 to 30 per cent. Government initiated plan for bulk water supplies to west bank of Derwent. *Bass Trader* commenced service to Melbourne from northern ports. First manned satellite, Gagarin's, circled earth. Concern at growing unemployment followed by easing of Federal credit restrictions in June. Census of population—Tasmania, 350,340 persons. Carpet factory opened at Devonport. Rosebery-Tullah road officially opened. Federal court increased basic wage \$1.20. *William Holyman*, cargo container vessel, entered Bass Strait trade. Site cleared for pulp processing plant at Geeveston. State visited by Lord Mayor of London. Matriculation college policy announced. Construction started for Hobart-Sydney ferry terminal. Visit by Lord Chief Justice of England. Consumer price index (September quarter, six capitals) showed first drop for four years. Establishment of Metropolitan Water Board. First headmistress of a State secondary school appointed. Tests of Savage River iron ore samples in U.S. furnaces. Legislative Council rejected equal pay legislation. Menzies government returned to power with majority of two seats; a Tasmanian independent won seat in Senate.

1962 "Sputnik" dredges banned from Channel scallop beds. Power boat licensing introduced for south and east coasts. Board of enquiry reported adversely on prospects of thermal power generation in Fingal Valley. Sweeping Federal measures in February to stimulate economy; special grants for State works programmes. Compulsory third party insurance expanded to give passenger cover. Federal Court quoted stability of consumer price index in refusing basic wage increase. Expansion programme begun at Bell Bay aluminium plant. First Professor of Agriculture appointed. Butter oil production commenced at Deloraine. Legislative Council took initiative in increasing salaries of parliamentarians. Official opening of ferro-manganese plant at Bell Bay. Catagunya turbines began producing

electricity. Official opening of TNT9 (northern commercial TV). State Wages Boards granted three weeks' annual leave. Federal Treasurer announced Tasmania to receive employment stimulation grant of \$2,336,000. Governor, as Visitor to University, dismissed petition for review of Professor Orr's dismissal. Roster system introduced for "out of hours" petrol sales. State visit by King Bhumibol and Queen Sirikit of Thailand. Keel laid of *Empress of Australia*. State subsidies announced for municipal fluoridation schemes. Closure of Mt. Lyell Railway, Queenstown to Strahan. Wood pulp production commenced at Geeveston. State branch of Country Party formed. Water pumped direct from Derwent at Bryn Estyn to Berriedale (West Derwent Water Scheme). End of metropolitan water shortages in sight.

- 1963 Electra flew Hobart to Melbourne in 55 minutes. Speed limit in built-up areas increased from 30 to 35 mph. Collapse of negotiations for Britain's entry into Common Market. Private visit by Prince Richard (Gloucester). Visit by Queen to Royal Hobart Regatta. Abolition of State entertainments tax. Succession of Sir Charles Gairdner. Equal Pay Bill referred to select committee by Legislative Council. Official State trade mission left for South East Asia. Official opening of St. Helens aerodrome. Federal court increased margins 10 per cent and granted three weeks annual leave. Decision made to fluoridate Hobart water supply. New consolidated Local Government Act effective from 1st July. National TV (ABNT3) started operating in north. Trans-Derwent ferries ceased operating. July snowfalls blocked Midlands Highway. T.A.A. licensed to operate intra-State air services. Construction begun on alginate plant to process seaweed. Uniform marriage laws operative from 1st September. Tasmanian fishermen began exploitation of Port Phillip Bay scallops. Universities Commission recommended medical school for Tasmanian University. Federal Government re-named new decimal unit the dollar (in lieu of the royal). Federal Government granted \$5,000,000 for road to Gordon River. Federal Government rejected request for aid for thermal power station in Fingal Valley. Hydro-Electric Commission imposed power cuts on industrial consumers due to prolonged drought. Floating bridge in danger from break-away barge in storm. *Seaway Queen*, trailer and container ship, launched. Death of President Kennedy. Piling difficulties slowed construction of the Tasman Bridge. Menzies government returned with substantial majority. Opening of Murchison Highway linking west and north-west coasts. Offer by University Council of \$32,000 to ex-Professor Orr; resignation of Chancellor and some other Council members.

- 1964 *Lolita*, disabled in Sydney-Hobart race, towed to safety by submarine *Trump*. Launching of *Seaway King*, roll on roll off vessel. T.A.A. commenced intra-State air services. Launching of *Empress of Australia*. Tasmanians lost in sinking of destroyer *Voyager*. Disqualification, after swab, of Wangle, Hobart Cup winner. Poatina turbines commenced electricity generation; industrial power cuts ended. High Court rejection of Ansett-A.N.A.'s challenge to grant of intra-State air services to T.A.A. Alginate plant began operations on east coast. Strahan air port completed and first used by Japanese examining Savage River iron ore. Country Party nominated candidates for State election. Russian whaling ships took on fuel at sea in Storm Bay. Labour re-elected at State elections with effective majority. Federal court reduced long service leave qualifying period from 20 to 15 years. *Seaway Queen* began Melbourne-Hobart operations. Federal

