

THE ALIENATION AND SETTLEMENT OF CROWN LAND
ON TASMAN PENINSULA.

BY

G. N. MCINTYRE.

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ERRATA

Throughout the text Forestier Peninsula appears as Foresteir Peninsula, an error stemming from early references to this peninsula as Forester and Forester's.

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ABBREVIATIONS.

Tas. Stats.	=	Statistics of the State of Tasmania.
H. A. J.	=	Journals of the House of Assembly.
L. C. J.	=	Journals of the Legislative Council.
P. P.	=	Papers and Proceedings of the Parliament of Tasmania.
A. O. T.	=	Atlas of Tasmania.
Ag. Stats. Report	=	Reports made by the collector of agricultural statistics in Tasmania until 1882.

PREFACE.

This thesis is a study of the first permanent occupation of Tasman Peninsula; The survey and purchase of land and the evolution of a land use pattern within the expanding boundaries so formed. The nature of the work has necessitated a heavy reliance on survey information in the Department of Lands and Surveys, from which maps and tables have been compiled, and the annual reports of the Pembroke District Surveyor between 1880 and 1935, Joshua Hinsby. Bush settlement is generally an anonymous process, the pioneers having little time to write, and thus Hinsby's comments provide an invaluable record of what was happening on the land.

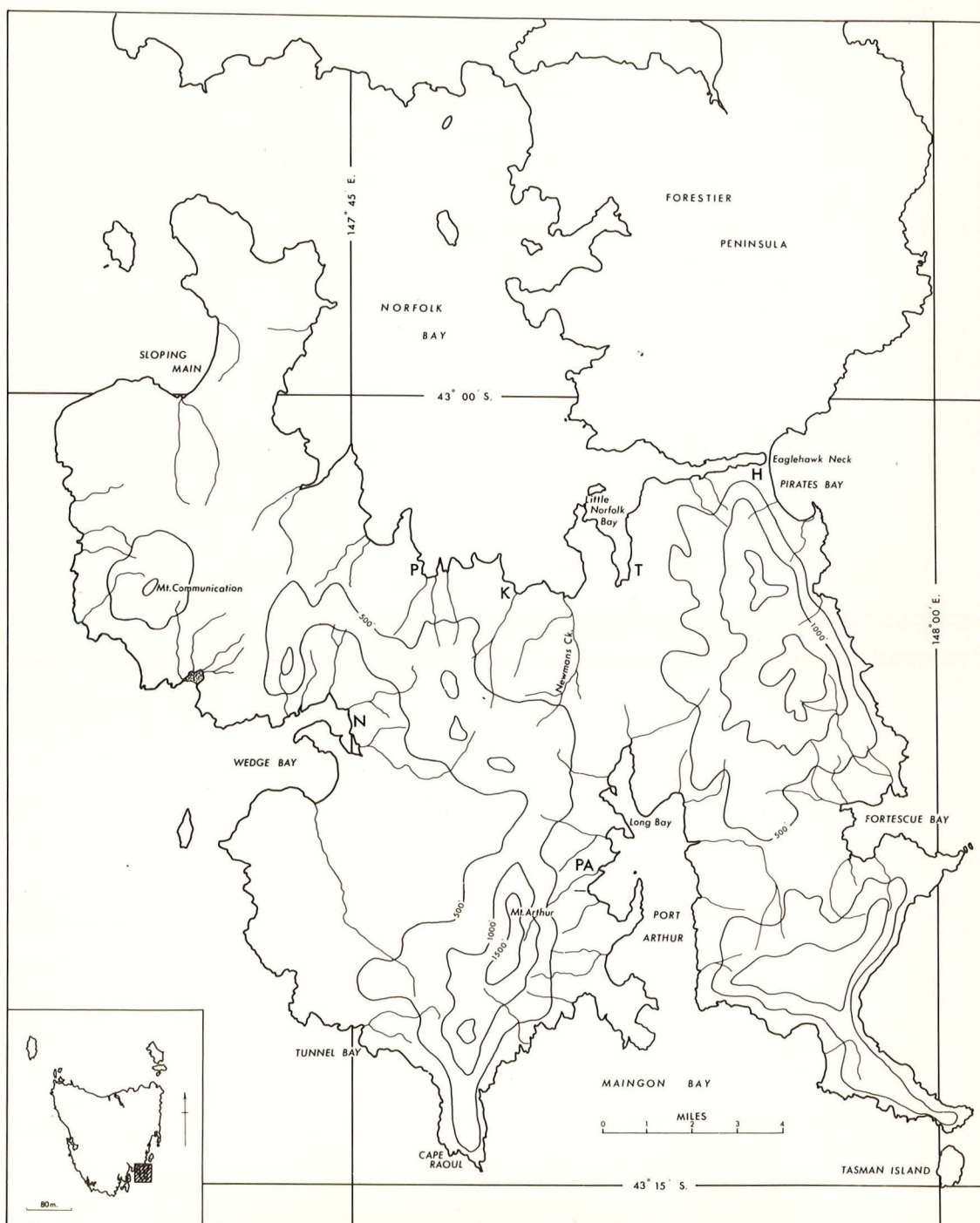


FIGURE 1 Location, relief, drainage, and towns.

P.A. = Port Arthur
 N. = Nubeena
 T. = Taranna
 P. = Premaydena
 K. = Koonya
 H. = Havelock

INTRODUCTION.

Tasmania was first settled in 1803 as an outpost of the first settlement in Australia, Port Jackson. Fear of French intentions in the area had hastened the departure of Lieutenant Bowen's small party, but the increasing number of convicts at Port Jackson was a contributing factor. Convicts made up a large proportion of the Tasmanian population for half a century and regulations governing their administration formed the framework within which free settlement began. Variations in convict discipline made possible by the Assignment System led to the institution of penal settlements in the early 1820's. These were situated at some distance from settled areas, being occupied by convicts who committed offences within the colony, and the worst offenders transported from Great Britain. The first penal settlement in Tasmania was set up at Macquarie Harbour on the rugged west coast, but for reasons of its extreme isolation, and the dangerous voyage linking it with Hobart, it was found to be unsatisfactory and finally abandoned.

When a more accessible alternative to Macquarie Harbour was being contemplated, Tasman Peninsula recommended itself as the ideal place for a penal settlement. About 190 square miles of rugged, heavily timbered country,

it was joined to Foresteir Peninsula by the narrow, easily guarded Eaglehawk Neck, and thence to the mainland of Tasmania at East Bay Neck. It was about a day's sail from Hobart Town, but sufficiently isolated by land to meet the requirements of the British authorities. A settlement was established at Port Arthur in 1830, and in the 47 years that followed Imperial and Colonial convicts made an indelible impression on the landscape. Their presence was of lasting significance and was to affect the course of subsequent land settlement.

The settlers who first moved onto the peninsula after 1877 were more fortunate than most pioneers. They found jetties constructed, buildings erected, roads already formed over very difficult terrain, and some land cleared, although all were in need of attention. The ready market which Hobart provided was only a short boat haul away. The 1881 census indicates that more than 80% of the settlers on the peninsula were Tasmanian born, and hence this settlement was able to benefit from experience already gained in handling Tasmanian conditions. The excesses caused by the 1851 Preemptive Right Regulations had been avoided, and the average block size on Tasman Peninsula was generally less than the State average.

As settlement progressed within the expanding limits of alienated land a pattern of agricultural activities

began to evolve. Half a century of settlement saw a gradual shift in agricultural emphasis from semi-subsistence farming to orcharding, with the tending of dairy cattle and sheep as a subsidiary activity. External influences were very important in this process with land legislation and the availability of transport often changing the significance of local factors.

While delayed settlement of this type was unique in Tasmania, in a wider context it was not. Its similarity with the settlement of the North Island of New Zealand, which followed the second Maori war, produced some notable parallels in the settling of timbered land. Furthermore, the pioneers of the Eastern Canadian timber lands experienced problems similar to those of the first settlers on Tasman Peninsula. In each of these cases the alienation and settlement of land reflects the particular history of the area, and not least on Tasman Peninsula.

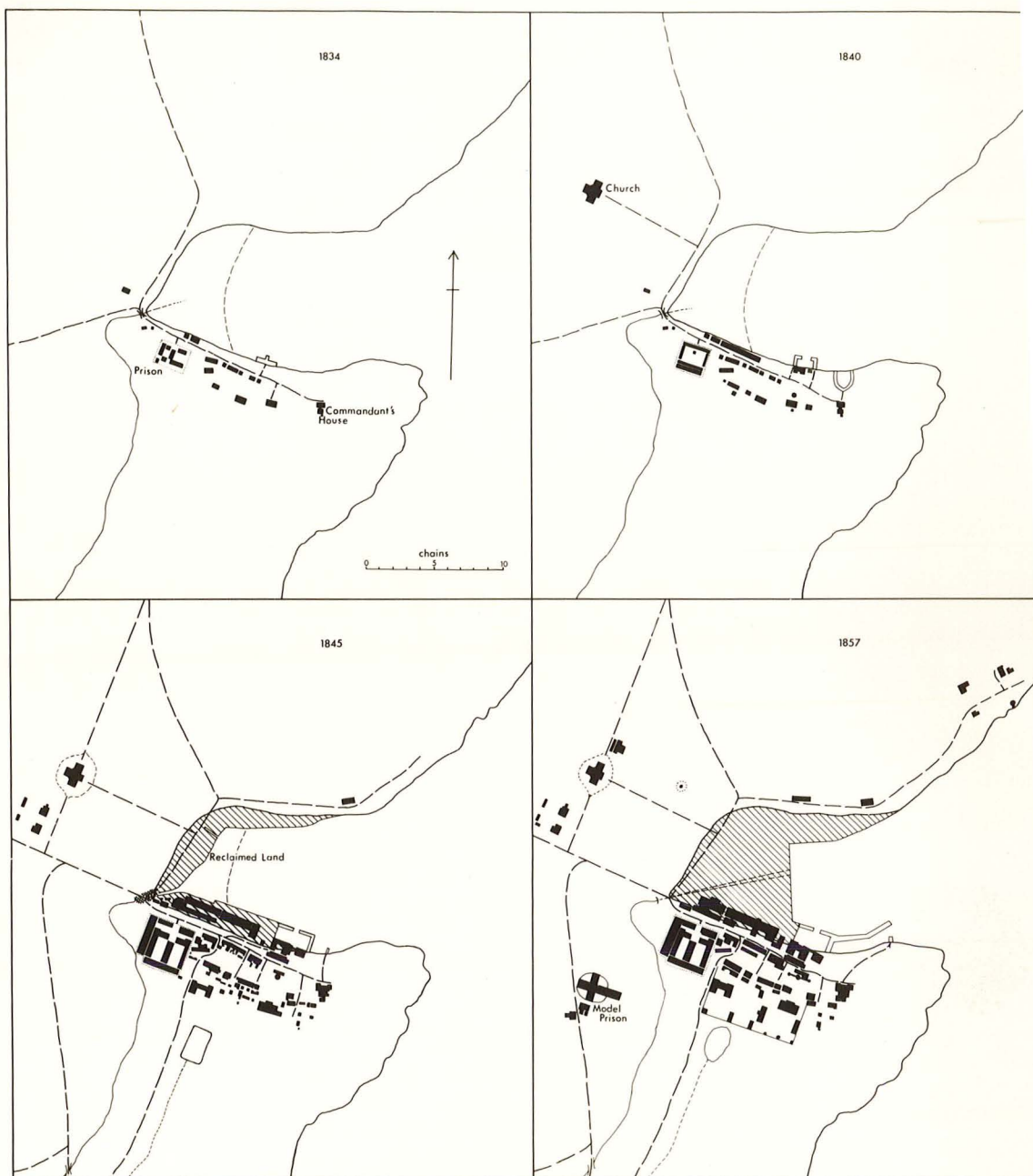


FIGURE 2 The development of Port Arthur.

CHAPTER ONE - HISTORICAL BACKGROUND: THE CONVICT ERA.

The development of Port Arthur.

Port Arthur was established as a penal settlement in September 1830, and the first buildings were hastily erected on the southern shore of Russell Cove. A short track was extended along the water's edge from the Commandant's quarters, in a westerly direction, to the prisoners temporary huts, where a small stream entered the bay. Fronting on to this track were the various offices and stores, whilst further up the hill a second rank of buildings was made up of the hospital, soldiers quarters, and free officers' huts.

The environment was not very encouraging. In 1831 it was described thus:

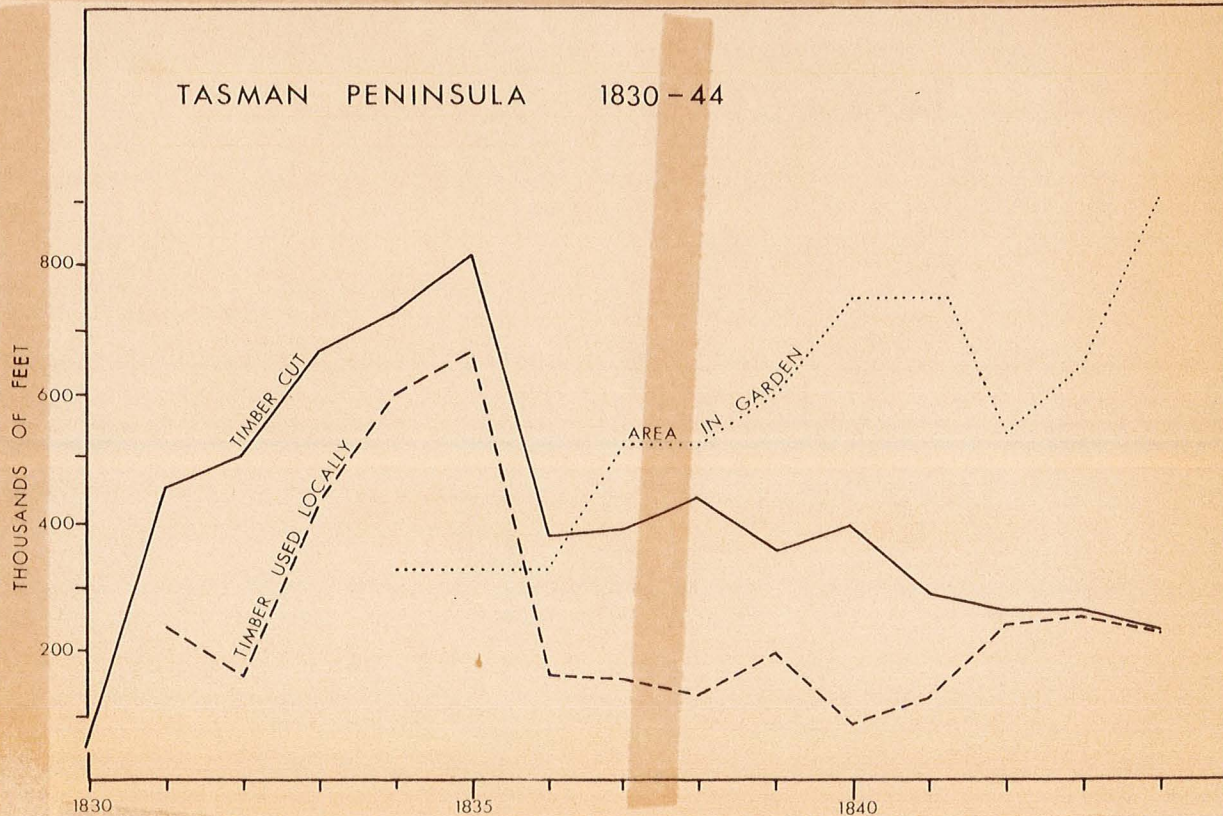
The country around presents an unvaried prospect of thickly timbered hills, and the soil is so stony that it would never pay the trouble and expense of clearing for the purposes of cultivation. The 'scrub' is in many places impervious, so that the country is often impassable, and always difficult to travel over. The timber is for the most part stringy bark and gum trees which grow to a large size, both on the hills and in the valleys. (Breton, 1834, p.319)

Furthermore, Port Arthur is one of the coldest places on Tasman Peninsula and the first inhabitants, in their temporary wooden huts, were very much at the mercy of the elements.

The settlement grew steadily however. The transfer to Port Arthur of convicts from Maria Island in 1832, and Macquarie Harbour one year later, meant that by 1834 there

were some 700 convicts on the peninsula. Tracks had been forced through the bush to Wedge Bay, and the guard station at Eaglehawk Neck. In 1833 the coal mines had been opened in the north west corner of Tasman Peninsula, and in 1834 the juvenile establishment was set up on Point Puer.

Between 1835 and 1839 ~~the~~ convict numbers levelled off, varying between 900 and 1,000, and under the direction of the Commandant, Charles O'Hara Booth, these were years of consolidation. A useful indication of this is a graph depicting the percentage of timber cut on the peninsula that was used locally. During years of consolidation a larger proportion was exported than when increasing convict numbers demanded new buildings, facilities, and the like.



A new prisoners' barracks was erected on the site of the old, the wharf was supplemented by two small jetties, the workshops and buildings were increased and improved, and the provision of timber products was extended to include the construction of boats. The circular powder magazine was constructed in 1835, and the church in 1836. The convict propelled tramway from Long Bay to Little Norfolk Bay greatly facilitated the transport of coal from the coal mines to Port Arthur, (Lempriere, 1839, p.66). By 1836 the settlement was orderly and attractive. There were ivy-covered white-washed wooden buildings with dark shingle roofs, and gardens which grew almost any vegetable. There was a school for the free children, a museum, and a meteorological office (Lempriere, 1839, p. 106). With all this regularity, however, there were some limitations. In 1840 the church and the powder magazine were the only stone buildings, and there was storage space for only three months provisions. There were few constructed roads, and the harbour entrance was always dangerous in rough weather. The settlement itself, Point Puer, the coal mines, the assault on the forests, and the tracks which linked these, were the only real changes brought about by Europeans in their first ten years on Tasman Peninsula.

From 1840 to 1845 there was an enormous expansion. This was the result of the cessation of Transportation to New South Wales in 1840, and with all Transportees thereafter



PLATE 1. Port Arthur during occupation, c. 1870.



PLATE 2. Port Arthur during occupation, c. 1870

coming to Van Diemen's Land, the application of the Probation System in handling them. First used late in 1841, this system involved five stages of probation before a prisoner was released, and the second of these stages, the Probation Gangs, applied to Tasman Peninsula.

These gangs will be assembled in Van Diemen's Land. They will be composed first of convicts who have passed through the period of detention at Norfolk Island, and secondly, of convicts sentenced to transportation for a less term than life.... The Probation Gangs will be employed in the service of the Government, and, with rare exceptions, in the unsettled districts of the Colony. No convict placed in the Probation Gang will pass less than one, or more than two years there, except in cases of misconduct.

(C.M.H. Clark, 1950, Vol 1, p. 157.)

The nature of the change was twofold: the enlargement of facilities at Port Arthur, and the development of Probation Stations. The settlement itself saw the addition of many new buildings, including a new hospital, a pottery, and new military barracks. By 1845 there were over 4,000 prisoners on the peninsula, 1,200 of these in Port Arthur, necessitating greatly enlarged prison facilities (figure 2). Many of the streets were laid out and constructed roads began to link the settlement with the 'outstations'. In 1841 O'Hara Booth began the reclamation of Russell Cove, and by 1845 some reclaimed land was already being used.

After 1845 the prison occupation of the peninsula was

again consolidated. Some substantial buildings were erected including the Government Cottage beside the Church, a lunatic asylum, the huge penitentiary and the 'separate treatment' prison (later called the 'model prison'). In 1848, however, the coal mines and the boys establishment at Point Puer were abandoned, and with the end of Transportation to Van Diemens Land in 1853 there began a slow decline of the outstations, the prisoners being concentrated at Port Arthur. By 1857 the reclamation of Russell Cove had reached its fullest extent, and after this there was little change in the spatial arrangement of the settlement. The whole establishment cost £200,000 in 1853 (Stoney, 1854, p.60) and it was difficult to reduce this figure. This high cost of maintaining a dwindling number of convicts was to cause the ultimate abandonment of the settlement.

The Convict Outstations.

The first of the so-called 'outstations' was set up at Eaglehawk Neck in 1832. With all convict activity, except at the coal mines, being centred on Port Arthur until the early 1840's, security was the only function of the outstations. This was very carefully arranged at Eaglehawk Neck; a substantial guard supplemented by large dogs chained across the neck proved impassable. Three smaller guard houses were equally spaced on either

side of Eaglehawk Bay, and a further guard station was established at the northern end of the convict tramway.

The juvenile establishment at Point Puer was an outlier of Port Arthur, designed to separate youthful offenders from hardened criminals. It was established in 1834 and from the beginning was self contained. The boys constructed most of the buildings themselves and were responsible for felling timber, breaking new ground, gardening and making roads. They were trained to be carpenters, blacksmiths, shoemakers, tailors, and sawyers, and Lempriere records that they were "... the principal mechanics in cutting the stone for the church at Port Arthur, also of the tower for the security of the military barracks". (Lempriere, 1839, p.86). Their numbers reached 600 by 1841, and in 1847 there were still 400 boys at the establishment. Penal reform in England caused its abandonment in 1848.

