

CLAN CHISHOLM AUSTRALIA BRANCH

2018 AGM held in Tasmania

On Wednesday 14th March we settled into our accommodation at The Clarion Hotel built about 1850 on Tamar Street in Launceston. It is situated next to the famous Boags Beer brewery. Sadly, the number of members attending this year was substantially reduced mainly due to illness. Tony Morrison, a Vice President, had arrived in Launceston in readiness to join us but instead spent his time in the local hospital. We were able to enjoy his wife Sue's lovely company for a few days before she relocated to be closer to her husband.

On Thursday we boarded our little bus for the start of many excursions in the very capable hands of President Donald M Chisholm and his navigator extraordinaire, Valerie, better known as Mrs Satnav. They provided much entertainment for their passengers. Our destination was 'Riverlands' in Longford for our AGM. In advance I had prepared several pages of notes for members so that they would hopefully have a greater understanding of the history of the places we visited during our week together. We drove along Pateena Road learning that an area along this road was the site selected by Governor Lachlan Macquarie in 1811 where many inhabitants from Norfolk Island were to be relocated. We heard that when the original road from Norfolk Plains to Launceston was built it was called Muddy Plains Road for obvious reasons. Upon completion the contractor preferred to take one cow as payment for his efforts instead of the thirty pounds originally agreed. Tales of a proliferation of inns, production of the best quality corn in the colony, stealing of stock etc were shared.



Overlooking the Norfolk Plains

When we arrived at the southern end of Pateena Road I explained that this was the site of the Longford Motor Racing fame from 1953-68. Two Australian Grand Prix were held in 1959 and 1965. Famous drivers who used to thrill the crowds on the Flying Mile were Jack Brabham, Jackie Stewart, Graham Hill, Bruce McLaren, Bob Janes, Allan Moffat, Lex Davison and so on. This 4.4-mile track at the time was the best and fastest in the Southern Hemisphere. Locals will tell you that drivers still test it out, usually very late at night when they suspect the local police are out of town on other business. Upon entering Longford, we saw many buildings which are Tasmanian Heritage Register. The attractive sandstone Christ Church built in 1839 received the gift of a bell and a clock from King George IV. Other noteworthy facts were that Tom Roberts, the famous colonial artist is buried nearby; the author Richard Flanagan lived in Longford from the main street; the operating horse racing track in Australia dating from 1846 is in well as one of the longest running rural shows, the first being held in Moon in 1858. Harvest Swift Meats are situated in Longford. After our AGM at 'Riverlands' we



travelled past two World Heritage Listed properties, Brickendon and Woolmers, both of which engaged assigned convicts. We then toured the village of Evandale where we took lunch inside the original Evandale Council Chambers which was built in 1867 and is now known as Ingleside Café. So that we did not become too sedentary, we were driven to Launceston to enjoy a walk down through the Cataract Gorge (photo above) enjoying the Victorian garden, views of the South Esk River as it rushed through the narrow gorge, natural vegetation and rock faces and finally the toll house before we exited to meet the bus once more. Several members decided they needed some retail therapy and promptly disappeared as our bus returned us to the Hotel. That evening we enjoyed our official dinner at the Clarion Hotel and were joined by two locals Rosemary and Charles Shannon who have since become Clan members.



CCS Official Dinner held at the Clarion Hotel, Launceston

On Friday we travelled down the Midland Highway to Hobart. We passed Symmons Plains where over 55,000 people enjoy the Supercars in March each year. We stopped to enjoy Campbell Town with its convict brick trail in the footpath, the Eliza Forlong and ram monument commemorating the founder of the super-fine wool industry in Tasmania and the Red Bridge built by convict road gangs 1836-38. The bridge has required little maintenance since it was first constructed. Each year the bridge carries two million vehicles although originally it was of course designed for horse drawn transport.



Waiting for a bus or gelato
in Campbell Town?

Our lunch stop was at Ross. Among other features I pointed out were the four corners of Ross

- Temptation – The Man of Ross Hotel
- Recreation – Town Hall
- Salvation – Roman Catholic Church
- Damnation – Gaol (now a private residence)

We passed through two other historic towns on our way to Hobart, namely Oatlands with its 150 sandstone buildings which are mostly convict built and then Richmond with its Georgian buildings dating back to about 1825. We all thoroughly enjoyed our Indian meal that night.

Saturday was a relaxing day. Salamanca Market was a great place to explore until noon and then some of our group caught the ferry and ventured off to the Museum of Old and New Art (MONA). We reconvened that evening for dinner at a fish restaurant on Hobart's waterfront.

