

SPRENT'S HOBART, circa 1845

By

R. J. SOLOMON

Department of Geography, University of Tasmania

(With nine figures and six plates.)

ABSTRACT

James Sprent's comprehensive survey of Hobart Town was carried out towards the end of an era of rapid population increase. The pattern of occupance and the characteristics of the buildings recorded by Sprent are examined after first tracing the physical growth of the town to the 1840s. The 1847 valuation of Hobart property is represented cartographically and related to physical and functional factors. Central area functions are analysed in detail and characteristics of commerce, manufacturing and port activity are presented. The persistence of Sprent's Hobart in the 1960s is shown by the assessment of townscape.

INTRODUCTION

There are several reasons why it might be maintained that Hobart's golden age was experienced in the last decade of the first half century of European settlement in Tasmania. Despite the cyclical depression of 1840-44 propounded by Hartwell (1954) the most fundamental uncertainties of earlier economic life had been significantly reduced by the 1840s through the development of local grain production and sheep rearing and by the establishment of various small but important manufactories. Frequent, and in part regular, shipping movements linked Hobart with ports both far and near. The town itself had attained a degree of functional differentiation and physical provision sufficient to draw comparison (as well as contrast) with older and larger centres. And in the context of colonial Australia Hobart enjoyed a relative importance which more than a hundred subsequent years have failed to recapture.

Hobart's relatively sedate progress is simply and fundamentally if not wholly explained by reference to hinterland relationships and geographical situation. What lesser features than the land beyond the Blue Mountains coupled with a continental gateway position, or the Mississippi lowlands combined with a mid-continental transport nodality can explain, in the broad, the respective growth of Sydney to a population of two million or of Chicago to seven million inhabitants in little more time than Hobart has taken to reach 120,000? This question is not, however, the chief concern of this paper, which is to portray the essential geographical character of Hobart Town toward the end of the colonial era. At the same time, the rather subdued rate of development of town and city in its second and third half centuries has left the present more clearly connected with the colonial past than would result from a history of more rapid change. Otherwise expressed, those readers who have some

acquaintance with the subject of this paper should not find themselves on alien ground; rather it is hoped that they may be assisted to a new or better appreciation of their geographical environment.

PHYSICAL AND POPULATION GROWTH

Reference to Figure 1 shows the marked change in Hobart's population growth rate which occurred at about mid-century, when a period of almost complete stagnation began. Prior to that time the 'forties had seen a slowing of the processes, except Transportation, which had quintupled the population of the town in the space of 20 years: from 2700 in 1821 (Wentworth, 1824) to 14,602 at the Census of 1841. Even so, 21,467 inhabitants had accumulated in the Hobart Town Police District by the Census of 1847, at which time the whole of Van Diemen's Land counted 70,000 people.

It was not until the mid-thirties that the growth rates of the island and its capital began clearly to diverge. Settlement outside Hobart and Launceston was gaining momentum, and notably the coastlands west of the Tamar were on the threshold of development. By 1861 such potentials had become sufficiently realised to lift the island's population to within a few tens of 90,000, but Hobart lingered at 24,773. In the 1840s then, the town approached a population plateau, which can be viewed alternatively as a period of consolidation following several decades of continuous rapid increase, or as the end of an expansionist colonial era during which the town attained an importance in the Australian scene which the gold and golden fleece of the larger island to the north were soon to curb. In any event it was in 1841 that James Sprent began the survey of Hobart's streets and buildings that now forms an invaluable record of the physical structure of the colonial town.

Surveyor-General Sprent's meticulous plans were not the first to record the detailed lay-out of the Hobart settlement. The original camp between the rivulet and Sullivan Cove, with its handful of tents and huts, is recorded in Walker's collected papers (1950). Superimposed upon it is the street plan of 1811, laid down by Governor Macquarie, and comprising what have become the central urban blocks bounded by Harrington and Argyle, Davey and Liverpool Streets. There has in fact been no significant movement away from this initial focal area, although there have been changes of functional emphasis within it.

House Occupancy

By 1829 Hobart Town had acquired a population

of about 6000. Ross's Almanack of that year records 5700; Widowson writes of 6000-7000 people and about 1000 houses. A map of 1829* shows between 750 and 800 buildings in the more or less contiguously occupied area of the town, from which only Battery Point (then little built upon) and the more distant New Town settlement are excluded. This total is well supported by the 1831 record of 785 houses, enumerated by 22 streets and counting from as few as two in Antill to as many as 107 in Liverpool. If we exclude at least some tens of non-residential buildings from the 1829 total we are left with perhaps 700 houses.