When the Coal Mines Station was established in 1833 it developed along the same lines as Port Arthur. Most of the facilities at the main settlement were duplicated and despite the sandy soil some crops were grown. Guided by a convict with mining experience, the development of the mine was rapid. By 1839 50 tons of coal per day was being produced (Lempriere, 1839, p.79) and a year later over 10,000 tons was shipped to Hobart Town (Tas. Stats.,

1839--41, table 48). The mine was of considerable dimensions. In 1842 David Burn descended 156 feet, (Burn, 1842, p.43), and a more recent Mines Department survey (dated 1931) indicates that seams had been excavated at two levels (both sides of a fault line) for more than 700 feet. The workings were damp, however, with constant pumping necessary, and the final product was thought not to be as good as New South Wales coal (Lempriere, 1839, p.79). Most observers agreed with Burn: 'The quality of the coal partakes much more of anthracite than of butumen; it flies a good deal, but produces intense heat' (Burn, 1842, p.43). The shallow bay nearby caused problems only obviated by two long jetties on which tramways were constructed to allow for the direct loading of boats. The mine was abandoned as a convict station in 1854 and was thereafter leased to private individuals.

With supplies from Port Arthur for the Coal Mine Station being transported via the convict tramway the circuitous, often dangerous route by boat became unnecessary. In this way a certain familiarity with the northern shore was gained. Lempriere had noted in 1839 that the Coal Mine Station had a drier climate than Port Arthur and that land not far from the station was suitable for agriculture. This knowledge led to the establishment of the Saltwater River farm in 1841

as an attempt to retain self sufficiency on the peninsula in the face of growing convict numbers. When a change of ministry in England brought Stanley's Probation System into vogue, with the promise of even greater convict numbers, the same advantages of climate and ready contact with Port Arthur led to the creation of probation stations at Cascade Bay and Impression Bay.

The dramatic effect of the probation system on Port Arthur was also seen at the outstations. The Coal Mine Station, the Saltwater River farm, the Impression Bay and Cascade Bay Stations, new farms at Opossum Bay and Safety Cove, and a small station at Wedge Bay, were all operated under this system. In 1842 Burn recorded:

The probation gangs are opening up invaluable locations, and creating settlements of infinite importance. Until they were placed upon it, Tasman Peninsula was either unknown, despised or deemed too densely wooded for any individual to venture upon. There are now four flourishing stations thereon; roads are forming to connect them with each other, piers are constructing for the shipment of produce; and large openings are making in the forest; so that discontinue the system a couple of years hence, and even then Tasmania will have gained a vast accession of richly productive agricultural territory.

(Burn, 1842, pp. 40-43)

During the first five years of settlement an increasing number of convicts used to clear new land caused a large proportion of the sawn timber to be utilized on the peninsula

The forests had been a hindrance rather than an exploited resource. The graph on page 5 indicates a similar trend after 1841. The new outstations were intended to be agricultural settlements, as the declining amount of sawn timber after 1841, and the increasing acreage in garden indicate.

These stations had a short life. In 1853, the year of the cessation of Transportation to Van Diemens Land, Butler Stoney visited most of the outstations and described them as what was probably their period of greatest extent. (Stoney, 1854, pp.41-46). Impression Bay had become an invalid station, and the basic occupation at the Cascade Bay Station was the export of timber. Saltwater River had proved to be a most successful farm. In 1851 there was held in London an 'Exhibition of Industry of all Nations' and among the contributions were samples of wheat grown at Saltwater River (Stoney, 1854, appendix D, p.317). In 1853 a large sheep station west of Impression Bay was already in decline and the Wedge Bay Station was abandoned before any substantial buildings could be erected.

After 1853 a decline in convict activities on the land was inevitable. A return for 1859 indicates that timber cutting was by a narrow margin the most important occupation, guard and servant duties occupied a greater number of prisoners than agricultural production, and that the clearing of land was of little importance. (H.A.J., 1859, paper 59).

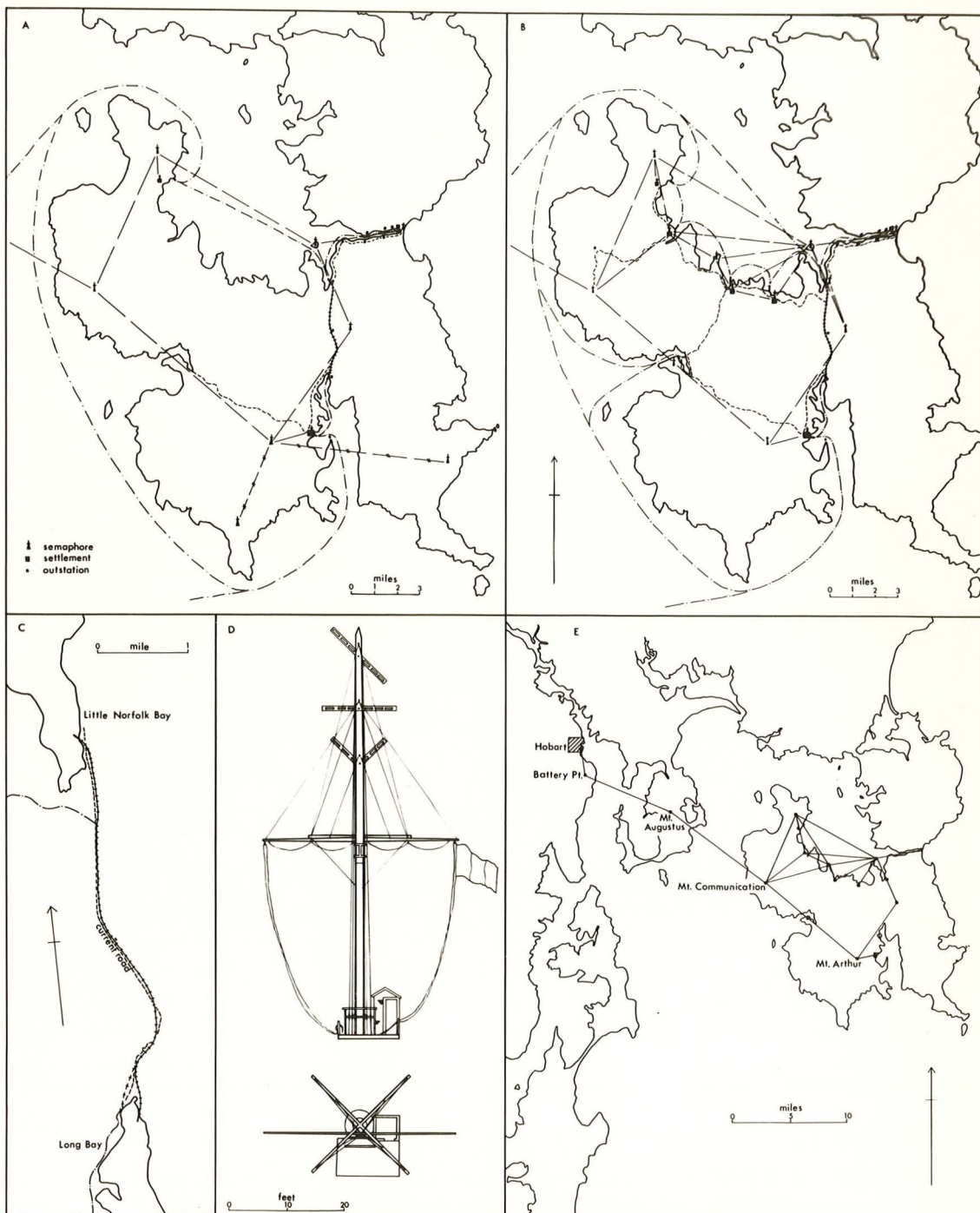


FIGURE 3 Convict communications.

- A = Communications c. 1840
- B = Communications c. 1853
- C = The convict railway
- D = A semaphore mast
- E = The semaphore link with Hobart

Table 1. points to an increasing percentage of invalids, paupers, and lunatics in a decreasing total number of prisoners between 1860 and 1871.

Table 1.

Year	Effective Convicts.		Invalids, Paupers, and Lunatics.		Total.
	Number	%	Number	%	
1860	564	62.8	334	37.2	898
1863	569	58.4	404	41.6	937
1868	344	53.7	296	46.3	640
1871	238	44.7	294	55.3	532

(Source - H.A.J., 1860-1871)

Table 2 shows a decrease in activity at the outstations during the later years and indicates consolidation in the Port Arthur area.

Table 2.
Value of Labour in £.

Year	Port Arthur Area	Long Bay	Cascade Bay	Impression Bay	Saltwater River.
1867	945	217	223	245	382
1868	793	123	104	110	339
1869	815	88	102	114	316
1870	768	69	38	35	133

(Source - H.A.J., 1867-1870)

These trends were to continue in the 1870's and led finally to an examination of the economics of maintaining Tasman Peninsula as a gaol.

Communications;

There were four elements in the network of communications developed to link Port Arthur and the outstations: shipping the convict tramway, roads and tracks, and the semaphore system. Although Port Arthur was a special type of

settlement, it was like most new settlements in Australasia insofar as it was first established from the sea, and all subsequent nearby expansion was also dependent upon shipping. The construction of jetties was one of the first tasks at Port Arthur and all the outstations. They received constant attention and were frequently repaired and replaced. At Port Arthur itself the construction of boats varying from whaleboats to barques was a notable occupation until the mid 1840's. In 1838 the barque 'Lady Franklin' was launched; it was for many years the only vessel to ply between Hobart Town and Tasman Peninsula.

Table 3.

<u>Year</u>	<u>Boats</u>	<u>Year</u>	<u>Boats.</u>
1834-5	24	1840	18
1836	23	1841	23
1837	19	1842	7
1838	16	1843	11
1839	9	1844	5

(Source --Tas. Stats., 1834--44).

In 1842 David Burn recorded the dropping of convicts at the probation stations after a direct trip from Hobart Town (Burn, 1842, p.15), and in 1853 Butler Stoney made a similar trip, direct to the northern shore by steamer. Rather than the centre of convict activity, Port Arthur had become simply the largest of the probation stations, and of the ten jetties on the peninsula in 1853, only three were not on the northern shore (figure 3). Despite the decline of



PLATE 3. The convict railway.



PLATE 4. The dog guard at Eaglehawk Neck.

the outstations after the cessation of Transportation to Van Diemen's Land most of these jetties remained until the end of the convict era.

The convict propelled tramway was for a short time of considerable significance. It was erected in 1836-37, and extended from Long Bay at the head of Port Arthur to Little Norfolk Bay on the northern shore, a distance of $4\frac{1}{2}$ miles (figure 3). After describing its construction Lempriere noted: 'The road at each end was extended to deep water by means of tressels on which the rails were laid. The nature of the ground was such as not to allow the road to be on a level without immense loss of time in cutting down hills; this was remedied by selecting those [slopes] which presented the smallest inclination..... (Lempriere, 1839, pp.66-67)).

The initial purpose of the tramway was the transfer of supplies from Port Arthur to the outstations at the coal mine and Eaglehawk Neck, and it provided '... a rapid and certain communication at times when the long sea passage might be impracticable' (Burn, 1842, p.16). All manner of cargo from food to whaleboats was hauled over the 400 foot rise on this tramway. With the advent of the probation stations however, it became more economical for supplies and convicts to be shipped directly from Hobart Town to the northern shore

and the original traffic of supplies via the tramway was ultimately reversed, Port Arthur itself being supplied from boats landing at Little Norfolk Bay. Nevertheless, steamer made entry into Port Arthur less hazardous and with the consolidation of convict settlements at Port Arthur after 1853, the tramway was abandoned. This type of tramway was also used at the coal mine and for transporting timber at Cascade Bay and Port Arthur.

Roads and tracks as used for horseriding and walking were of little importance during the years of convict occupation. To those in existence by 1840, the probation system added only sufficient tracks to link the outstations for security reasons, and to provide access to convict workings and semaphore stations (figure 3). It was not until the ship—tramway emphasis of the convict years (where labour was the least important factor) was finally abandoned that roads assumed any importance, and were even then still secondary to shipping until the advent of the motor car.

The final element in the pattern of convict communications was the network formed by the semaphore stations. First established by O'Hara Booth as an aid to security, it expanded with the probation system to connect Port Arthur with all the outstations and Hobart Town. This latter was effected by erecting a signal staff at Mt. Augustus on

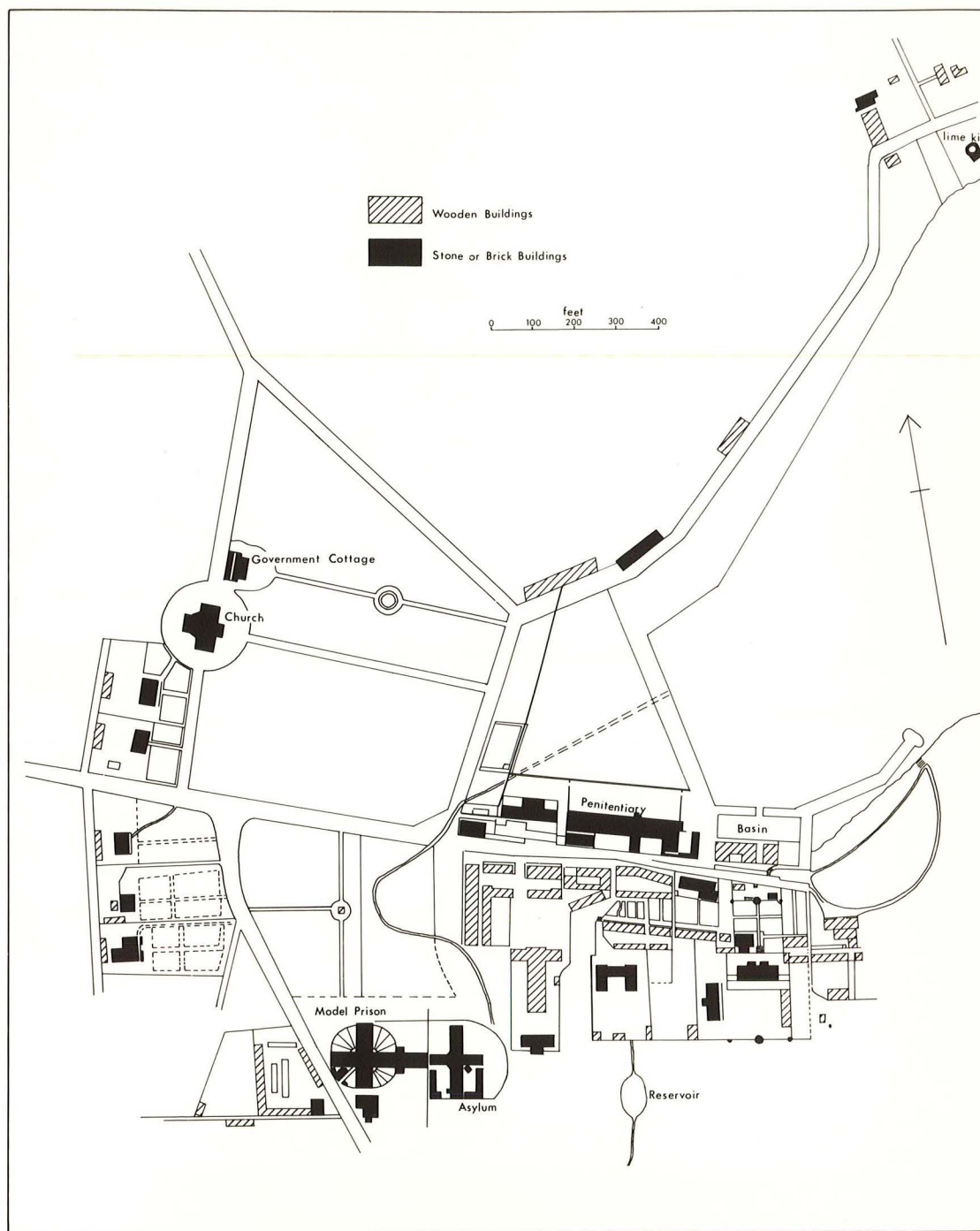


FIGURE 4 Port Arthur in 1863

South Arm, which allowed signals to be transmitted to Mt. Nelson and thence to Battery Point (figure 3). In 1842 Burn noted '... very long messages are conveyed to and from Hobart Town and Port Arthur in an incredibly short space'. (Burn, 1842, p.36). The number of these signal stations on the peninsula varied as probation stations demanded new ones and others, such as those originally set up at Mt. Raoul and Mt. Fortescue, were found to be unnecessary and abandoned. Woods Almanac for 1847 mentions that there were 13 such signal stations on Tasman and Foresteir Peninsulas in that year. Butler Stoney indicates that after O'Hara Booth's time they fell into disuse only to be reopened on Tasman Peninsula in the middle 1850's (Stoney, 1854, p.41), and in 1863 new signal stations were erected to re-open telegraphic communications between Hobart Town and Port Arthur (H.A.J., 1866, paper 100). The system was simple in operation but had limited use.

The semaphore had three pairs of double arms, each arm moving into fixed positions on one side of the staff. Different signals denoted numbers, and each number represented a letter, a word, a group of words, or a sentence. The top pair represented units, the middle pair tens, and the lower pair hundreds, a pennant flown from the top of the mast denoted thousands.

(Smith, 1941, p.76)

This system was abandoned with the Port Arthur settlement in 1877.

Tasman Peninsula 1870-1877.

As Tasman Peninsula became an increasingly uneconomic

gaol, land use underwent notable changes. The years 1867-1870 saw increasing numbers of cattle and sheep at the former outstations (H.A.J., 1871, paper 114), caused by the dwindling number of effective prisoners being employed as profitably as possible. To the large number of paupers and lunatics in the total population was added an increasing proportion of convicts who could perform only 2nd, 3rd, and 4th class labour.

Table 4.

<u>Year</u>	<u>1st class</u>	<u>2nd.</u>	<u>3rd.</u>	<u>4th.</u>	<u>Total.</u>
1872	153	70	47	40	310
1873	96	41	24	34	195
1874	73	29	17	16	135
1875	40	27	14	5	86
1876	30	20	14	--	64

(Source - H.A.J., 1872-6).

The Commandant's reports for the years 1871 to 1877 illustrate the changes. In 1871 the only gardens on the peninsula were at Port Arthur, Safety Cove, Long Bay and Garden Point, and a year later Long Bay and Garden Point were abandoned, to become permanent pasture. In 1873 wool, beef, and leather were the most valuable products, but labour was being used increasingly to supply the settlement. The staff on Tasman Peninsula was 55 in 1874, a figure which could not easily be reduced, despite the abandonment of the pauper establishment in the same year. (Commandant's Reports H.A.J., 1871-1877). In these years Tasman Peninsula became a duplication of the gaol at Hobart, and the increasing cost

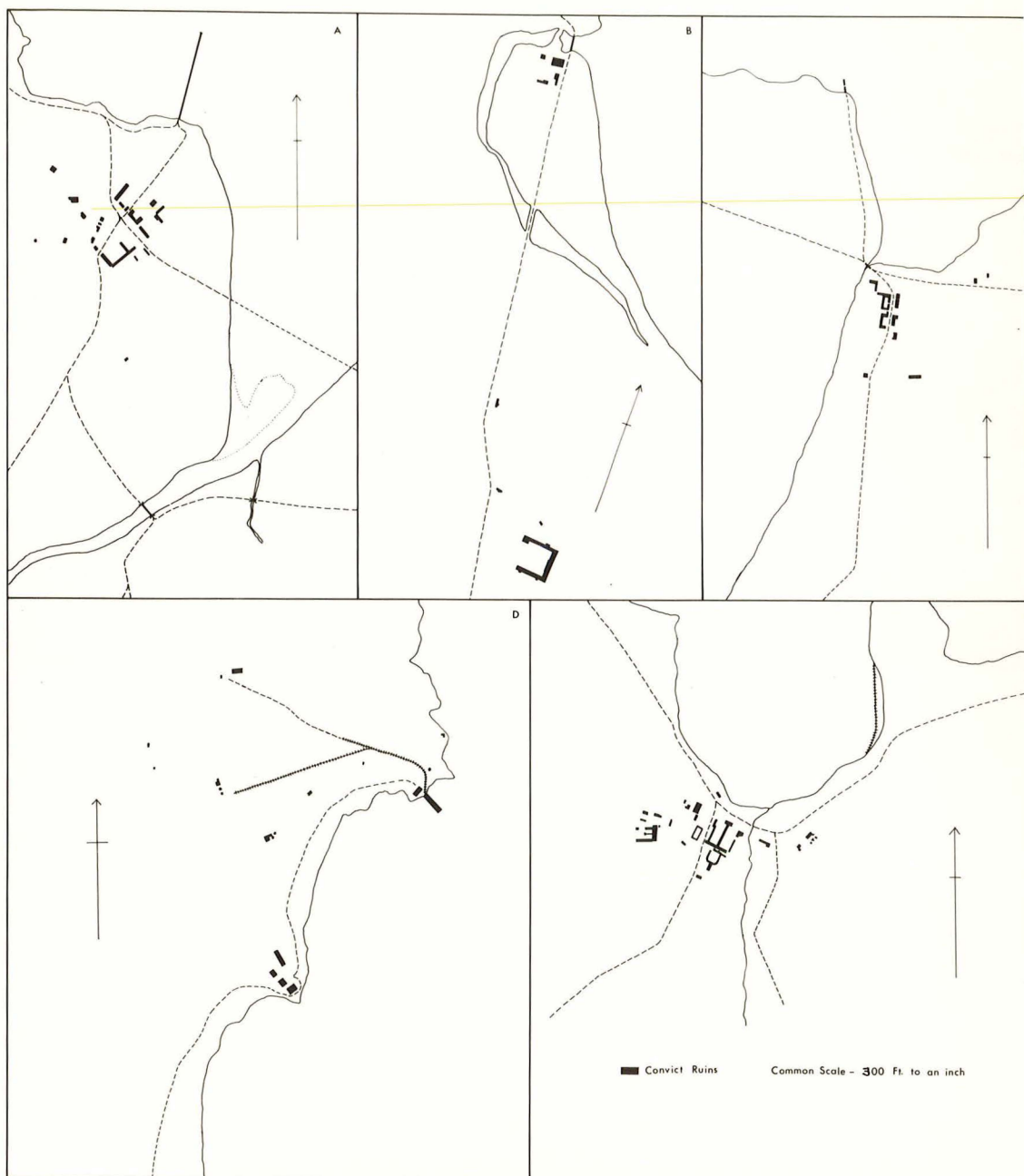


FIGURE 5 The former outstations.