court increased basic wage \$2.00, rejecting employers' total wage concept. Mr. Orr announced rejection of University's settlement terms. Shannon power station closed down. Severe flooding in Launceston area. Liberal Party decided to endorse candidates for Legislative Council in certain circumstances. Federal grants to private home purchasers made available. Establishment of State Board of Enquiry to investigate rising prices. B.H.P. granted licence to explore minerals in remote south-west. Federal Budget brought tax increases. Tasman Bridge opened for traffic and Hobart Bridge towed away. *Seaway King* began Sydney-Hobart operations. Forestry works extended in Fingal Valley as counter to coalminers' unemployment. 50 whales stranded on Flinders Island. Increase in State parliamentary salaries determined by Parliamentary Salaries Tribunal, such determination being binding on the Crown. Abolition of "junior minister" status in State Cabinet. State subsidies for electric power in remote localities abolished. H.E.C. "mole" used to widen railway tunnel at Rhyndaston. Hobart's water supply fluoridated. Tasmanian representative carried Australian flag at Tokyo Olympic Games. One-way street scheme introduced in Launceston. Prices Board of Enquiry replaced by Royal Commission after legal challenge. Tasmania re-established as separate Army Command. Glenorchy raised to city status. Federal parliamentarians increased their salaries, pensions and allowances. At Senate election, D.L.P. leader lost Tasmanian seat. Compulsory National Service on selective basis introduced. Recommendations for metropolitan expressways, &c. announced as part of official transportation study. Pickands Mather and Co. International (U.S.A.) and Mitsubishi Shoji Kaisha Ltd. agreed to joint investigation of Savage River iron ore deposits.

- 1965 *Empress of Australia* sailed from Sydney on first voyage to Hobart. Senator Cole's appeal for recount disallowed by Court of Disputed Returns (High Court jurisdiction). System of provisional driving licences introduced. Geeveston wood pulp expansion programme announced. Death of Winston Churchill in London. Australian troops deployed in Borneo. Savage River iron ore sent to U.S.A. for grinding tests. Contract let to raise Great Lake level by new Miena Dam. Tasmanian Churchill Scholarship appeal raised \$232,000. Dental nurse scheme for schools announced. Fokker Friendship crash-landed at Launceston Airport without loss of life—23 persons aboard. Abalone fishing stepped-up. *Slava Sevastopolu*, Russian whaler, refused to buy supplies in Hobart. Visit by Archbishop of Canterbury (Dr. Ramsey). Visit by Duke and Duchess of Gloucester. Ceremonial opening of Tasman Bridge and Poatina power station by Duke of Gloucester (both had been functioning for some time). Discovery of off-shore natural gas near Gippsland coast of Victoria. Battalion of Australian troops sent to South Vietnam. Report by State Royal Commission on prices and restrictive trade practices. Sorell and Midway Point connected to metropolitan water supply. Expansion programme announced for Boyer newsprint mills, capacity to increase by 70,000 tons. D'Entrecasteaux scallop beds closed for 1965 season. Medical examination of first Tasmanians called up under new National Service scheme. Speaker's chair stolen from House of Assembly by students. New Shops Bill extended Saturday morning closing to Hobart's eastern suburbs as from 1966. Full report on Hobart transportation study released. Brickmakers Bay, east of Stanley, decided on as shipping terminal for Savage River iron ore. Very severe drought in most continental States. Commonwealth Conciliation and Arbitration

Commission evolved one and a half per cent formula (total wage to be increased by one and a half per cent and the increment to be called a rise in margin; the basic wage to remain unaltered). Waddamana "A" power station closed down but "B" retained for peak loads. Chief Secretary ordered enquiry into conduct of Weeroona Home for Girls at Latrobe. Supreme Court disallowed Dr. Clemente's appeal against election of Sir Henry Baker to Legislative Council. West Coast viewers received TV from translator stations on Mt. Owen and Mt. Read. Bass Strait oil drilling commenced. Expansion of ferro-manganese plant at George Town announced. 38th Congress of A.N.Z.A.A.S. (scientific body) held in Hobart. Federal budget increased some taxes, including income tax. State budget increased driving licences, land tax, stamp duties and racing taxes. Geeveston wood pulp capacity raised to 48,000 tons with 75,000 tons as target. Announcement of projected plant at Wesley Vale to produce paper on same scale as present plant at Burnie. 93 mph gust set Hobart record in September. Licence given for phosphate search in far North-West. Increase in air fares. Federal Government gave approval for export of Tasmanian iron ore. Report of Municipal Commission recommended reduction of local government authorities from 49 to 20. Savage River iron ore scheme agreed upon by all principals, including Japanese and American interests. Federal Government rejected request for \$792,000 grant for irrigation scheme in Cressy-Longford area. Melbourne and Tasmanian Symphony Orchestras combined to give 100-instrument concert in Hobart. Four Tasmanians received Churchill Scholarships. Three-year expansion programme commenced at Boyer newsprint mills—production to lift from 93,000 tons to 165,000 tons. Expansion programme announced for George Town aluminium plant—annual capacity to be lifted from 54,000 tons to 71,000 tons. Australian woolgrowers voted "No" in referendum on Reserve Price Scheme; Tasmanians voted marginally "Yes".