On Sunday morning we viewed the remains of the Cascades Female Factory, a depressing institution in the shadow of Mount Wellington. Originally built as a distillery, it was converted into a female factory or depot, its site expanding from one to five yards during its existence from 1828-1856. Of the 25,000 convict women sent to Australia more than half were sent to Van Diemen's Land, later named Tasmania. Most of these women would have spent at least some time in the Cascades Female Factory, as it was the primary site for the reception and incarceration of women convicts. Today it is one of the eleven convict sites that together form the Australian Convict Site World Heritage Property. I intend to write an article for our January 2019 newsletter about one particular Scottish female convict who passed through the Cascades Female Factory. After that very sobering morning we took High Tea in the Atrium at Hadley's Orient Hotel established 1834.

After a stormy Sunday evening we boarded our bus on Monday and headed for the Huon Valley south of Hobart. We met two fellow Clan Chisholm members Chris and Winsome Duggan at Huonville and their friends visiting from Canada. Chris led the way to Geeveston where we turned off towards the Tahune

Adventures. We were forced to take an unexpected detour after finding a tree had just fallen across our path in the forest! We explored the wilderness and walked among the giants of the forest. It was great to see and touch the ancient Huon pines. Huon pine are Tasmania's oldest living tree and are known to have reached about 3000 years of age. It is possibly the world's oldest living tree. We returned to Geeveston and visited their Museum and other businesses before heading home.



Heading for Tahune
Adventures

Kim Polley

Carolyn Chown prepared the following account of Tuesday's adventure to Bruny Island.

A DAY ON BRUNY ISLAND

It was raining and blowy as we set out for Bruny Island; however, we had our trusty Captain Donald at the wheel, and Madame Satnav beside him, guiding him all the way. The ferry took us from Kettering to Bruny and as we drove up onto the island, the sun came out and stayed with us all day.

We headed first to what was originally known as Kinghorne Bay, now Apollo Bay, just across from where we took the ferry from Kettering. It was here that an ancestor with a Chisholm connection had 500 acres in the early 1800s. This man was William Kinghorne, after whom the bay was named. His family became connected to the Kippilaw Chisholms when his sister, Elisabeth, married James Chisholm of Kippilaw, Goulburn NSW in 1829 and his niece, Jane Kinghorne, from another sibling, married William Chisholm of Merilla, Goulburn.

William Kinghorne spent many years in Van Diemen's Land during the early days of settlement, arriving in Hobart with his brother James in 1822 on the 'Castle Forbes'. Having been in the Royal Navy he quickly found employment captaining ships that took goods, convicts, timber etc. to many settlements around Van Diemen's Land, but frequently passing Bruny Island on route to Macquarie Harbour and the convict settlement that came to be known as Sarah Island. Around 1824, during these endeavours he acquired some acreage on Bruny, which was gazetted to him in 1836; He was also involved with the whaling industry in those early days; and finally left Tasmania to settle outside Goulburn on land next to his Chisholm family. His property there was called Maxton.

We located Kinghorne Bay and later found an old map dated 1850 in the tiny museum further south on the island, at Alonnah showing the portion of land that William had fronting onto Kinghorne Bay, with the bay and Point at the southern end marked for Kinghorne. (Readers will find, as I have, a fuller account of

William Kinghorne in Chis Maxwell and Alex Pugh's book *The Master of Hell's Gates*, published by Australian Scholarly Press, 2017.



**Kinghorne (Apollo)
Bay, northern Bruny
Island**

Having done our Chisholm history exercise we headed north to the tip of Bruny to Dennes Point, which was very windy and choppy, but spectacular.

The whole island is magnificent; wonderful views all the way and the countryside open, rolling grassland with eucalypts etc. Every turn produced another wonderful view of waterways and islands, often from both left and right as the island is not very wide. Small settlements and grazing could be seen; we found views of the Derwent entrance with Iron Pot Island; we encountered an echidna on the road and saw many birds, including swift parrots and plovers. The northern section appeared more rural, while, once we passed the Neck, driving south there were more tiny settlements; small outlets selling cheese, honey etc. On the Neck we stopped at Truganini lookout. Views were magnificent; out to the East with a climb down to the Penguin rookeries; up to the summit for an overall sweep; while I stopped midway and looked west across the channel to the mainland.



**Dennes Point,
northern Bruny
Island**



**From Truganini Point
at the Neck**



Bruny Hotel, Alonnah

We drove down through the southern island of Bruny to Alonnah where we inspected the interesting little museum next to the Post Office, then went to the rather rustic Bruny Hotel, which turned out to be an excellent restaurant; a very nice place for Chisholms to have lunch!

We were aiming for the 4.30 ferry, so felt we would leave Adventure Bay for another trip and headed back up the western side of the island. Here we stopped at Whisky House Distillery, which was interesting but rather commercial. Back to the ferry and home in time to watch the sunset over a drink at the Casino.

Carolyn Chown