- A = Saltwater River, 1876
- B = Safety Cove, 1880
- C = The old Cascade Station, 1876
- D = The coal mine, 1877
- E = The old Impression Bay Station, 1876

per convict could not be justified.

Tentative enquiries as to the suitability of land on Tasman Peninsula for free settlement were made as early as 1860. In evidence given before a Parliamentary Select Committee in that year only the Commandant at Port Arthur felt the land could be sold with profit. Other evidence, including that of the Surveyor General, Director of Public Works, a timber merchant, and a steamer captain, indicated that the land was generally inferior, with seemingly inexhaustible stands of good timber. A fishmonger felt that Fortescue Bay had good possibilities as a fishing settlement. A former prison superintendant on the peninsula gave the best assessment when he noted some exceptions to the generally poor land, most notably the cleared land at Saltwater River and the Valley Farm inland from Impression Bay. He also mentioned that the climate on the northern shore was mild and dry compared with a cold, wet, southern coast. (L.C J., 1860, paper 45.).

To this first public knowledge of the land on Tasman Peninsula was added the report of Richard Shoobridge in 1862

... the proportion of good land very small on the whole; but several extensive tracts of level land and sloping sides of hills (though of inferior quality) might, if timber could be sold, pay for the clearing; and if the scrub was burned and suitable kinds of grasses... were sown on the

land it would supply much more extensive runs for the cattle, and ultimately pay for the labour.

(H.A.J., 1871, paper 114)

He further noted that the best land was at Saltwater River but also mentioned land at Sloping Main, Wedge Bay Marsh and the stations at Impression Bay, Cascade Bay, and Safety Cove - all good grazing land if cleared of Scrub.

On the first of June 1871 management of the penal establishment on Tasman Peninsula was transferred from the Imperial to the Colonial Government and Mr. A. H. Boyd, one of the valuers for the Imperial Government, replaced James Boyd as Commandant. In the light of its uneconomic nature this transfer made the abandonment of the establishment inevitable. Free settlement was thereafter also inevitable and the nature of the land became a pertinent public issue. The new Commandant made an immediate assessment.

The estimated number of acres which have been under cultivation is as follows:
Saltwater River 200 acres, Impression Bay 55 acres, Cascades 38 acres, Long Bay 11 acres, Garden Point 15 acres, Safety Cove 63 acres, Settlement Farm 82 acres.
Of this 462 acres not more than 200 acres have been under crop for many years; much of that formerly under cultivation is now completely covered with scrub.

(H.A.J., 1871, paper 114)

In November 1871 a Select Committee was appointed to enquire into the penal establishment. In evidence James Boyd made a valuable detailed report on the nature of the land

From Eaglehawk Neck to Port Arthur all land to the east of that line is worthless but perhaps there are a few acres at Fortescue Bay, and a few along the old railway - altogether not more than 200 acres of good land; the remainder is wild, scrubby, sandy subsoil, with peaty surface, and the timber worthless, except a little at Fortescue Bay and Eaglehawk Neck. From Port Arthur to Wedge Bay, southward is densely timbered along the road, and in other places the land if cleared would be found good. No good timber in the centre of this district which portion is similar to the last; there may be 1,000 acres of moderately good agricultural and pastoral land between Tunnel Bay and Wedge Bay - the whole of this tract does not contain more than 1,200 to 1,300 acres of such land. From Wedge Bay to Impression Bay, to the eastward up to the old Railroad, the greater part has magnificent timber, especially on the north but along that shore the land is bad for a mile or so back, then the timber and land are good: from the southern half of this district it would be difficult to remove the timber to a shipping place. Blue gum is found in abundance in this district. Land cleared at Saltwater River about 300 acres; with Impression Bay and Cascades about 400 altogether - very fair light land but suffers in dry weather. The remainder from Wedge Bay to Impression Bay, and from Roaring Beach to Saltwater River is inferior pastoral land with very small agricultural patches; timber much inferior to that in the last district. The next block to the west of the last up to the coal mines boundary, is the best on the Peninsula - about 4,000 acres of good sheep and agricultural country nearly all except some of the ranges and along the coast is suitable for pastoral purposes. The coal mines block is sandy and worthless.

(H.A.J., 1872, paper 127).

The findings of this Select Committee were that the cost was too great, penal discipline was not possible, and because

of its isolation it should be broken up. It was not until September 1877, however, that these recommendations were implemented, when all remaining personnel and stores, and some of the building fittings were removed to Hobart Town.

As well as partly overgrown clearings, and buildings, jetties, roads and bridges (all in need of repair) a notable result of the convict occupation of Tasman Peninsula was a fairly detailed governmental assessment of the nature of the land before occupation by free settlers. This was especially true of land around the formerly occupied areas where the assessment was most accurate. The settlement at Port Arthur had seen very little change in its last 20 years (figures 2 and 4) and the former outstations, as surveyed by the Lands Department between 1876 and 1878 (figure 5), whilst in a state of disrepair, were environed by land cleared of trees and overgrown by only light scrub. These were the logical places for free settlement to begin.

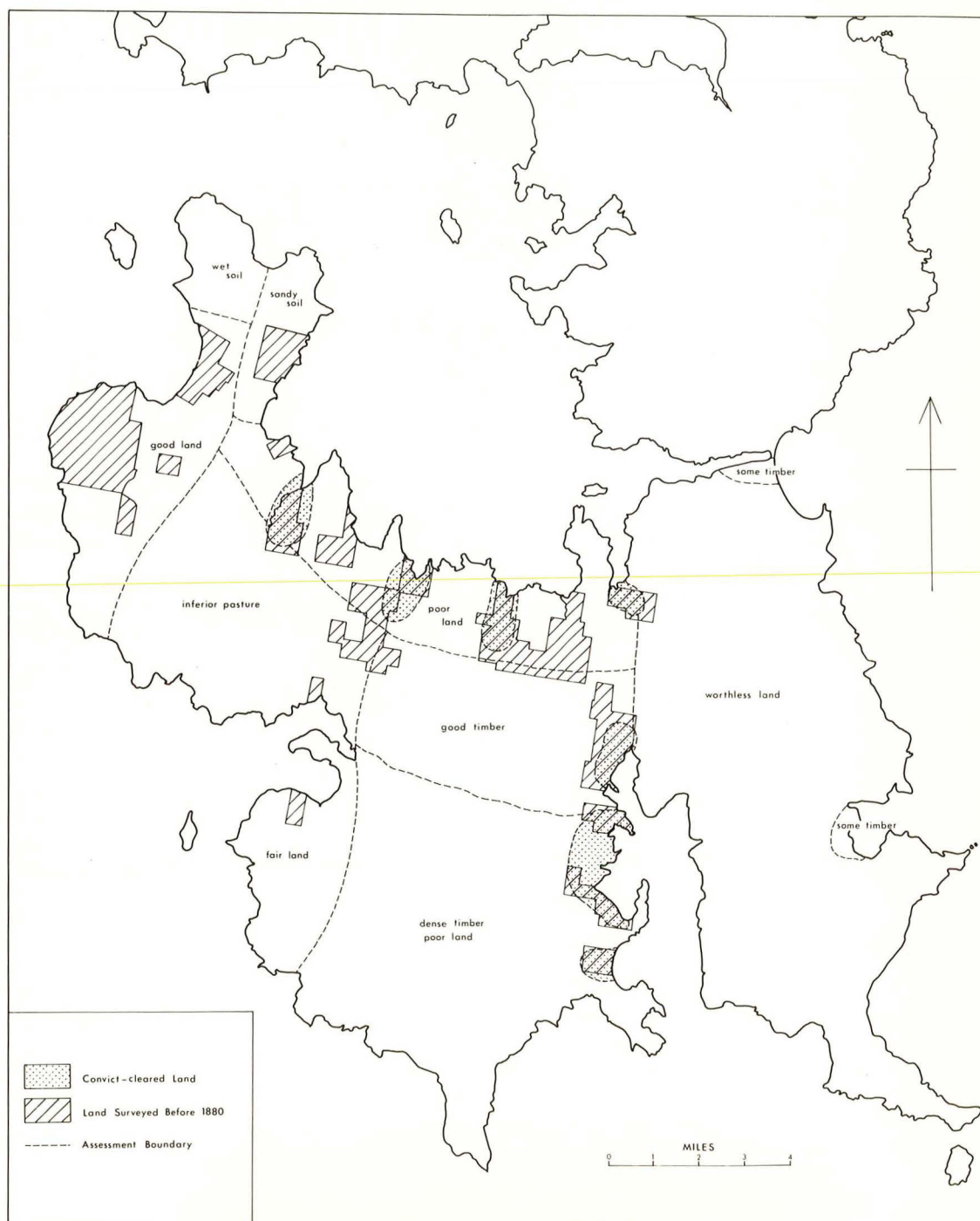


FIGURE 6 Land surveyed before 1880.

The first official assessment of Tasman Peninsula is also shown.

CHAPTER TWO- THE FIRST SETTLERS.

Surveys and Roads.

The earliest surveys for the sale of land on Tasman Peninsula were conducted by the Lands Department in 1876 when 4 lots, consisting of 353 acres were surveyed near the old Cascade station. These surveys, and all further surveys until 1880, were carried out on the assumption that after 1877 there would be an immediate demand for land, and were located in areas suggested by James Boyd in his evidence before the Select Committee in 1871 (figure 6). These expectations, however, did not eventuate. By 1879 27,862 acres, in 172 lots, had been surveyed by the Lands Department (appendix A, graph 1) but of this only 7,533 acres had been sold, and of the £17,863 realised only £2,357 had been received (H.A.J., 1879, paper 58). There were few people moving to the peninsula, and in 1879 a governmental report suggested that if the Waste Lands Act of 1870 was applied to Tasman Peninsula a very large area would most likely be taken up (H.A.J., 1879, paper 58). The three principal features of this act were: Free selection at £1 per acre, with one third the purchase price added as a premium for credit; deferred payments extending over a period of 14 years; the disposal of half the purchase money towards the construction of roads and bridges (P.P., 1879, paper 39). This recommendation was implemented in 1880 when

the land on Tasman Peninsula was thrown open for selection (H.A.J., 1881, paper 60).

Heerdegen describes the delayed pioneer settlement in the north island of New Zealand as being subject to much more precise management than was possible in the years before the second Maori war (Heerdegen, 1967, pp.34--49), and the process of land alienation under the Waste Lands Act made a similar circumstance inevitable on Tasman Peninsula. A survey fee, increasing proportionally with the size of the block, had to be paid within 30 days of an application to purchase land. Furthermore, a deposit on the land had to be paid within 60 days of the selector being notified that the land had been surveyed and his application was approved. Not until this procedure had been carried out was a contract of sale entered into. For this reason the original diagram of surveys carried out by the District Surveyors in the Land Department are a useful record of land alienated from the Crown.

Initially that land surveyed for auction prior to 1880 was not available for selection. This was largely the land cleared by the convicts and while the belief that it could be auctioned lingered, it was temporarily leased for the grazing of stock. Since most new settlers were therefore forced to clear their ~~their~~ blocks, they tended to select high land to avoid drainage problems (Ag. Stats. Report, 1881). The access roads inland from Impression Bay

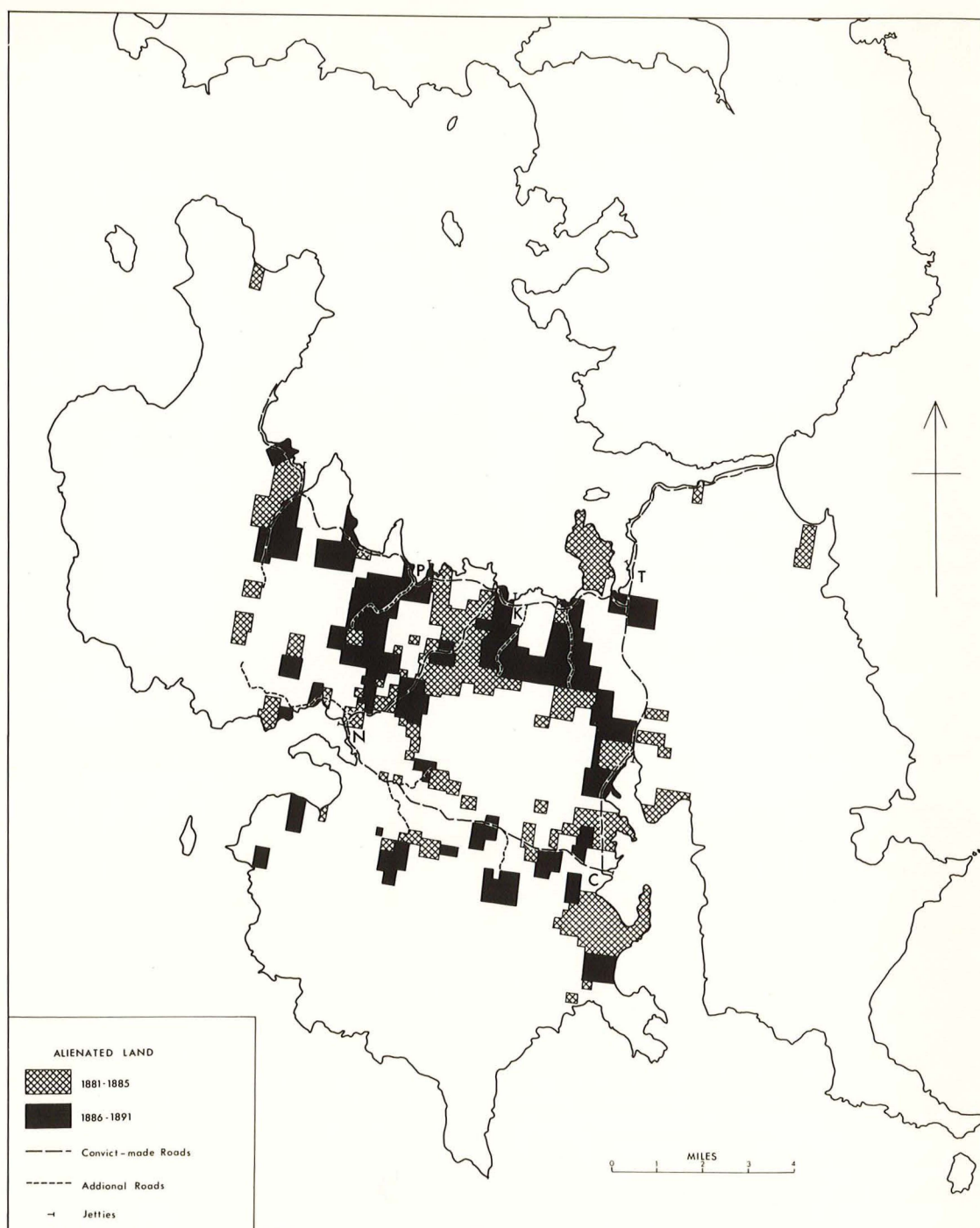


FIGURE 7 Alienated land 1881-1891

C = Carnarvon (Port Arthur)
 N = Nubeena
 K = Koonya
 P = Premaydena
 T = Taranna

and Cascade Bay were formed either on or near the watershed.

Another factor limiting the scale and direction of settlement was the accessibility of land, not only after selection but for examination by prospective settlers. Most blocks taken up prior to 1891 (figure 7), even when the timber on them was the only motive for their selection, were directly accessible from the sea, or easily reached by road or track. In his report of 1881 the District Surveyor, Joshua Hinsby, recommended the reconstruction of bridges on otherwise servicable convict roads. He went on:

If there was a track cut about nine feet wide from the old saw mill at the Cascades in a southerly direction for about five miles, and another track of the same width from Newman's Bottom in a southerly direction for about five miles, they would open up a tract of good land, the greater part of which would soon be taken up.. Many people have declined taking up land behind those already surveyed, for the reason that they have no access, and justly argue that to make a road would exhaust their means and leave them incapable of improving the land when they had acquired it. (H.A.J., 1881, paper 60).

These tracks were completed a year later, (H.A.J., 1882, paper 104) and as a result some land was taken up (figure 7). In 1885, again on Hinsby's recommendation, the blocks surveyed for sale prior to 1880 were thrown open for selection, and by 1891 much of this land had been taken up (figure 7), the selectors having priority over leaseholders.

The road from Carnarvon (Port Arthur) to Wedge Bay was improved in 1888 (P.P., 1888--89, paper 44) giving settlers on the Carnarvon side of the range easier access to their blocks. In 1889 Hinsby recommended, for the convenience of selectors, that a 10 ft. pack track be cut in a southerly direction from the Carnarvon-Wedge Bay road to the west of Mt. Arthur. 'This line of track should be laid out with due regard to gradients etc., as it will form the basis of the main road to selections in that vicinity' (P.P., 1889, paper 61). The importance of these access roads and tracks is seen also in Hinsby's report of 1888. Here he noted that little settlement was taking place on the similarly rugged land on Foresteir Peninsula because of the inferiority or lack of roads to a suitable shipping place (P.P., 1888-89, paper 44). That Tasman Peninsula was relatively advanced in this regard can be clearly attributed as much to the initial use of roads and tracks formed by the convicts, as the utilization of convict cleared land.

After 20 years in operation the Waste Lands Act of 1870 was found to be inadequate and it was repealed by the Consolidated Crown Lands Act of 1890, which was designed to check land speculation. Whereas the act of 1870 had stipulated that the selector, his tenant or servant must reside on the allotment (a provision almost impossible to

enforce), the 1890 legislation '... rendered it compulsory for every individual selector or a member of his family to habitually reside on his allotment until the whole of the purchase money was paid, and to effect substantial improvements thereon...' (P.P., 1895, paper 39). This legislation when applied to the hilly, timbered, and generally infertile land on Tasman Peninsula, meant that accessibility became the dominant factor in determining where land could be selected, and if it could be selected at all. This is clearly seen in the District Surveyor's report of 1891:

The question of providing roads after selection is a very serious one, and it is now quite evident that some means should be devised to simplify matters.... When a selection is surveyed a road is reserved through it to give access to Crown Land. As each subsequent lot is marked off the operation is repeated. After a number of lots are taken up in the same locality, application is made to the Public Works Department for a road to be opened.... sometimes the roads reserved do not form the most suitable outlet; and although a road may be perfectly graded through the block being surveyed, it may be quite impossible to extend it to suit the next applicant: such roads are, so to speak, reserved very much in the dark in rough country ... the bulk of them are afterwards surveyed for conveyance to the Crown. Thus such a road is really surveyed three times, after which the matter has to be dealt with by seven departments before it can be finally disposed of - provided the land has been purchased -- and therefore under the

most favourable circumstances a serious loss of time is incurred before one of these transactions is completed...

(P.P., 1891, paper 72).

The fundamental need for the provision of roads prior to selection after 1890 meant that any advance in settlement was dependent on government finance. The depression in the 1890's placed the construction of new roads low in priority for the spending of limited public funds. At this time there was a pause in the expansion of settlement on Tasman Peninsula (P.P., 1892, paper 76).