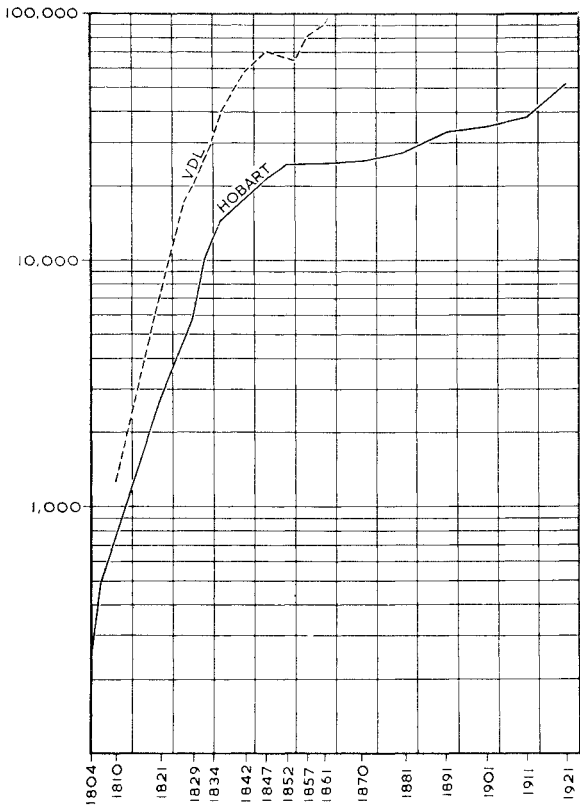


FIG. 1.—Early population growth of Hobart and Van Diemen's Land. Alternative interpretation of the figures available could produce a lower curve for Hobart between 1831 and 1852, but bearing a similar relationship to the growth rates before and after those dates. Source: Census Blue Books, almanacs, book references.

These had to accommodate 6000 people, less several hundred prisoners concentrated in the gaol and female house of correction, and a further concentration of soldiers in the barracks area. There may have been 5000 townspeople and assigned convicts in no more than 700 houses, which gives an approximate average rate of occupancy commensurate with nineteenth century family size.

However, the sex ratio of the population was far from balanced—in 1831 there were 3102 free males to 2227 females—so we can infer a significant proportion of houses occupied by other than family groups. In fact the 1837 New Town Census can be used as a guide in this matter. A 13 per cent sample of the household returns shows a range of free occupants from 1 to 11, with a mean of 4.6, and of bonded people from 0 to 10, with a mean of 1.7; together, more than six people in an average household. According to visual and verbal records of the period many of the residences were cottages of small dimensions, so that four small rooms would represent fairly cosy living space for six people. On the other hand the more substantial "gentleman's residence" of two storeys could accommodate a much more numerous menage in comfort.

Building Materials

Figure 2 shows a distribution of buildings almost identical with that on the plan of 1829 mentioned above. It is therefore assumed to be of the same date, though the plan† on which it is based is undated. It provides a valuable period pattern of distribution of building materials, though the numbers of houses of particular fabric are recorded in early statistical returns. More than 40 per cent of the buildings, including nearly all the public buildings, were of brick or stone, indicating a fairly rapid incidence of these more permanent materials, since Prinsep (1833) reported that in 1819 the gaol-house was the only brick building, although free-stone was coming into use. Durability of materials is usually associated with feelings of increasing stability in frontier settlements, and we can reasonably regard Hobart Town as normal in this respect. At the same time Macquarie's instruction (1814) after his 1811 visit that new buildings should be of stone or brick (and that buildings around the proposed George's Square—later to emerge as Franklin Square—should be of two storeys) may be regarded as reinforcing if not promoting an attitude of continuity and permanence.

The distribution of buildings in Figure 2 shows no significant areal differentiation of timber from brick and stone, outside the solid administration buildings and warehouses of the waterfront vicinity and the additional concentration of the barracks. It might be expected that a higher rate of brick construction in the years immediately preceding the survey would produce a rash of brick on the periphery, but as can be seen from the map sufficient vacant land remained at the centre for the process of infilling to be as active as that of peripheral extension, and so the pattern of materials at this time was haphazard.

Frankland's Plan

Another detailed plan of Hobart recording the physical advance of the town was the inset on

* Plan of Hobart 1829, *Intercolonial Exhibition of Industry Chart* 1866, Lands and Surveys Department, Hobart.

† Hobart No. 5, Lands and Surveys Department, Hobart.