Crops and Stock.

The first settlers to take up land on the peninsula were immediately confronted with the greatest problem facing all bushland pioneers, '... the necessity of discovering a mode of utilizing the bush areas which would provide a sound economic basis for the permanent settlement of the bush' (Franklin, 1960, p.160). In the early years of settlement much of the surveyed land was used for rough grazing, being largely convict cleared land readily accessible from the sea, and by 1881 there were 7,000 sheep and 500 cattle on Tasman Peninsula. This was the outcome of a small number of people occupying a large area of land.

Application of the Waste Lands Act reduced the large discrepancy between land surveyed and land taken up (appendix A, graph 1), but by 1885 there were still a

large number of people defaulting on land sale contracts. In the years 1880 to 1885, 153 blocks, totalling 9,986 acres, were surveyed and taken up, but a further 8,209 acres in 97 blocks were surveyed only to be abandoned soon after occupation (appendix A, graph 1). The average size of the blocks abandoned was notably higher than that of the land settled (appendix A, graph 2). This was the result of inexperience in assessing timbered land, but it also hinted at the marginal nature of the land on Tasman Peninsula.

Those settlers who remained soon ascertained just how marginal the land was. As the number of people living on the peninsula increased, the acreage of land under crop assumed a declining percentage of the total area of improved land (the remainder was improved pasture) and by 1885 this was as low as 20% (appendix B, table 1). There was a significant contributing factor, however, which Hinsby noted in 1881: '... the depressed state of the agricultural interests' (H.A.J., 1881, paper 60). Between 1881 and 1885 the area in crop decreased (appendix A, graph 5), but so too did stock numbers (appendix A, graph 7). This was only a temporary lapse, both totals rising thereafter, with the ratio of land in crop to total land improved remaining constant at approximately one third. (appendix B, table 1)



PLATE 5. An old jetty at Taranna. The arrow indicates the alignment of the convict tramway and jetty, and the stone house was convict built.

The nature of the crops grown by the first settlers was similar to that in most pioneering areas in the New World; those crops which would, if necessary, enable subsistence living. Pioneers are obliged to be self-sufficient. Pirie points out that in New Zealand produce from 'fringe' farming regions had to compete on the open market with that from longer established areas, with the added burden of high transport costs; the pioneers' only advantage being cheap land (Pirie, 1954, p.103). Furthermore, Johnston notes that economic depression causes the pioneering farmer great uncertainty with '... the margin between financial success and failure ... finely drawn' (Johnston, 1961, p.15). Both these circumstances affected free settlers in their first five years on Tasman Peninsula. Knowing that the convicts had been able to produce their own vegetable needs and some grain, the pioneers on the peninsula followed this example. Nevertheless, these were the crops found to be successful in Tasmania generally.

In 1880, the first year of settlement under the Waste Lands Act, there were about 30 people preparing 250 acres for the following season (Ag. Stats. Report, 1880); the crops planted in that year being potatoes, peas, oats, and some wheat. With the exception of one horse-powered threshing machine there was no agricultural machinery, the hoe being used more than the plough. Crops were rotated,

with very little manure being used on land recently cleared of scrub. A notable increase in population the following year was matched by an increase in ~~the~~ stock numbers and crop production (Ag. Stats. Report, 1881). Potatoes, peas, oaten hay, and later, turnips, were of basic importance and remained a significant part of the total crop production for more than 50 years.

The first year of settlement also saw the production of 51 bushells of apples and 4 bushels of pears on Tasman Peninsula (H.A.J., 1881, paper 1). With the minimum bearing age of apple and pear trees being six or seven years, and productivity being less than one bushel per tree, this crop can only have been produced from some 60 trees planted by the convicts around Port Arthur and the former outstations at Impression Bay and Cascade Bay. Initially, orchards were not thought of as a commercial proposition. In these early years the same transport problems which hindered the marketing of ground crops were even more strongly aligned against commercial fruit production, and most farmers grew only a few trees for their own purposes. Nevertheless, at Koonya and Premaydena some fruit was produced for sale, but the acreage in orchard increased very slowly (appendix A, graph 5).

Timber.

The cutting of timber was one of the main occupations

of the convicts in the 47 years they occupied Tasman Peninsula, and remained just as important in the first 20 years of settlement. It was inevitable that some of the first settlers should make use of the forest resources. In 1880 timber was being cut and shipped to Hobart, and in 1882 some blocks were taken up for the timber alone (H.A.J., 1882, paper 104). The earliest cutting was carried out at Taranna, Oakwood and Carnarvon, where jetties were already formed. Good stands of timber south east of Nubeena were being exploited by 1885. There is evidence that access roads formed to foster settlement were used to their detriment by the timber cutters, and in 1889 the Tasman Peninsula Road Trust instituted remedial legislation: 'The width of the tire on the wheels of the drays and vehicles used by timber carters shall not be less than three and a half inches. This Rule to take effect from the 1st March 1890' (P.P., 1889, paper 113).

There was, however, at no time the great competition for land between timber man and farmer which was a feature of the eastern Canadian frontier. New Brunswick is the extreme example; here it was not until all the white pine had been cut out that agriculture could compete with lumbering (Lower, 1936, p.37). Western Ontario was more comparable with Tasman Peninsula: '... though much lumber was cut in the region, there is not the slightest reference

to be found to any such bad effects as followed in New Brunswick. Apparently the lumber industry went along side by side with agriculture and neither was injured' (Lower, 1936, p.42). At the same time it was reported in 1889 that some of the land on Tasman Peninsula which was reserved for forests (on the advice of the Conservator of Forests) was suitable for settlement and should be thrown open for selection (P.P., 1889, paper 61). Much of the land so reserved, especially east and south east of the Oakwood - Taranna road, was clearly unsuitable for settlement, but other areas were thought to have been underestimated. This was the case on the northern slopes of the east-west range of hills inland from Koonya. The problems involved in classifying Canadian timbered lands (Lower, 1936, p.49), were thus briefly encountered on the peninsula.

Villages.

In writing of village development in Wellington Province, New Zealand, S. A. Franklin points to many of the factors which influenced the development of villages on Tasman Peninsula. In both areas '...the village form of settlement was essentially a means of developing the bush areas ...' (Franklin, 1960, p.154), and most of the villages on Tasman Peninsula fit neatly into his three phases of village evolution.

The first phase (1870-95) may be considered as the period of establishment, when the development of the village was closely associated with the clearing and exploitation of the bush and the construction of route ways. The second phase (1895-1925) may be regarded as the period of stabilization when largely due to the development of dairy farming, a permanent basis for the settlement of bush areas was discovered. The third phase (1925 to the present) is associated with the relative decline of the village. (Franklin, 1960, p. 158).

The widespread economic depression in the 1890's terminated the first phase of village growth on Tasman Peninsula after only ten years of settlement. (appendix A, graphs 9 and 10). This period saw the rapid sale of town blocks at Carnarvon where established port facilities, cleared land, roads, and inhabitable buildings, could be immediately used. The sale of town blocks at Nubeena and Taranna was not as rapid as at Carnarvon, but here the situation in Wellington Province was most closely approximated. Timber mills in both places were the initial cause of settlement, as they provided employment in a fixed location. Orchards were easily established south east of Nubeena on land cleared by the timber workers, the jetties constructed for the shipment of timber being also used to export fruit. Both Nubeena and Taranna increased in size after 1900, but Carnarvon had by then almost reached its fullest extent. Village settlement at

Koonya and Premaydena had a slow beginning. The timber on the northern shore was inferior to that further inland and the farming and grazing carried out there did not provide circumstances favourable for the development of villages.

Trends in 1891.

The period of trial and error which made up the first decade of settlement on Tasman Peninsula had set the scene for much that was to follow. Population had trebled between the censuses of 1881 and 1891, rising from 247 to 748. The cumulative total of town blocks sold had kept pace with this increase (appendix A, graphs 8 and 10), and the decline in the sex ratio from 174 men per 100 women in 1881, to 146 ten years later indicates the rapid passing of frontier conditions. In this time many crops had been tried and the planting of 200 acres of orchards by 1891 suggests that the feasibility of commercial orcharding as an economic base had been ascertained.

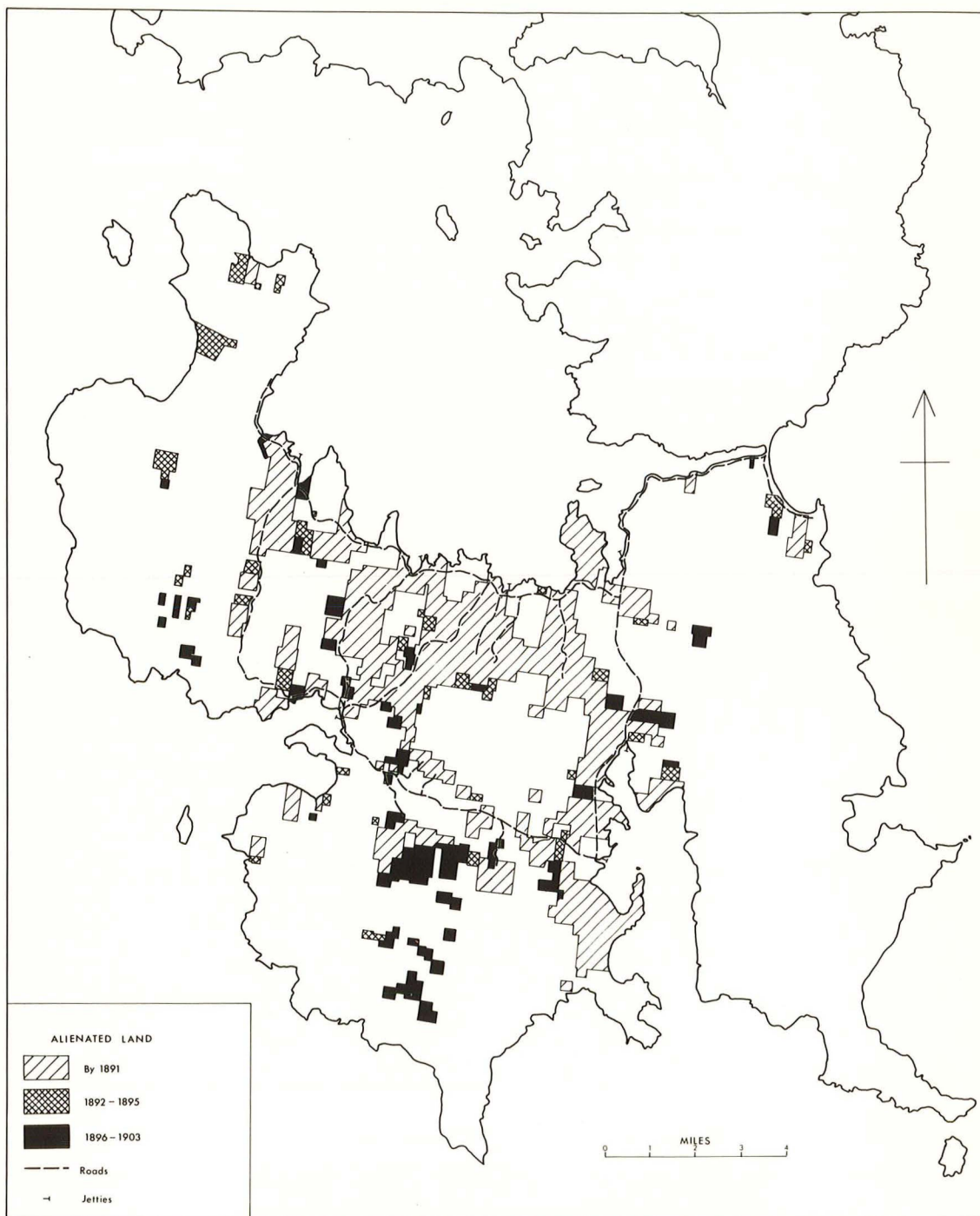


FIGURE 8 Alienated land 1892-1903

CHAPTER THREE - DEPRESSION.

Land Legislation, Surveys and Roads.

The extent of land sales in Tasmania has proved to be a useful pointer to economic conditions and the depression of the last ten years of the 19th century is clearly seen in this light (appendix A, graph 3). Not only was the construction of access roads, bridges and public works curtailed, but prospective settlers were deprived of a market. A general shortage of money meant that little land could be taken up under the conditions of the 1890 Crown Lands Act. On Tasman Peninsula between 1881 and 1891, 139 blocks, totalling 10,948 acres had been surveyed and taken up, but between 1892 and 1901 only 100 blocks comprising 4,636 acres were taken up, a further 3,391 acres in 56 blocks being abandoned soon after survey. The first five years of the 1890's were the worst. Only 30 blocks were taken up between 1892 and 1895 (figure 8) but 1895 was the trough of the depression (appendix A, graph 3).

Just as in 1880, it was the administration of different land legislation which made continued settlement possible. The 1893 amendment to the Crown Lands Act made provision for the purchase of from 15 to 50 acres of land if possession was taken within six months and habitual residence was maintained for 18 years thereafter. An

alternative was that if improvements to the value of £1 per acre over the whole block were achieved a grant deed could be issued before the 18 years had expired. The credit arrangements were significant. The survey fee still had to be paid and interest amounting to a third of the purchase price was still imposed (as in 1870), but there was to be no payment made at the time of purchase or for three years thereafter. After this 'breathing space', in which many farms were established on little capital, equal annual payments had to be made for the following 15 years. As the depression continued a further amendment in 1894 extended the period preceeding payment to five years. During this period there was no fear of forfeiture and thus a certain security of tenure was achieved. Moreover, the instalments paid on previous sale contracts could be transferred to the purchase of any portion of the block concerned so long as it was not reduced in area by more than half (P.P., 1895, paper 39).

All these official measures, whilst of great significance for the continued settlement of marginal land did not circumvent the basic need for access roads prior to selection. The Surveyor General noted in 1894:

For many years past selection in the agricultural districts has advanced far beyond made roads and active settlement, but so long as such roads were extended year by year under a liberal

Public Works policy of the past, our bush lands were readily taken up in advance under the deferred payment system. A considerable proportion of these lands, selected during the prosperous 'eighties', is still unsettled upon, and therefore unimproved. In such circumstances it will be apparent that road communication to the Crown Land at the back is practically cut off, and the would-be selector is in consequence compelled to abandon the idea of making a home for himself on Crown selection. (P.P., 1894, paper 80).

The District Surveyor's reports from 1892 to 1898 all mention the need for roads and the report for 1898-99 indicates that in the absence of road maintenance the condition of existing roads was declining (P.P., 1899, paper 47). The land taken up between 1891 and 1895 was with few exceptions adjoining blocks already occupied, thus utilizing existing roads (figure 8). The average size of the blocks was only 37 acres.

During this prolonged period in which he had few surveys to carry out Jushua Hinsby had time to make a more detailed assessment of his survey district. In 1893 he recommended the land at Fortescue Bay, and areas inland from Cape Raoul and Tunnel Bay as being of good quality (P.P., 1893, paper 48). A year later he made a similar recommendation of land near Wedge Bay, Eaglehawk Neck and Norfolk Bay. He felt that there were many small patches of good land throughout both Tasman and Foresteir

Peninsulas but the country, although of comparatively low elevation, was very hilly, and the nature of the soil extremely variable. (P.P., 1894, paper 80). In 1895 he reported:

There is also a large area of poor land that would be selected at a smaller figure than the £1 per acre, and I think there is no doubt that much of the land that has been lying idle for years would be taken up at once and become a tax producer if only sold for 5/- or 10/- per acre, and plenty of it is scarcely worth that, but being adjacent to other blocks could be improved somewhat by the stock overrunning it when used as an easement to the adjoining land, and as far as the district in my charge is concerned, I am sure a Crown Lands classification clause would suit both the Crown and the people therein (P.P., 1895, paper 39).

The 1895 amendment to the Crown Lands Act, in recognising second class land, fulfilled these requirements. Blocks from 30 to 320 acres were available by auction at an upset price of 10/- per acre. A quarter of the price was added for credit, and improvements to the value of 1/- per acre per year had to begin at the end of the first year and continue for the following five years. Assessment of the land was no problem, this being carried out at the same time as the survey.

Nevertheless, it was the 1893 amendment to the Crown Lands Act which proved most suitable for conditions on Tasman Peninsula. Agricultural selection slowly increased between 1895 and 1903 and with the remaining land suitable



PLATE 6. Eaglehawk Neck. Timber of this density confronted many pioneers on Tasman Peninsula.



PLATE 7. Land north west of Mt. Arthur. The effect of settlement on the forest; Nubeena is in the background.

for agriculture being in small patches, almost all of this land was purchased under the 1893 amendment (P.P., 1899, paper 47). Most selectors were genuine and complied with all clauses of the Act with the occasional exception of the residence clause. It was often impossible to live on the selection until improvements had been made and the lack of access accentuated the problem. The areas involved were either adjacent to blocks already occupied, in the valley extending north from Roaring Beach, or inland from Tunnel Bay as advocated by Hinsby (figure 8). Some selectors discovered that small areas well kept were more profitable than larger areas only partly improved and were using the 1894 amendment to the Crown Lands Act to reduce their selections (P.P., 1896, paper 48).

As in parts of western Ontario, removal of the forest cover by timber workers often revealed land suitable for agriculture. This same effect was achieved dramatically in the summer of 1897-98 when widespread bushfires swept through much of the southern half of the peninsula destroying, among other things, many convict buildings at Carnarvon. At the same time quantities of timber, orchards and crops were destroyed. Aid was provided for those settlers affected payments being suspended for two years and free access to Crown Land allowed for three years (P.P., 1899, paper 47). It was felt, however, that this bushfire was just as beneficial as it was damaging. Much land, especially good agricultural

country inland from Tunnel Bay, was opened up in this way and when the construction of access roads was resumed in 1899 the best grades were immediately visible (P.P., 1899, paper 47).

Timber, Crops and Stock.

The depression not only checked the rate of land settlement but affected the nature of existing agricultural enterprise. Farmers deprived of markets were forced to be self sufficient and the acreage in ground crops on Tasman Peninsula increased during these years from 476 acres in 1890 to 869 acres in 1896. At the same time the recorded acreage in orchard dwindled from 205 acres in 1891 to 143 acres in 1895. (appendix A, graph 5). The acreage in improved pasture increased but stock numbers fluctuated (appendix A graph 4).

Timber was still cut on the peninsula at this time but no new mills were set up (P.P., 1896, paper 47). After 1896 an increasing demand for palings in the mainland states caused timber splitting to increase on Tasman Peninsula, but of the more accessible areas had by then been worked out. (P.P., 1898, paper 56). The bushfire of 1897-98 killed a lot of timber and mill owners were encouraged by the rising price of timber products (sleepers, palings, beams and piles) to push into the more inaccessible areas. The Crown Lands Amendment Act of 1898 aided these people as it enabled the leasing of Crown Land at the back of settled areas for

the establishment of saw mills. Roads were therefore at a premium, constant timber haulage over existing roads and tracks causing them to deteriorate (P.P., 1901, paper 47).

Orchards.

As the depression passed, circumstances began to assist the development of orchards on Tasman Peninsula. Fruit pests, especially the Codlin Moth, had destroyed many orchards in northern Tasmania between 1860 and 1880, and after 1875 began to affect the orchards around Hobart. The presence of the moth, and enforcement of the remedial legislation it precipitated, hastened the development of specialized orchards in unaffected areas. The successful use of refrigeration on ships after 1887 added an international market to the interstate trade. Rapid increases in the number of orchards in the Huon and D'Entrecasteaux Channel areas brought about regular transportation by steamer, and full governmental support was given to the industry. (Goodhand, 1963, pp. 24-30).

Despite such favourable conditions the years immediately after the bushfire of 1897-98 saw only a slow increase in the acreage under orchard. (appendix A, graph 5). In 1900 Hinsby noted that climate and soil were all that could be desired for the fruit growing industry, and samples of fruit provided by those who already had orchards were as good as any in the state. (P.P., 1900, paper 44.)

He made a similar report two years later, adding that two steamers plied regularly between Hobart and the peninsula, and that there were hundreds of acres of suitable land available fronting on roads and bays; but he noted also '... the industry does not seem to go.' (P.P., 1902, paper 42).

The people who did set up orchards had at least six years to wait before they received any return and in this time often had to grow their own vegetables and split timber to survive. As had happened in New Brunswick, (Lower, 1936, p. 32), the attraction of regular wages cutting timber lured settlers, including established farmers, away from their holdings (P.P., 1901, paper 47). Between 1900 and 1905 the acreage in crops declined from 912 acres to 609 acres (appendix A, graph 5). The timber workers themselves became a temporary hindrance to settlers, cutting up roads and damaging jetties (P.P., 1900, paper 44.) Nevertheless, it had been realized that orchards could be grown on second class land if transport was available and the climate was right.

Trends in 1901.

The turn of the century saw the end of frontier conditions on Tasman Peninsula. In writing of the United States frontier, J. E. Eblen notes: 'The frontier did not last long - within a decade the population characteristics were moderated rapidly and after two decades census data would

hardly bear witness to the frontier experience (Eblen, 1965, p. 412). This is a parallel situation to that on the Peninsula. Masculinity had dropped to 128 men per 100 women in 1901 when the Tasmanian figure was still 108 (appendix A. graph 8). During the depression years population had continued to increase, and in 1901 there were 885 people on Tasman Peninsula.

Roads after a prolonged lapse, were again being extended, especially south of the Carnarvon-Wedge Bay road, and settlement generally was far in advance of the comparable Foresteir Peninsula. Regular steamer services induced tourists to visit the peninsula; the Lufra Hotel was established at Eaglehawk Neck and a road forced through the bush to the 'Blowhole' at the southern end of Pirates Bay (P.P., 1901, paper 47.) ~~No town blocks were sold between~~ 1890 and 1901, but thereafter sales resumed. (appendix A, graph 8). While the depression had stemmed settlement, it ultimately proved of some benefit. A shortage of money meant that much land remained unsold. The legislation brought into force because of this, especially the 1893 amendment, was the most suitable for Tasman Peninsula, and land was taken up more carefully. Furthermore, the 1895 amendment was brought in just as the potentiality of second class land for orcharding was realized, and there was much unsold second class land available on the peninsula. The scene was thus set for years of prosperity.

CHAPTER FOUR - THE CHANGING EMPHASIS IN AGRICULTURE.

The Land Boom: 1904 and 1905.

By 1902 there was little first class land left in accessible areas on Tasman Peninsula and second class land was slow in working back to it (P.P., 1905, paper 32). In 1903, however, the Crown Lands Act was again amended, making large areas of third class land available under more lenient provisions than those of the 1895 amendment, and on easier terms. During 1904 and 1905, 12,116 acres of land was surveyed and taken up on the peninsula; this area was in 68 blocks, the average size of which was 178 acres. Almost all this land was taken up under the 1903 amendment. Hinsby reported that the areas involved (figure 9) were largely the remnants of worthless land and would not have been taken up under any other conditions. He expected that some of this land would return to the Crown eventually but noted also that the Act brought back many settlers who had been forced by the depression to make a living elsewhere, and retained others who may have had to leave (P.P., 1905, paper 32).

This rush to obtain land at low cost was a state wide phenomenon (appendix A, graph 3) but was most noticable in areas such as the north west and north east corners of Tasmania, which, like Tasman Peninsula, had only poor quality land remaining, (A.O.T., 1965, pp. 44-45).

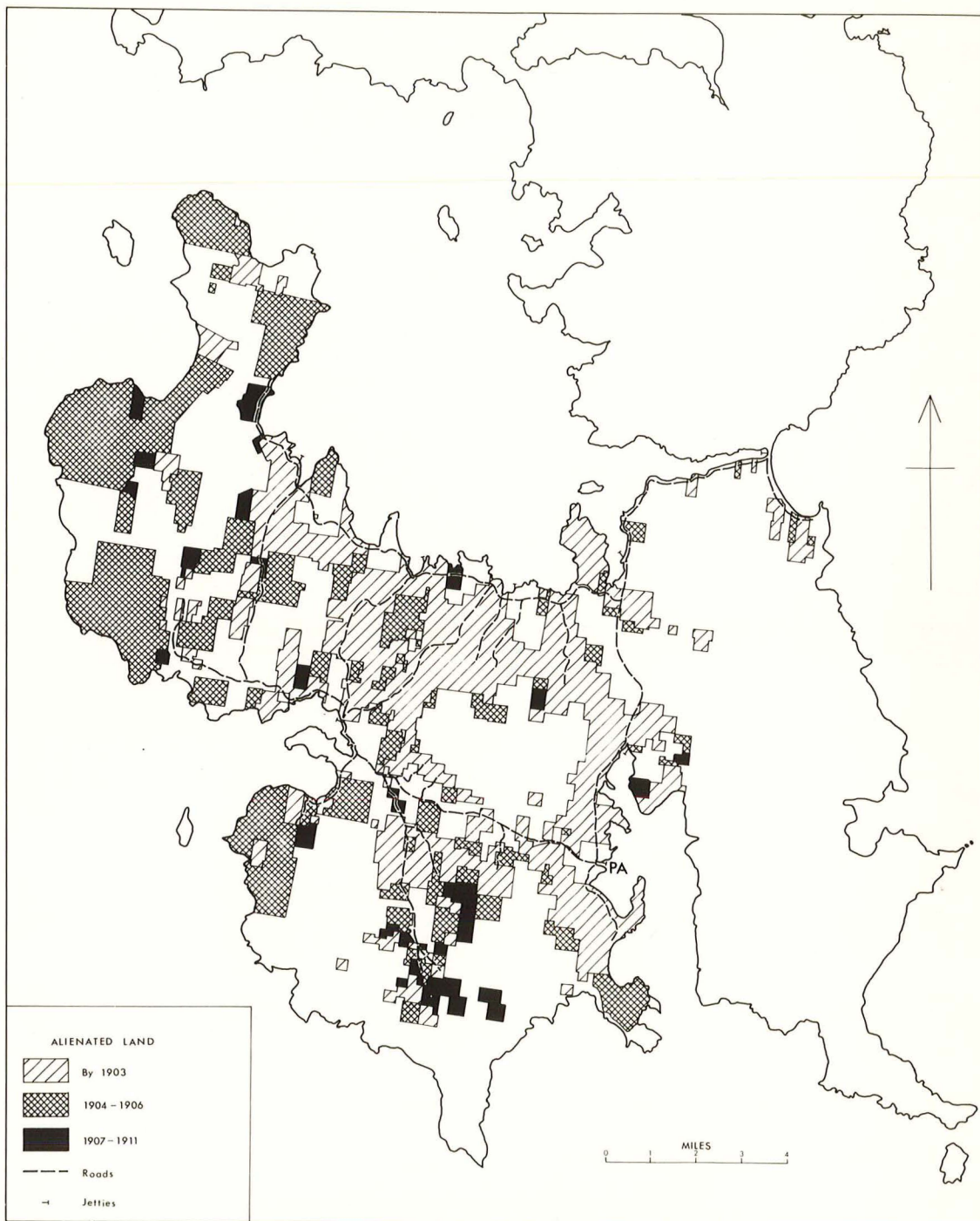


FIGURE 9 Alienated land 1904-1911

P.A. = Port Arthur

The 1903 amendment was, however, not successful in promoting permanent settlement on Tasman Pensinsula. Graphs 1 and 2 (appendix A) indicate that much land surveyed at this time was ultimately abandoned, and again the average size of abandoned blocks was larger than those taken up. At the same time the average size of surveys carried out on Tasman Peninsula between 1904 and 1906 was much higher than the Tasmanian average, (appendix A, graph 4). Hinsby reported that when the Crown Lands Act was again amended in 1905, limiting the size of blocks and making the full survey fee payable in advance, the selection of third class land ceased almost immediately (P.P., 1906, paper 46).

The Surveyor General verified this fact in a wider context:

There is a considerable falling off in the selection of second and third class lands, which should not be a matter for any regret... the extra liberal provisions of the 1903 enactment failed to secure the bona fide settlement and improvement on these lands, as was predicted by the Legislature when passing it into law.

(P.P., 1906, paper 46)

Surveys and Roads.

By 1906 land suitable for selection was becoming scarce. There was some grazing land available, but it was inaccessible and needed some clearing. Existing settlement was progressing on the Wedge Bay side of the peninsula, especially inland

from Tunnel Bay (figure 9). In some instances the 'bush burn' technique, used widely in the north island of New Zealand, was employed here with the same results provided by the bush fire of 1897-98 (P.P., 1906, paper 46). Timber felled, and left up to three layers deep by the timber workers, impeded the settlement of second class land and burning proved to be the easiest way to remove it. As in eastern Canada, it became more profitable for the farmer to burn timber than sell it (Lower, 1936, p.45).

The standard and extent of roads varied annually, depending largely on the weather. In 1906 roads were reported as adequate (P.P., 1906, paper 46), but the following year a wet summer and increased timber carting made some roads impassable. The road from Tunnel Bay to Nubeena, in the most suitable area for settlement at that time, was very bad, and the road south of Wedge Bay was blocked. It was at this time the District Surveyor recommended that certain roads should be extended to aid settlement only after the cutting of timber for palings and sleeper was finished (P.P., 1906, paper 46).

Settlement remained uncertain in areas reached by road until 1907. The Tunnel Bay district, and the land around the ~~Wedge Bay~~ Carnarvon road were the worst affected areas because uncut timber remained in these areas. Graph 1 (appendix A) shows a marked fall off in new surveys after

1906 and farming had by then reached its peak (P.P., 1908, paper 13). Nevertheless, in 1907 all road construction became the responsibility of the Public Works Department (P.P., 1908, paper 13). In 1908 roads on the peninsula received attention and most holdings became accessible, with much produce passing out through Nubeena (P.P., 1909, paper 21).

There was an increase in land selected in 1909 but this was unfortunately the selection of third class land (by then readily accessible by road) under the provisions of the 1893 amendment to the Crown Lands Act for first class land. The attraction in this instance was not the land but the small deposit, and credit arrangements which included the survey fee, little regard being given to the ultimate payments due (P.P., 1909, paper 21). It is not surprising that more than half the land surveyed in 1909 was subsequently abandoned (appendix A, graph 1).

Orchards, Ground Crops and Stock.

In the years 1902 to 1911 the pattern of future agricultural enterprise on Tasman Peninsula was established. It was at this time that the noticable correlation between geology and soils became evident. Where the parent rock is jurassic dolerite the soils tend to be grey-brown podsols while triassic sandstone and mudstone produced yellow-brown podsols (A.O.T., 1965, p. 15 and p. 26). The latter of thes

two soil types provided the most suitable agricultural land available, being easier to handle rather than more fertile. It extends south of the Nubeena-Port Arthur road, north of Nubeena to the old coal mine, along the northern coast from Saltwater River to Koonya, and around the Koonya-Nubeena road. While there is some correlation between sequence of settlement and soil type, this was generally coincidence, settlement being affected more by the location of convict roads in the initial stages and later by the inclination of new settlers to take up land adjoining successful plots.

The state wide boom in orcharding after 1880 combined with the locational advantage of available water transport to established export facilities (which Tasman Peninsula shared with the Huon and D'Entrecasteaux Channel districts), to make fruit growing the most profitable agricultural enterprise possible on the peninsula. Rainfall varies from 20 inches to 50 inches per annum from north west to south east
J. LANGFORD
 (A. O. T., 1965, P. 4).., and thus second class land on the northern shore below 500 feet, and the north facing slopes in some valleys such as that south east of Nubeena, were admirably suited to the industry. Some of the best agricultural land on the peninsula was in these areas and although fruit trees do not require good land orcharding began to

replace ground crops in location, and the timber industry in importance.

Between 1902 and 1911 the acreage in orchard increased steadily (appendix A, graph 5). Every report of the District Surveyor in these years records the growing prosperity of the industry and the incidence of land available for its expansion. Newman Creek, Eaglehawk Neck, Saltwater River, and the Wedge Bay area were all recommended as suitable sites for orchards. One orchard at Nubeena produced 1,400 bushels per acre in 1909, and 1,600 bushels per acre the following year, orchards on the northern shore doing just as well (P.P., 1910, paper 22).

The number of sheep and cattle and the acreage in ground crops had fallen steadily after 1901, but all three totals rose in response to the land boom which followed the 1903 amendment to the Crown Lands Act (appendix A, graphs 5 and 7). The acreage in crop reached an all time high of 1,080 acres in 1906. This suggests that many new settlers were genuinely trying to establish farms, and being in marginal areas they did not greatly affect orcharding. Nevertheless, the acreage in crop dropped sharply after 1906 with sheep and cattle numbers also declining. Furthermore, the "Reinstatement of Crown Lands Purchase Act" of 1907 marked a return to the terms of the 1890 Crown Lands Act, and the setting up of farms on Tasman Peninsula became very difficult. By 1908 established farms were beginning



PLATE 8.

Convict cleared land south of Saltwater River.
This road follows the route of a convict made track



PLATE 9.

Hilly land on the northern shore. Land was often
cleared near the ridges to avoid a drainage problem

to give way to other forms of agricultural activity and there is evidence that dairying began to assume a growing importance: for instance, good quality cheese was made in Koonya in 1907 (P.P., 1908, paper 13). Circumstances were thus combining to place the focus of agricultural attention on orcharding, and graph 8 (appendix A) shows the increasing percentage which orchards made up in the total crop area.

Timber, Towns and Tourists.

The association between the timber industry and the growth of towns was again resumed after the depression. Implementation of the timber lease in 1895 prevented the taking up of land for its timber alone: the concentration of mills thereafter at points providing the best compromise between suitable forested land and available jetties established the basis for the development of towns. Mills at Eaglehawk Neck, Little Norfolk Bay and Wedge Bay gave impetus to the sale of town blocks at Havelock, Taranna and Nubeena respectively (P.P., 1905, paper 32). A large mill at Taranna was burnt down in 1910 and Hinsby remarked that only when H. Jones & Co. rebuilt it was the town of Taranna able to survive (P.P., 1911, paper 17). By 1906 dense forest had grown up south of the Nubeena- Port Arthur road. This was mostly regrowth after the 1897-98 bushfire, the trees in places being 50 ft. high and one foot thick (P.P., 1906,

paper 46). This timber was the best available at that time and it could most easily be shipped out through Nubeena, probably explaining the more rapid sale of town blocks at Nubeena than any other town (appendix A, graph9).

Where there were factors other than the association with timber milling, the towns assumed a more permanent nature. Nubeena was fortunately in the centre of a burgeoning orchard industry and, of more lasting significance was the focal point of roads from Port Arthur, Tunnel Bay, Koonya, Premaydena, and the Roaring Beach area. The beginning of town lot sales at Havelock after 1902 (appendix A, graph 9) can be attributed as much to tourists visiting the unique coastal formations at Eaglehawk Neck and Pirates Bay as any increase in timber milling.

By 1907 there was little timber left in this region (P.P., 1907, paper 16) and at this time the Lufra Hotel was very popular with tourists (P.P., 1906, paper 46).

The advent of tourists, first by steamer and later by motor car, gave to Port Arthur a prominence it had not seen since the convict era. It was ironic that it should be the convict ruins which effected this: the name "Carnarvon" first used to remove the stigma which the convict system had placed upon the name 'Port Arthur', was again changed to the

latter when distance in time made the convict past profitable for the town. This was also true, to a lesser degree, of Eaglehawk Neck.

The towns of Koonya and Premaydena were rather different. They too had convict ruins and their names had been changed, (from Cascade Bay and Impression Bay respectively), but the ruins were not as spectacular and the names, meaning little to the tourists, remained as they were. Convict activity here had cleared most of the timber before 1870 with the result that these towns did not have the early beginnings which the timber industry gave Taranna and Nubeena (appendix A, graph 9). On the other hand Koonya, and especially Premaydena, are situated amid the most suitable orchard land on Tasman Peninsula. Their development was slow and never spectacular, since orcharding promoted little centralizing activity other than the need to export once a year. By 1910 however, most newcomers to the peninsula were setting up orchards and Koonya, Premaydena and Nubeena were the towns to benefit.

Mill sites which had no favourable advantages for town development other than that provided by timber shipping were abandoned when the timber was cut out. Fortescue Bay is the best example of this. A town reserve was surveyed when timber cutting was in progress but the site had no advantages for town development except as a possible fishing

centre and other places served this purpose better. Oakwood, at the head of Long Bay, fared little better. While some people certainly lived there when timber was being milled, there is no record of any town blocks being sold and a jetty there was of little importance when the road bypassed it.

There was therefore a changing emphasis in the importance of towns at this time which matched the changing agricultural pattern. The steady development of orcharding was in part responsible for it, but the factor of greater significance was the advent of the motor car and the development of better roads to accommodate it. Hinsby recorded in 1910 that many roads were suitable for cars and that five or six cars per day were visiting the peninsula (P.P., 1910, paper 22).

The Community in 1911.

In 1911 there were 1,171 people living on Tasman Peninsula, an increase of 286 since 1901. The masculinity had dropped to 122 men per 100 women and with the construction of schools, shops, recreation reserves, churches, and hotels, the community was no longer on the frontier, but simply another part of rural Tasmania. Reliable communications, with the state capital only 60 miles away by road and less by boat, removed the blanket of isolation which had stifled settlement on the Peninsula until this time. The constant flow of tourists gave to the area a feeling of prosperity

and provided the most valuable publicity that local
orcharding could get.

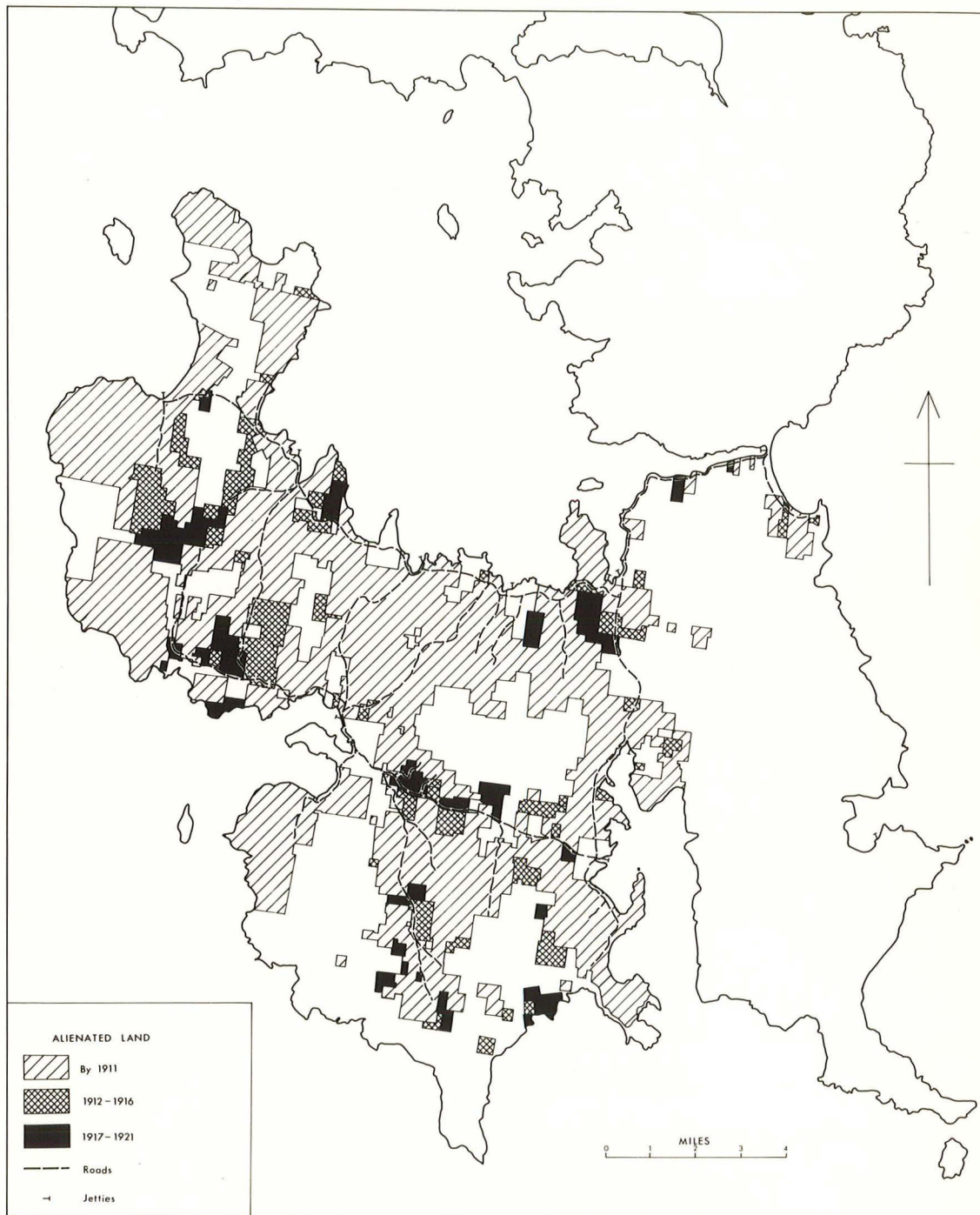


FIGURE 10 Alienated land 1912-1921

CHAPTER FIVE - THE PREDOMINANCE OF ORCHARDING.

Progress in 1916.

Between 1912 and 1916 there was a notable increase in the area of land surveyed and taken up on Tasman Peninsula (appendix A, graph 1), despite a governmental decision to withdraw land from selection and the resultant dropping off in land sales in the state (appendix A, graph 3). This land was almost entirely taken up for the planting of orchards with the average size of blocks surveyed, while increasing in these years, remaining below the falling Tasmanian average (appendix A, graph 9).

After a bad season in 1911, which affected the acreage of orchards and other crops, there was a startling increase in the area of land devoted to orcharding (appendix A, graph 5). Orchards on the northern shore saw the greatest increase from Koonya to the land south of Sloping Main. Jetties at Saltwater River and Sloping Main were instrumental in this development with a road pushed south from the latter opening up a large area of land suitable for orchards (figure 10). At the same time orchards around Wedge Bay doubled in area and some orchards were planted along the Tunnel Bay road. In 1913 Hinsby reported that there was little land left to select except that suitable for orchards, and mixed farming was at a standstill (P.P., 1913, paper 17). This land was all available at no great distance from jetties,

especially in the north west corner of the peninsula and along the northern shore. In the same report, however, he observed that some selected land was lying idle, preventing the taking up of land inland from it. Access was still the dominant factor in agricultural advancement and with motor transport as yet a novelty, jetties remained the focal points of settlement.

Agricultural activity other than orcharding centred around the production of oaten hay and vegetables; of the latter, potatoes, peas and turnips were the most popular (Tas. Stats., 1911-16). The total acreage varied little (appendix A, graph 5), but with the lower slopes and valleys being turned over to orchards the location of mixed farms shifted into the higher inland areas. The tending of sheep, cattle and swine was subsidiary to farming, the two often being combined. The number of sheep varied annually around 7,000 while the number of cattle, 1705 in 1911, slowly declined (appendix A., graph 7). There was, however, a tendency on these farms to include a greater proportion of dairy cows in the number of cattle, with growing towns providing a limited market for milk, butter and some cheese. Nevertheless, there was no prosperity to be found in farming and many selectors were forced to work on roads and in timber mills to survive (P.P., 1912, paper 20).

The timber industry did not make any advances in these years. By 1912 most of the timber areas were taken (P.P., 1912, paper 20) with seven mills of various sizes in operation (P.P., 1913, paper 17). Beams, piles and sleepers were the main articles produced. A dry summer in 1913-4 caused a number of bushfires which destroyed large quantities of timber, and with the outbreak of World War 1 causing many timber workers to leave the peninsula, mills began to close down (P.P., 1916, paper 23).

Towns were by this time quite independent of the timber industry. While no town was recognised as such for statistical purposes, 30 town blocks were sold on the peninsula between 1911 and 1916. With half this number being sold in Nubeena alone the tendency for community activities to centre on this town is observed. Its locational advantages were several. The hub of a network of roads, it had a sheltered anchorage closer to Hobart than any other jetty. It benefited not only by being an outlet for timber mills and the centre of an orcharding area, but also from tourist traffic. In 1912 it had '... good accommodation, a tri-weekly steamer service, good beach and good fishing...' (P.P., 1912, paper 20). When timber cutting declined around Port Arthur the town became the centre of a limited hinterland which did not include orchard

and tourists began to contribute as much to its survival as local farmers. The same was true of Eaglehawk Neck and Taranna, and the latter had little to offer tourists other than a stopping place. Orchardng remained the principal activity around Koonya and Premaydena and at this time these towns had almost reached their fullest extent.

The number of motor-borne tourists continued to increase. In 1912 Hinsby recorded:

The motors through the tourist season tear up the main lines of traffic, but there are good by roads now to most of the outlying localities, and tourists are making trips by motor that ten years ago were packed over. The favourite excursion seems to be to Port Arthur, and during the summer months it is visited bi-weekly by steamer. Good accommodation is available along the route (P.P., 1912, paper 20).

In 1913 there were three bus trips per week to Tasman Peninsula (P.P., 1913, paper 17), and during the following year 10 to 15 cars per day was normal traffic; a stone crusher had been set up to provide the roads with a more permanent surface and several bridges were repaired. Tourists were sometimes dropped at Port Arthur by steamer to embark again at Nubeena after a bus trip across the peninsula. The importance of tourists was clearly recognised when the ruins at Port Arthur were strengthened in 1913 (P.P., 1913, paper 17).



PLATE 10. The access road south of Koonya. Here the road was constructed on the watershed where the land was first cleared.



PLATE 11. The access road at Newmans Creek. This road was constructed in 1882 on Joshua Hinsby's advice.

By 1916 Tasman Peninsula was beginning to thrive, with orcharding firmly established as its most important single activity. In that year there were 641 acres in orchard, an increase of 345 acres in only five years (appendix A, graph 5). This was the year in which the acreage in orchard exceeded the combined total of all other crops and orcharding became the dominant form of agriculture. The acreage in ground crops had remained more or less constant since 1908 and in terms of a developing society the vitality of the expanding orcharding industry became the mainspring of ~~xxx~~ community life. The quality of fruit being produced was as good as any in the state at a time when orcharding was becoming one of Tasmania's leading industries. Furthermore with the exceptions of orcharding and the growing tourist trade, Tasman Peninsula remained semi-marginal land for all other forms of economic activity.

Effects of the Great War.

The departure of young men from Tasmania caused by the outbreak of World War I resulted in a state-wide labour shortage and a dropping off in land sales (appendix A, graph 3). There was a noticeable decrease in the area of land surveyed on Tasman Peninsula after 1914 (appendix A, graph 1) and in 1917 and 1918 only ten blocks totalling 903 acres were taken up, their average size being less than the state average. The shortage of labour was soon felt on Tasman Peninsula.

Some selections were abandoned by departing soldiers and those activities which needed labour, especially the timber industry, received a set back. Mills began to close down (P.P., 1917, paper 19), those surviving being located on the eastern side of the peninsula where good timber remained. The shortage of hands caused wages to rise in these mills, and selections on the eastern side of Tasman Peninsula were neglected as the attraction of regular wages drew settlers away from marginal plots (P.P., 1917, paper 19). In 1917 and 1918 those mills in operation were fairly active, with that at Taranna opening again after a year's closure (P.P., 1918, paper 34). The tendency for the small selector to give up his land to work in the local mill increased notably in 1918 (P.P., 1919, paper 34).

A very wet winter in 1916 caused added complications for most people on the peninsula. Roads, bridges and culverts were all impaired, and with many back roads becoming impassable, the small farmer in the higher inland areas was at a decided disadvantage (P.P., 1917, paper 19). Stock suffered because of uncleared scrub and many farmers began to switch from beef cattle to smaller dairy herds; the total number of cattle declined between 1916 and 1919 (appendix A, graph 7). The number of sheep did not decrease but varied seasonally between 6,500 and 8,000. Orchards

were also affected by this wet season with much fruit being lost because of a fungoid disease. Hinsby reported: 'The orchards along the northern portion have suffered less than those elsewhere owing... to the openness of this position, and the maximum amount of sunshine this locality receives' (P.P., 1917, paper 19). The number of tourists also decreased in this year and many people who catered for tourists suffered, but tourism did not suffer unduly because of the War. Between 1916 and 1918 six scenic reserves, including the town of Port Arthur, were proclaimed for Tasman Peninsula (Mosley, 1963, appendix 6).

The most striking result of the lack of labour was a precipitous decrease in the acreage under crop (appendix A,, graph 5). Small farmers were forced to undertake less labour~~x~~ intensive activity and ground crops came to be replaced in importance by dairying, with sheep as a subsidiary activity. A dropping off in the total acreage of orchards was not so much the result of a labour shortage as decreased shipping facilities (P.P., 1918, paper 34).

Post War Trends.

In 1920 it was noted that there was much greater attention being given to grazing than general farming (P.P. 1920, paper 45). The only exception to this trend was the large area of land taken up on very liberal terms under the

'Soldiers Free Selection Act'. Almost all surveys carried out between 1919 and 1921 were for returning soldiers and some land in the west of the peninsula which had reverted to the Crown was resold to these men. Some of the soldiers did well, but most fared badly. The land was generally marginal, being at some distance from available jetties (figure 10). The average block size was too large to be easily handled by men of limited means (appendix A, graph 2). Most of this land was soon to become sheep runs (P.P., 1920, paper 45). In 1921 dairying received a great deal of attention, and with orcharding restricted by limited shipping facilities, dairy herds were for a short time the most profitable venture available (P.P., 1921, paper 31).

A pattern of land occupation had thus been firmly established on Tasman Peninsula, and it was to last more than 30 years. The population was recorded as 1,508 in the census of 1921, and the masculinity ratio~~x~~, which must have dropped during the war, was little different from the 1911 figure (appendix A, graph 8). The increasing number of motor cars in the state gave promise of a profitable tourist trade and the roads on the peninsula were by this time quite reliable. The timber industry was in decline, this activity being confined to the less accessible areas such as the hills south of Koonya and the unoccupied eastern section of the peninsula.

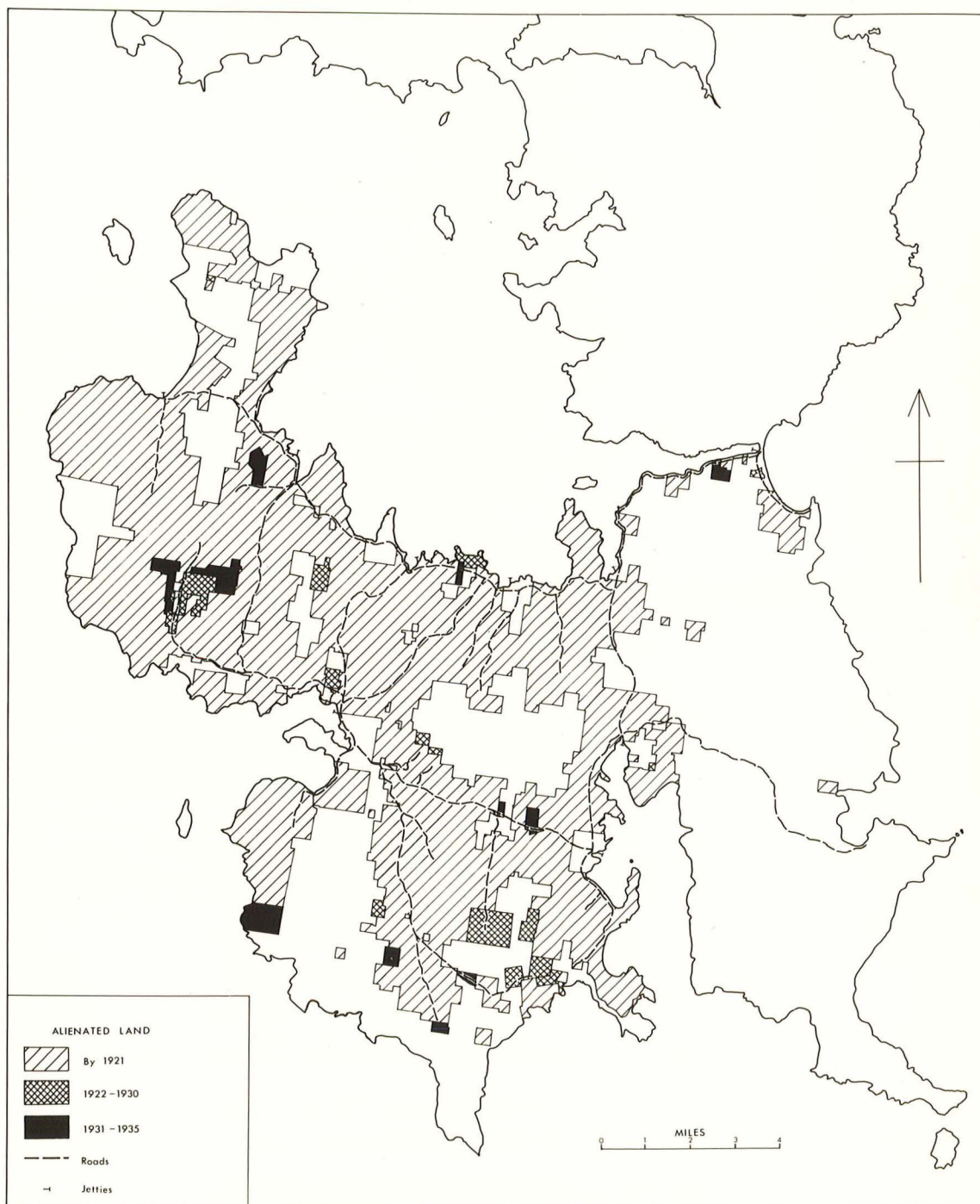


FIGURE 11 Alienated land 1922-1935

CHAPTER SIX - CONSOLIDATION.

The Land use pattern 1921-1930.

With a workable land use pattern finally established by 1921 the process of alienating and settling land on Tasman Peninsula was almost complete. There were, however, some variations within this pattern which were to consolidate orcharding as the most important agricultural activity in the area.

The state wide surge in land sales caused by the Soldier Settlement scheme soon passed (appendix A, graph 3). With no land of value remaining for selection on the peninsula (P.P., 1922, paper 24) very few surveys were carried out after 1921 (appendix A, graph 1). Hinsby observed that many lots were being allowed to deteriorate, that land surveyed being almost entirely for adjacent land holders (P.P., 1923, paper 37). High labour costs and a low market price for agricultural produce caused many of the soldier-farmers to fail (P.P., 1922, paper 24). These factors also resulted in the consolidation of unsuccessful farms into larger holdings given over to grazing. There is a notable increase in the number of sheep, cattle and swine after 1926 (appendix A, graph 7). The selectors to fare best at this time were those situated between Port Arthur and Nubeena, and especially those on the Tunnel Bay road where the block size remained small. Here the hamlets of Stormlea and

Highcroft developed, and further east, Radnor. They had only a brief existence. A church was built at Highcroft and a school at Stormlea, but these small centres ultimately declined as farms in the area declined.

The effects of these economic difficulties reached a peak in 1925 with orchards, ground crops and dairy herds all suffering (appendix A, graph 5). Nevertheless, this was only a temporary lapse. After a season when 'black spot' infestation caused a recession (P.P., 1924), paper 10), orchards began again to increase in area and productivity, and at this time dairy herds were forming an important part of upland activity. In 1922 a survey was carried out for the establishment of a packing shed near the Nubeena jetty at the instigation of the Port Huon Fruitgrowers Association (P.P., 1922, paper 24): a fair indication of the efficiency which began to characterise orcharding on Tasman Peninsula. 1921 also saw the addition of small fruit growing to agricultural activity on the peninsula (P.P., 1922, paper 24). This was located in much the same areas as orchards for the same reasons, often taking up small fertile corners of existing holdings.

Those selectors who had abandoned their blocks to work in timber mills were unable to profit independently in the shift from farming to grazing in upland areas, but when the

timber industry declined the labour shortage assured them of work. They were well placed when mills began to produce material for packing cases (P.P., 1934, paper 20).

Tourism was the only activity which saw uninterrupted expansion. In 1921 tourists were visiting Port Arthur in large numbers and accommodation needs were hard to meet (P.P., 1922, paper 24). There were at this time many cars for hire and a bus service between Nubeena, Eaglehawk Neck and Port Arthur was provided for the convenience of visitors arriving by steamer (P.P., 1923, paper 37.) Accommodation facilities were being constantly increased and improved (P.P., 1924, paper 10).

Effects of the depression.

The world wide economic depression which affected Tasmania in the years after 1930 (appendix A, graph 3) came at a time when orcharding at the peninsula was too firmly established to be jeopardized. Unlike the lingering constraint placed upon orcharding on Tasman Peninsula by the depression of the 1890's (appendix A, graph 5) there was a slight increase in the acreage under orchards from 1930 to 1934. Nevertheless, the result of unreliable markets is seen between 1934 and 1937 when the total acreage in orchard decreased. Because fruit growing involves long term investment, the effects of depression are also visible over a period of years. Once trees are planted they become fixed capital, and unless

they are removed there will be no decrease in acreage until failing markets cause orchards to be abandoned and therefore unrecorded.

Orcharding was in its infancy on Tasman Peninsula in 1890, and therefore responded quickly to detrimental economic conditions and was affected for a long time. The recorded acreage decreased almost immediately the depression began, reaching a low point seven years later. The acreage in 1891 was not equalled again until 1902. In 1930, however, orcharding had been established for 50 years and in addition to the trees, fixed capital included jetties, packing sheds and mills producing case material. The decrease in recorded acreage again reached a trough seven years after the depression began but this time the recovery was rapid. (appendix A, graph 5).

Ground crops and stock, on the other hand, do not involve the accumulation of capital to the same extent as orchards, and respond rapidly to variations in the availability of markets. The depressions after 1890 and 1930 both caused stock numbers to decrease. The number of sheep dropped by more than 2,500 between 1890 and 1892, and by more than 5,000 in 1931 (appendix A, graph 7). There was a similar decrease in the number of cattle and swine in both cases.

The acreage in ground crops, however, saw a different response. There was a substantial decrease in the area of

farmland after 1830, whereas there had been a rapid increase between 1890 and 1896 (appendix A, graph 5). Semi-subsistence conditions existing when Tasman Peninsula was first being settled had thus been replaced by a market oriented pattern of land use in which orcharding was clearly predominant (figure 12). The acreage under orchard had maintained a high percentage of the total area under crop since 1916 when it first exceeded 50% (appendix A, graph 6), and yearly fluctuations were an expression of variations in the area of ground crops rather than orchards.

The Crown Lands Act of 1931 provided for the sale of land at low cost and on easy terms. A period of twentyfour years was allowed for payment and this included the survey fee. Some land was surveyed and taken up on Tasman Peninsula as a result of this Act, but it was poor quality land at the fringes of settlement (figure 11) which was suitable only for grazing.

The final expression of the consolidation of economic activity centred around orcharding, dairying and tourism is seen in population trends. The number of people on the peninsula began to decrease after 1921 and the trend continued after 1933. Masculinity rose slightly in these years, but this was a state wide trend, and after 1933 it began to decline (appendix A, graph 8). With people moving off the

peninsula, and a more even balance of the sexes being established, any additional land taken up could only be the extension of existing holdings. The process of alienating and settling the land on Tasman Peninsula was thus complete.

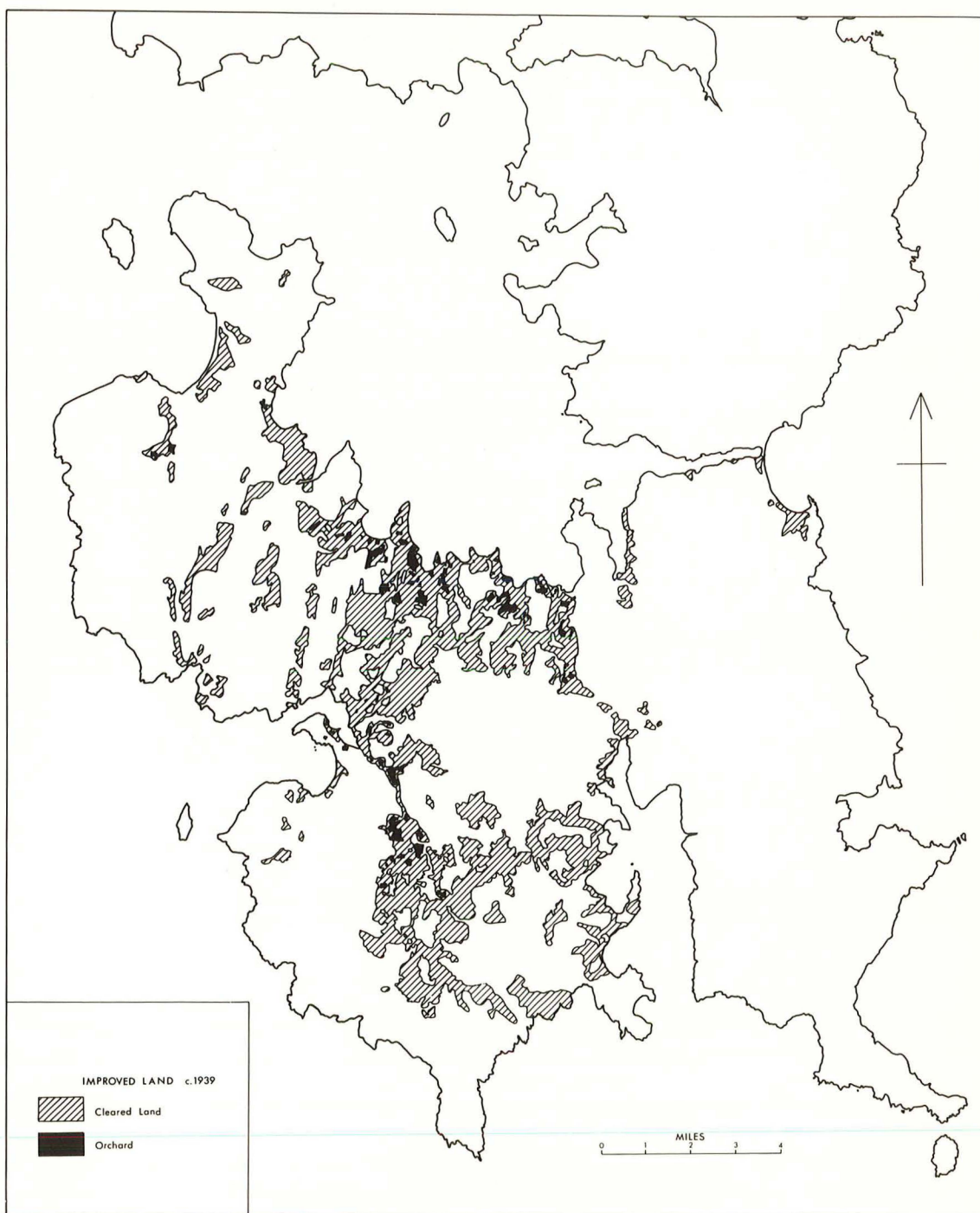


FIGURE 12 Improved land c. 1939

CONCLUSION.

The pioneers who first settled Tasman Peninsula were not pioneers in the traditional sense. Available land at low cost was indeed their basic motive in settling uncleared bush land, but they did not precede the government surveyor. They were instead, what Isaiah Bowman called 'the second wave' of pioneers (Bowman, 1930, p.8). Some assessment of the land had been made before it was available for selection and governmental controls remained the strongest factor to influence the scale and direction of settlement. The peninsula was easily reached by steamer, a technological advantage denied most pioneers. When 190 square miles of land could be occupied on various fronts, each of them only a day's sail from the state capital, and markets were readily available for the sale of farm produce, pioneer conditions could not, and did not, last very long.

That a governmental assessment could be made, and surveys based on that assessment carried out before settlement began, was a most unusual circumstance, but the reason was unique. The convict occupation of Tasman Peninsula was a negative use of the land which lasted 47 years, but when the land became available for selection, its convict history provided the first settlers with access roads, jetties, buildings and cleared land. Moreover, being hilly and heavily timbered, the peninsula may not have seen much settlement before 1877

had it been available. The comparable, but smaller Foresteir Peninsula was not occupied on any scale until after 1880 and then, because it lacked the relative ease of access provided by the convicts, land selection was never as advanced as that on Tasman Peninsula. Furthermore, much greater precision could accompany settlement begun so late, and the semi marginal nature of the land suggests that this was possibly advantageous.

In searching for an economic basis for permanent settlement, the first settlers began by growing the same crops that the convicts had proved were possible, but previous Tasmanian experience and a Western European heritage must have contributed here also. Semi-subsistence living, based on the growing of potatoes, peas, turnips and fruit trees, with small herds of sheep and cattle as a sideline, quickly gave way to market oriented agriculture. This was only possible, however, when more lenient land legislation began, and continued to provide Tasman Peninsula with favourable features of location which it did not otherwise possess. That land surveyed prior to 1880, supposedly the best on the peninsula, was not purchased on the scale anticipated. Less than a quarter of this land was taken up at the time, and then mostly for the grazing of stock. The application of the Waste Lands Act to the peninsula in 1880 was public recognition that this was not first class land and marked the

beginning of settlement.

Just as legislation stimulated settlement, in the early 1890's another external factor, state-wide economic depression, stifled it. Once again it was land legislation, in the form of the Crown Lands Act of 1890 and the 1893 amendment to it, which provided the economic incentive for continued land alienation. The discovery that second class land was suitable for the growing of fruit trees, the institution of legislation which made it readily accessible, a suitable climate, an expanding market, and established methods of water transport, gave Tasman Peninsula definite locational advantages for commercial orcharding. There was at this time much second class land available on the peninsula and this industry began to thrive around Nubeena and along the northern shore.

At the beginning of the twentieth century there was a considerable area of land, notably the hilly upland areas still unoccupied. Being unsuitable for orchards and costly to farm, it must have remained unsettled unless the 1903 amendment to the Crown Lands Act, which recognised third class land, had made it an economic proposition to take this land up. In the land boom that followed, over 12,000 acres of land was sold on terms in two years, but the rapid increase in the importance of orchards was not impaired. This remained

the most notable feature in the establishment of a market oriented pattern of land use. Despite the prevalence of damaging hail storms on Tasman Peninsula, the refrigerated shipment of apples and pears to an expanding world market caused orcharding to become the dominant agricultural enterprise and although land alienation continued, the peninsula was no longer a pioneer area. Neither a labour shortage during the First World War, nor the depression of the 1930's permanently affected orcharding but caused instead a shift in emphasis from beef to dairy cattle on the inland selection with sheep and ground crops assuming lesser importance. This land use pattern, established with a good deal of trial and error, remained until a declining population indicated that it could not be modified by the sale of what little useful land remained.

Other features of the land settlement process were of varying importance. Timber milling was the first industry to produce any exportable products: sleepers, palings, piles and beams. It became a valuable source of revenue and was very significant in the eastern half of the peninsula for some 50 years. Because block size was regulated the situation in western Ontario was paralleled. The timber industry could never dominate agriculture because the land was in the hands of small holders. Instances of timber being the only motive

for land sales were infrequent and the institution of the timber licence prevented it. As an agricultural basis for settlement was established, milling came to be carried out in areas unsuitable for settlement, and since the timber, once cut, would replace itself in a period of years, the timber licence was not a lasting feature of land settlement.

The timber industry was therefore largely transitory, but had lasting significance insofar as it was the initial reason for the establishment of towns, providing as it did, employment in a fixed location. The passing of this industry also marked the decline of some of the towns so formed but the locational advantages which Nubeena had as a mill site applied also to its suitability as an export point for fruit. This town thus became the most important community centre on Tasman Peninsula.

The importance of land leases for the grazing of stock is difficult to calculate. Unless the land had been surveyed for sale and then abandoned, there is no reliable record of its location, but available information, most notably the District Surveyor's reports, suggests that land used in this way was soon purchased on terms for the same purpose, and thus the evolving land use pattern was not affected.

The development of a road network was as much a factor

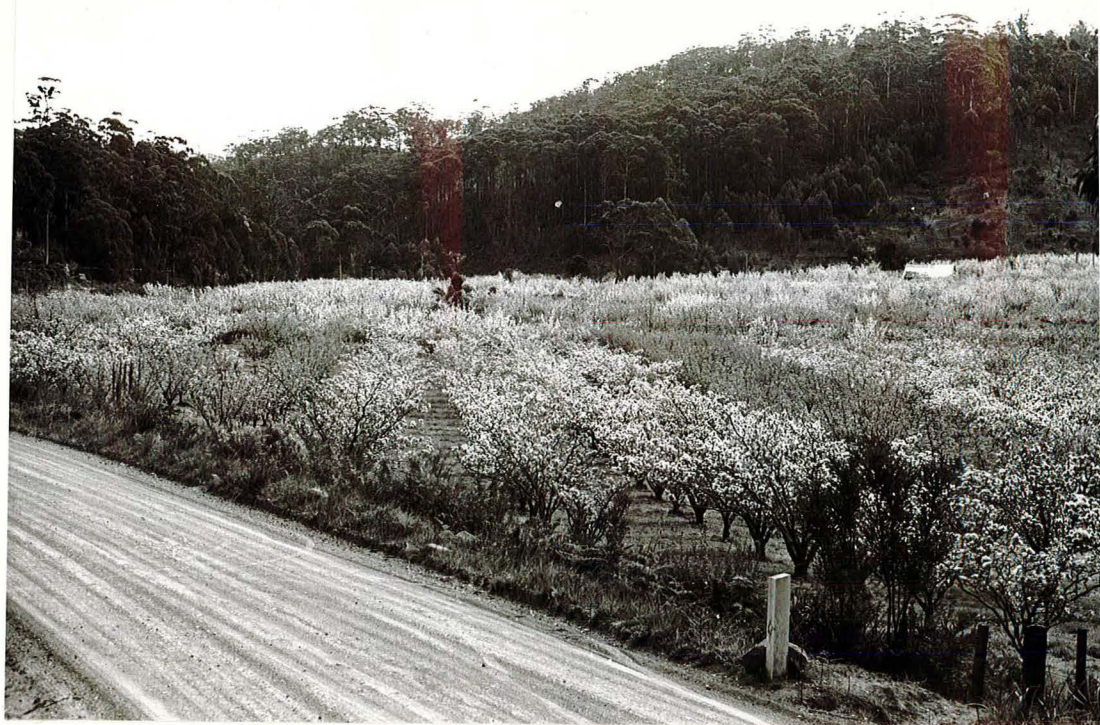


PLATE 12. An apple orchard south of Nubeena.



PLATE 13. A chicken farm. The large shed has come to dominate many farms.

affecting land settlement as a feature of it. Within the framework of uniformly difficult terrain and the influence of external factors upon it, access became the most significant local factor limiting the scale and direction of settlement. Almost every District Surveyor's report between 1880 and 1930, either directly or indirectly, mentions roads as a vital prerequisite for the settlement of this semi-marginal timbered land. People of limited means could simply not afford to construct roads over rugged country before occupying their blocks. The nature of soils on Tasman Peninsula was not a factor of any great locational significance, being extremely variable, and with a few exceptions, generally infertile. There was in the early years a tendency for the more easily handled yellow podsollic soils to coincide with the location of farms, but the advantages which climate gave to orcharding around Nubeena, Koonya and Premaydena upset this trend. Land was brought under orchard almost regardless of soil type, if the climate was suitable and transport was available.

The process of settling Tasman Peninsula was almost a unique phenomenon. A similarity with the problems encountered in settling the timbered lands of eastern Canada is notable, but limited extent of land, the lack of a high value species such as the Canadian White Pine, and the late

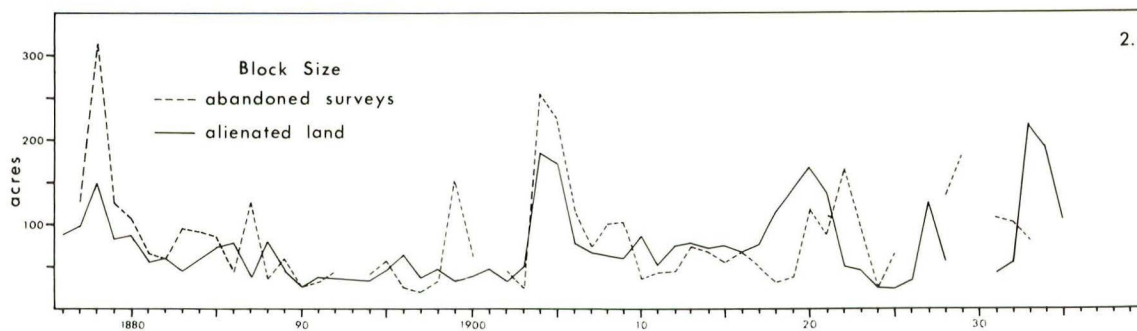
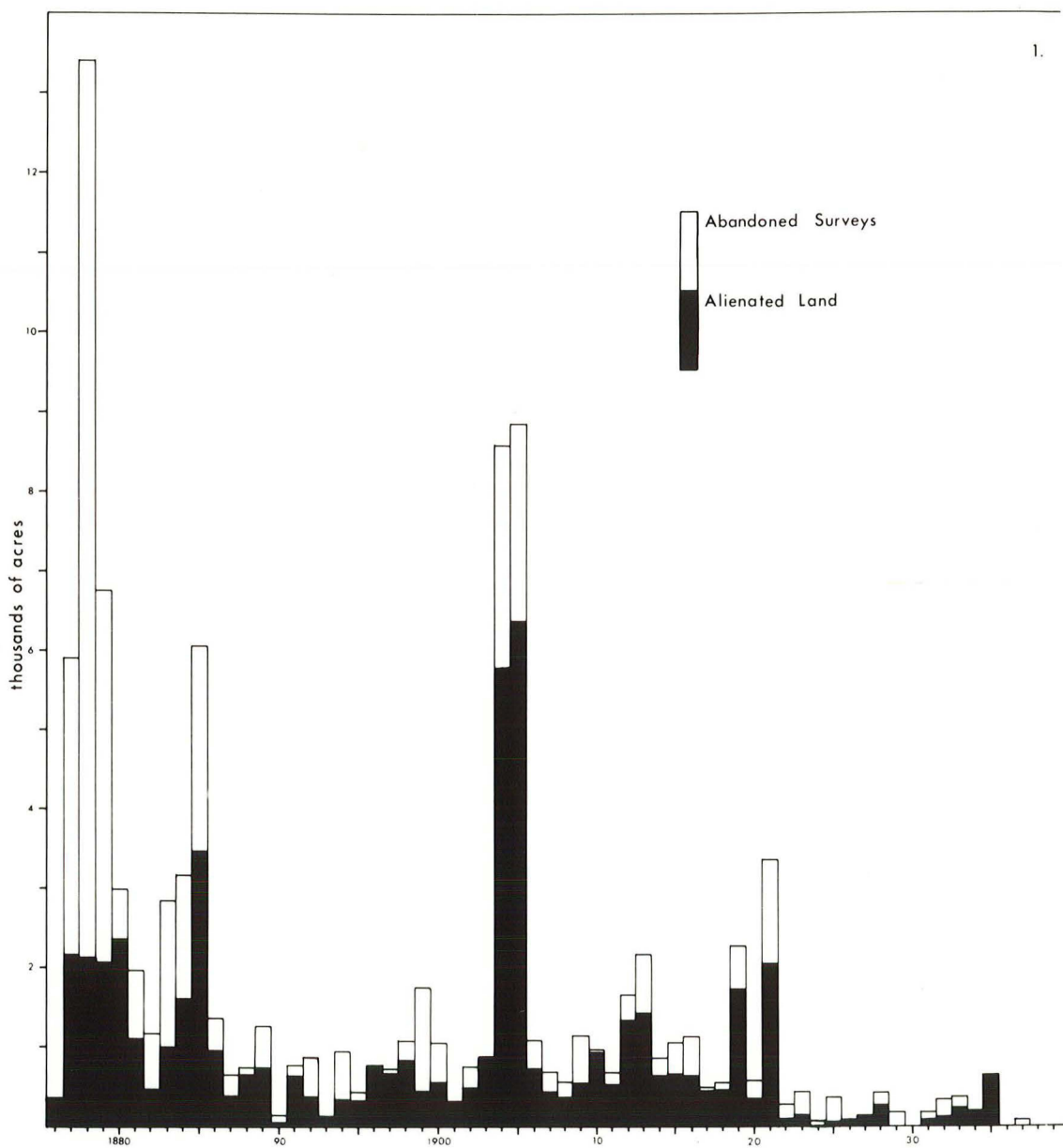
period in which it took place, gave the settlement of Tasman Peninsula a character of its own. There are also some parallels with the development of dairying in parts of the North Island of New Zealand. Settlement was delayed and with access also a common problem, Maori tracks were subsequently used in much the same way convict made roads had been on the peninsula. Nevertheless, changing methods of communication did not greatly affect the land use system in operation on land settled after 1870. Tasman Peninsula on the other hand, began a slow decline in agricultural activity when the replacement of the river steamer by the motor lorry caused all farmers to incur greater transport costs than formerly comparable areas.

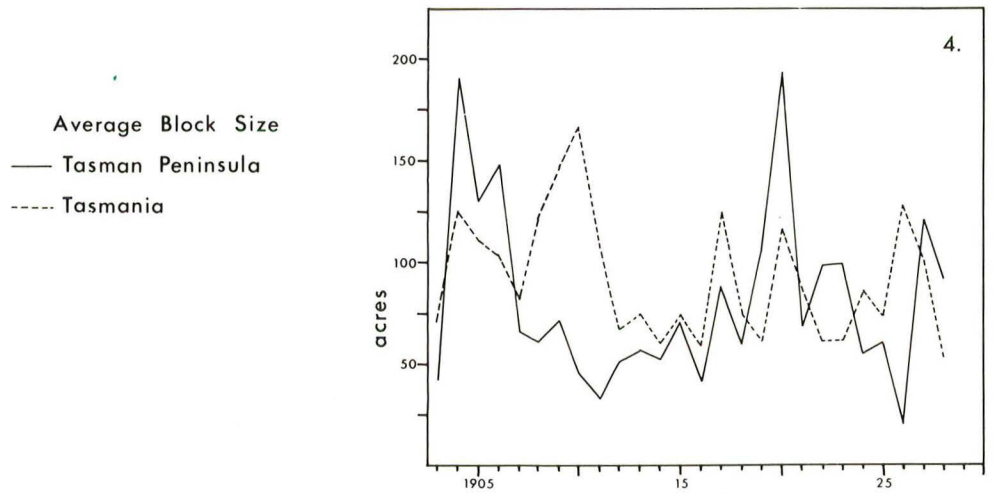
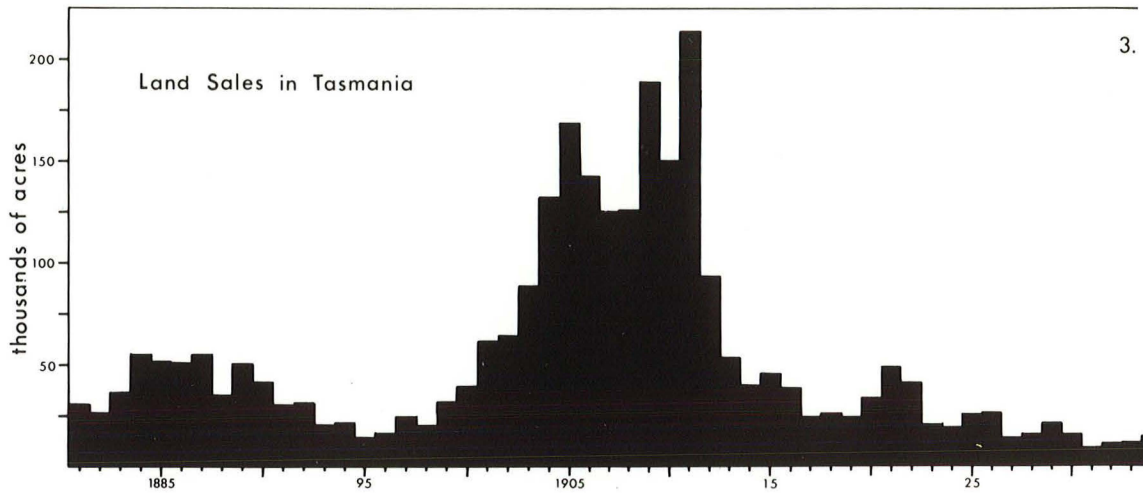
Since the Second World War there has been a continuing tendency for blocks to be consolidated into larger holdings. Depopulation, with the selling out of farms at the extremities of the old access roads, is part of a state-wide trend, and the setting up of chicken farms in recent years, is characteristic of this decline. A more mobile population has led to the decline of most towns, such as Taranna, Havelock, Premaydena, Koonya, Radnor, Stormlea and Highcroft. At the same time Nubeena has emerged as the most important rural centre on the peninsula.

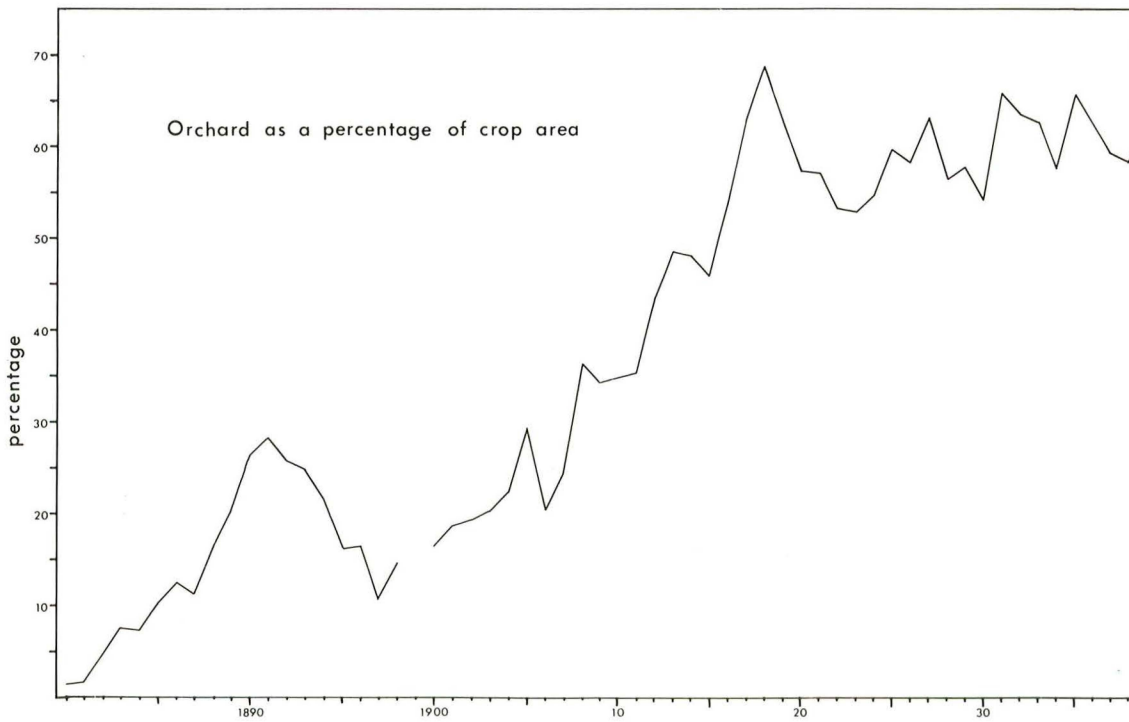
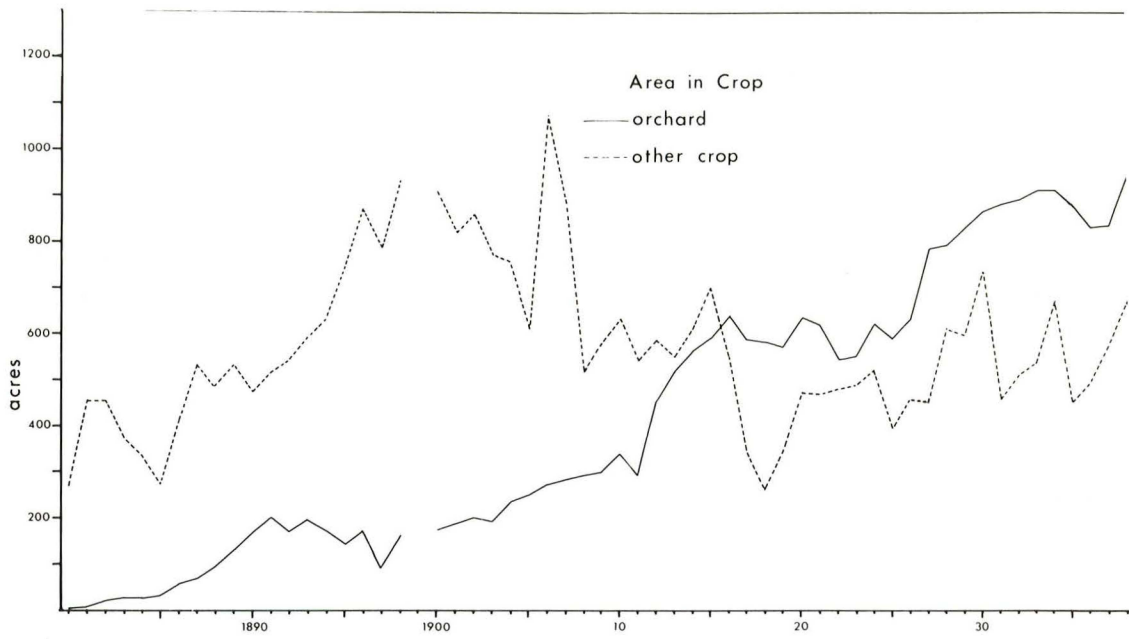
This same mobility, involving more cars and better roads, has fostered the tourist industry to such an extent

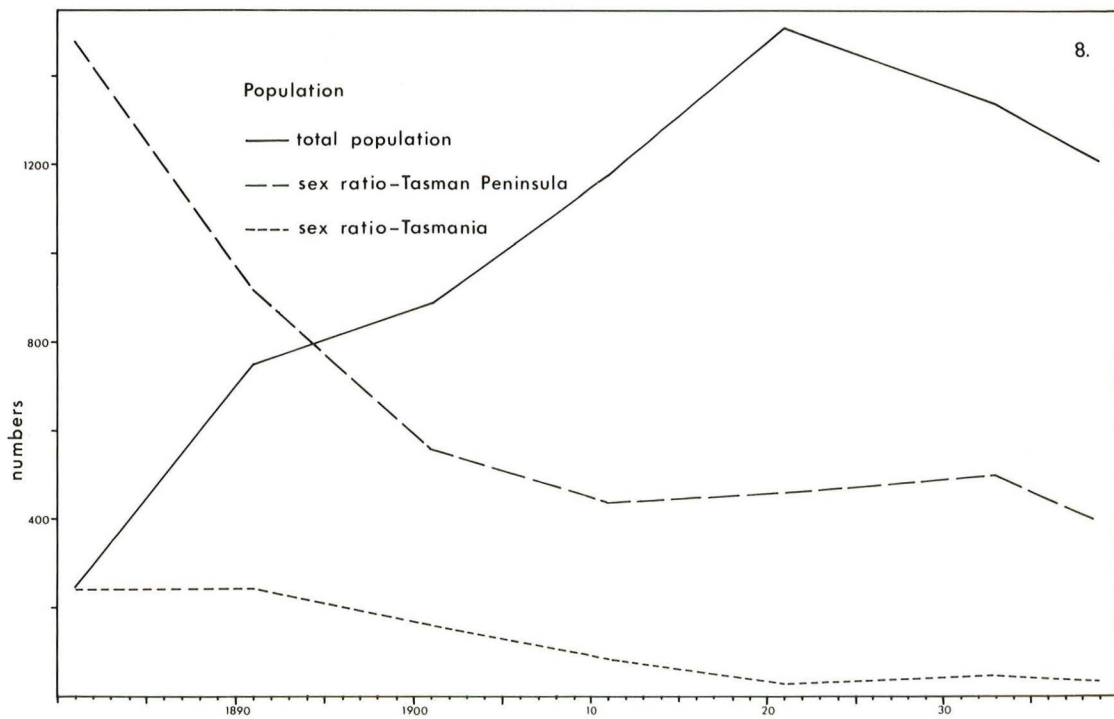
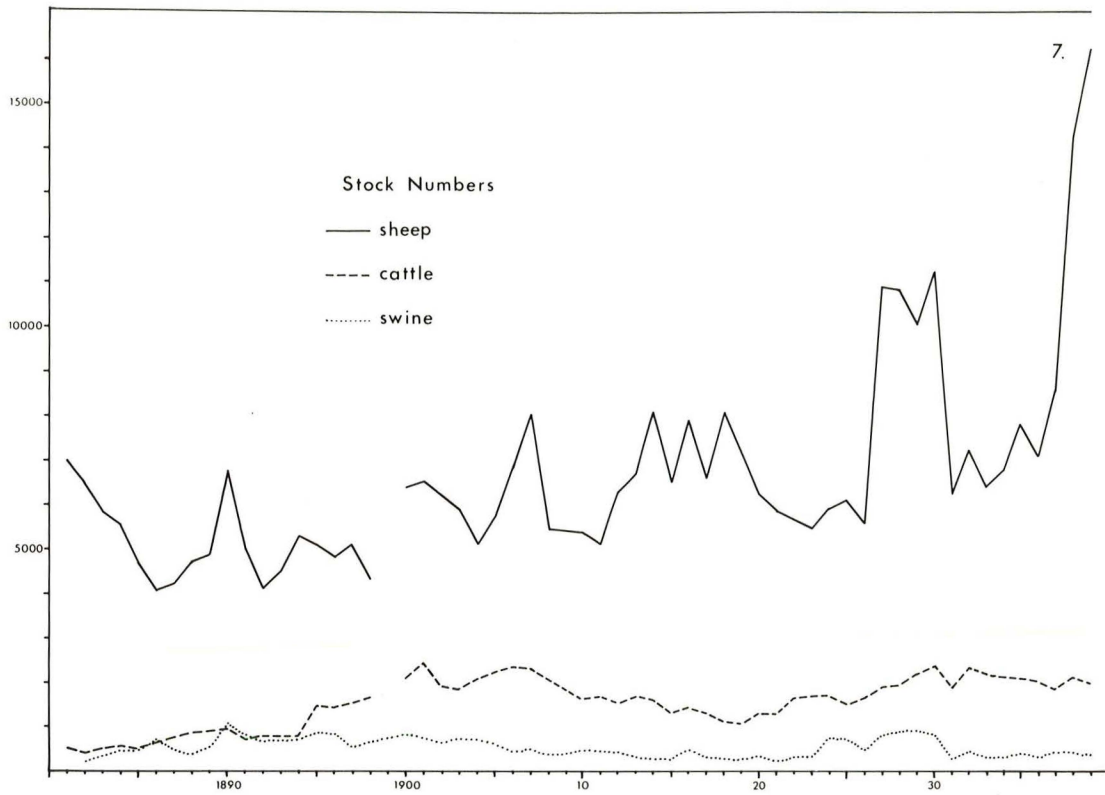
that there is almost an east-west dichotomy on the peninsula, with tourism becoming the most significant activity from Eaglehawk Neck to the 'Remarkable Cave' south of Port Arthur, and timber cutting being the only activity on the land east of this line. An increasing flow of interstate and overseas tourists promises to develop for Tasman Peninsula the same popular image of western Ireland and rural New England in the United States: spectacular scenery, features of historical interest, and declining agriculture.

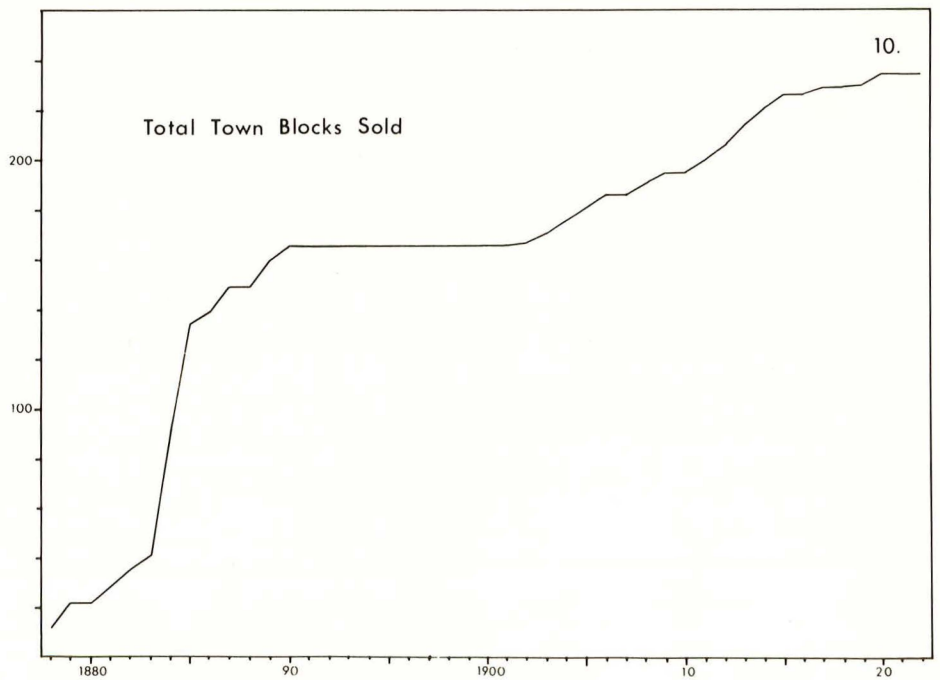
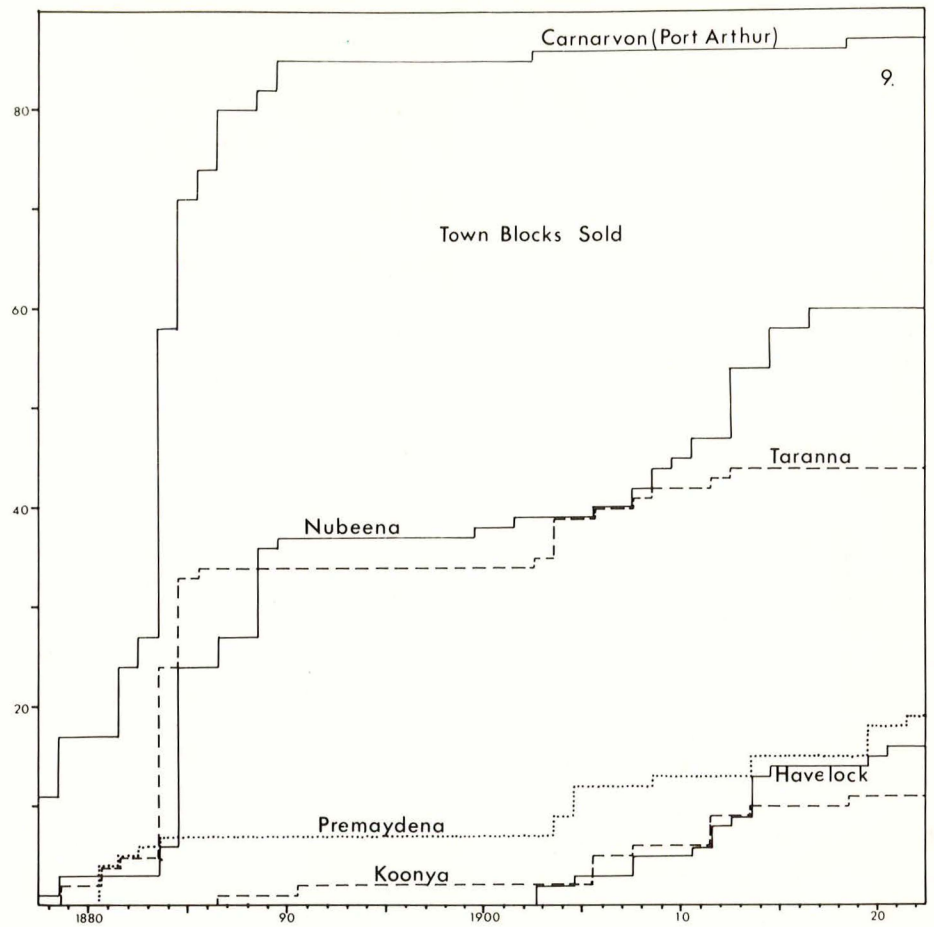
APPENDIX A.











APPENDIX B.

TABLE 1.

Areas on Tasman Peninsula in Orchard, Crops and Improved Land

DATE	AREA IN ORCHARD	GROUND CROPS.	ORCHARD AS % OF CROP AREA.
1880	3 acres	267 acres	1.1
1881	7	455	1.5
1882	23	458	4.7
1883	30	372	7.4
1884	26	334	7.2
1885	31	275	10.1
1886	59	417	12.3
1887	68	537	11.2
1888	98	486	16.7
1889	136	534	20.2
1890	170	476	26.3
1891	205	518	28.3
1892	175	543	25.7
1893	198	596	24.9
1894	174	632	21.5
1895	143	743	16.1
1896	172	869	16.5
1897	95	786	10.7
1898	161	932	14.7
1899			
1900	178	912	16.3
1901	190	820	18.8
1902	206	864	19.2
1903	196	777	20.1
1904	219	759	22.3
1905	251	609	29.1
1906	273	1,080	20.1
1907	285	882	24.4
1908	295	517	36.3
1909	301	580	34.1
1910	340	632	34.9
1911	296	544	35.2
1912	453	589	43.4
1913	520	553	58.4
1914	567	613	48.0
1915	596	704	45.8
1916	641	550	53.8
1917	589	348	62.8
1918	583	266	68.6
1919	575	347	62.3
1920	638	477	57.2
1921	624	470	57.0
1922	546	482	53.1
1923	555	493	52.9

TABLE 1. (Continued).

DATE	AREA IN ORCHARD	GROUND CROPS	ORCHARD AS % OF CROP AREA.
1924	626	522	54.5
1925	592	399	59.7
1926	639	460	58.1
1927	788	454	63.4
1928	798	617	56.3
1929	835	605	57.9
1930	866	735	54.0
1931	886	460	65.9
1932	899	513	63.6
1933	917	542	62.8
1934	917	680	57.4
1935	882	455	65.9
1936	838	499	62.6
1937	840	579	59.1
1938	953	679	58.3
1939	1,006	582	63.3

Source: Tas. Stats.

TABLE 2.

Stock Numbers on Tasman Peninsula.

Date	Sheep	Cattle	Swine.
1881	7,000	500	-
1882	6,500	400	270
1883	5,826	508	378
1884	5,572	596	435
1885	4,639	528	492
1886	4,076	617	632
1887	4,205	778	473
1888	4,722	858	396
1889	4,858	888	542
1890	6,774	981	1,076
1891	5,000	720	844
1892	4,100	800	690
1893	4,500	790	728
1894	5,300	800	724
1895	5,129	1,480	869
1896	4,826	1,431	811
1897	5,125	1,506	534
1898	4,324	1,669	688
1899			
1900	6,408	2,099	817
1901	6,579	2,424	787
1902	6,213	1,910	630
1903	5,940	1,853	733
1904	5,168	2,032	746
1905	5,782	2,218	603
1906	6,968	2,374	444
1907	8,095	2,301	478
1908	5,473	2,060	390
1909	5,423	1,833	395
1910	5,410	1,646	486
1911	5,179	1,705	470
1912	6,324	1,587	464
1913	6,767	1,703	322
1914	8,169	1,619	317
1915	6,507	1,368	281
1916	7,936	1,422	486
1917	6,602	1,336	349
1918	8,139	1,142	282
1919	7,209	1,050	260
1920	6,258	1,303	335
1921	5,900	1,311	251

TABLE 2 (Continued.)

Date	Sheep	Cattle	Swine.
1922	5,715	1,642	341
1923	5,512	1,703	351
1924	5,968	1,729	791
1925	6,132	1,550	711
1926	5,656	1,659	484
1927	10,967	1,910	822
1928	10,884	1,989	928
1929	10,080	2,205	956
1930	11,338	2,399	854
1931	6,268	1,955	325
1932	7,285	2,374	448
1933	6,425	2,199	357
1934	6,805	2,121	334
1935	7,869	2,117	447
1936	7,189	2,028	358
1937	8,624	1,864	444
1938	14,374	2,121	431
1939	16,281	2,003	411.

Source: Tas. Stats.

TABLE 3.

Land Surveyed on Tasman Peninsula.

DATE	BLOCKS TAKEN UP			BLOCKS ABANDONED		
	ACRES	BLOCKS	AVE. SIZE	ACRES	BLOCKS	AVE. SIZE.
1876	353	4	88	-	-	-
1877	2,149	22	98	3,753	29	129
1878	2,102	14	150	12,778	41	312
1879	2,067	25	83	4,664	37	126
1880	2,350	27	87	641	6	107
1881	1,098	20	55	880	13	68
1882	478	8	60	704	12	59
1883	993	22	45	1,838	19	97
1884	1,600	27	59	1,569	17	92
1885	3,467	49	71	2,577	30	86
1886	938	12	78	425	10	43
1887	383	10	38	249	2	125
1888	639	8	80	74	2	37
1889	724	16	45	541	9	60
1890	25	1	25	80	3	27
1891	605	16	38	183	6	31
1892	368	10	37	481	11	44
1893	105	3	35	-	-	-
1894	327	10	33	621	15	41
1895	318	7	45	116	2	58
1896	761	12	63	25	1	25
1897	679	18	38	40	2	20
1898	825	18	46	248	8	31
1899	414	10	41	1,361	9	151
1900	549	16	34	499	8	62
1901	290	6	48	-	-	-
1902	492	12	41	270	6	45
1903	842	17	50	25	1	25
1904	5,763	31	186	2,823	11	257
1905	6,353	37	172	2,455	11	223
1906	708	9	79	343	3	114
1907	406	6	68	286	4	72
1908	384	6	64	199	2	100
1909	543	9	60	614	6	102
1910	921	11	84	68	2	34
1911	515	10	52	168	4	42
1912	1,333	18	74	313	7	45
1913	1,424	18	79	753	10	75
1914	635	9	71	203	3	68

TABLE 3 (Continued).

DATE	BLOCKS TAKEN UP.			BLOCKS ABANDONED.		
	ACRES	BLOCKS	AVE. SIZE	ACRES	BLOCKS	AVE. SIZE.
1915	663	9	74	395	7	56
1916	615	9	68	618	9	69
1917	447	6	75	50	1	50
1918	456	4	114	94	3	31
1919	1,708	12	142	77	2	39
1920	336	2	168	239	2	120
1921	2,041	15	136	1,312	15	87
1922	99	2	50	166	1	166
1923	143	3	46	289	3	96
1924	25	1	25	24	1	24
1925	47	2	24	324	5	65
1926	66	2	33	-	-	-
1927	123	1	123	2	1	2
1928	277	5	55	132	1	132
1929	-	-	-	182	1	182
1930	-	-	-	-	-	-
1931	81	2	41	108	1	108
1932	105	2	53	203	2	102
1933	216	1	216	160	2	80
1934	190	1	190	-	-	-
1935	633	6	106	-	-	-
1936	-	-	-	-	-	-
1937	-	-	-	75	1	75
1938	-	-	-	-	-	-
1939	-	-	-	-	-	-

Source: Lands Department Survey Information.

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