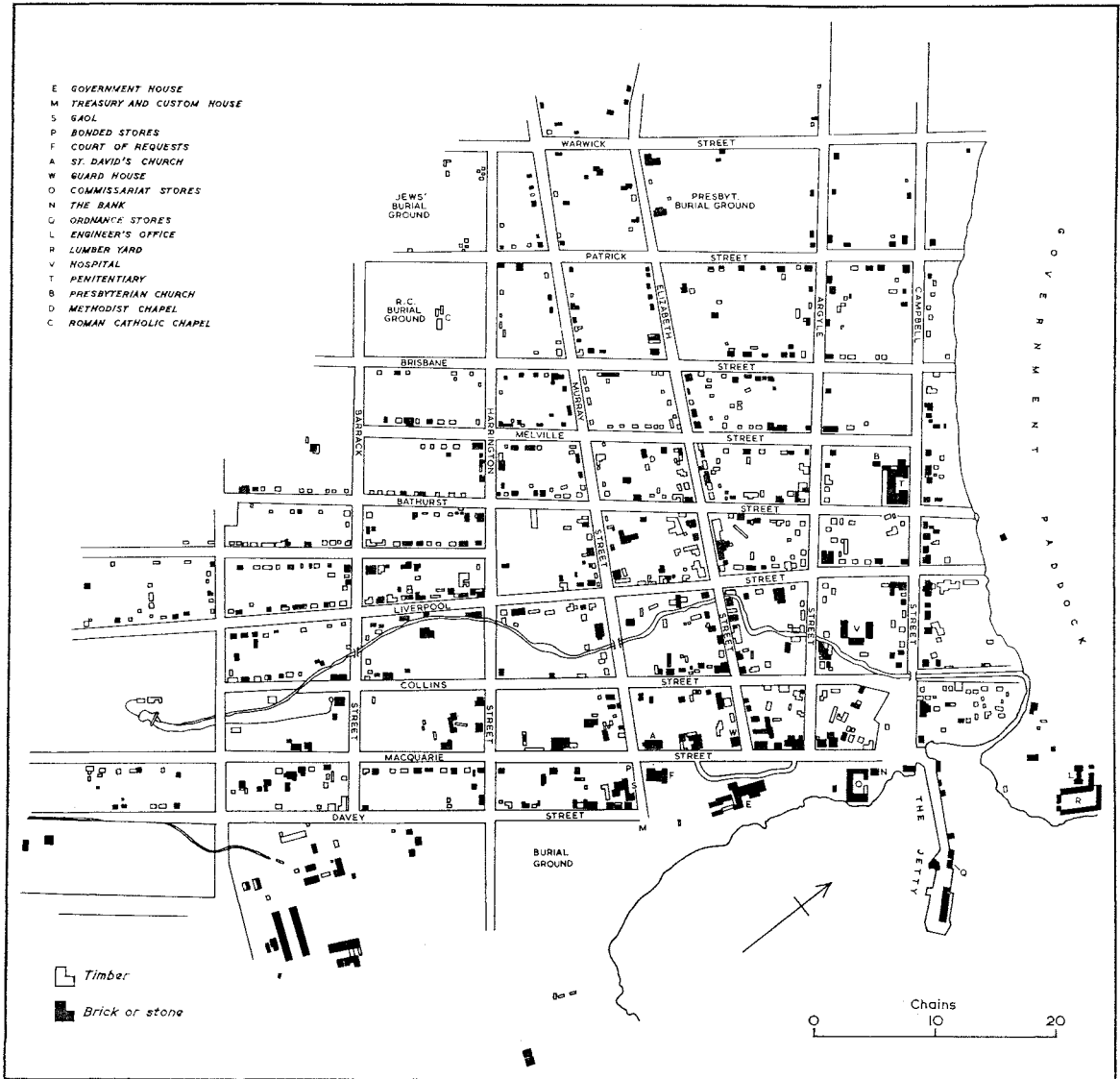


FIG. 2.—Plan of Hobart Town *circa* 1829, showing distribution of main building materials.
Source: Hobart No. 5, Lands and Surveys Department, Hobart.

Frankland's 1839 map of Van Diemen's Land. Despite its small size (c. 9" x 8") and not very large scale (c. 1500 ft. to 1 inch) allotments and buildings are recorded. We can readily see the impact of a population increase from 6000 to about 14,000 in less than a decade, for the town blocks served by streets had doubled in area from about 500 to 1000 acres, mainly by the alienation of land on the northern and western boundaries of the area shown in Figure 2. However, this new town land

was not uniformly occupied. In the south, buildings spread beyond Molle and Antill Streets to the town boundary at Elboden at comparable densities with the established adjacent blocks, while in the north between upper Murray Street (Veterans' Row) and Campbell the former general limit of Warwick was pushed forward to Burnett and the town boundary line of Arthur Street. But in the northwest the substantial area centred on Hill Street, though divided into allotments, had only

the lightest sprinkling of habitations. This was particularly true of the land rising sharply westward from Hill Street to Knocklofty Terrace, with the semi-circle of Crescent Fields (between Lansdowne Crescent and Hill Street) being quite untenanted. Battery Point now had the beginnings of non-military occupation, south of Hampden Road around Colville Street, though the southern slope of the hill down to the town boundary at Wellington (later Sandy Bay) Rivulet remained largely open country. The establishment long since of farms along the lower Derwent—Jeffreys (1820) reported that the Sandy Bay farms extended about five miles downstream, and Prinsep (1833) wrote that "the foot of Mt. Nelson is entirely laid out in gardens, fields, and little farmhouses, supplying Hobart with plenty of fruit and vegetables"—meant that communication with this area was necessary, and that was achieved by way of Davey Street to the Barracks and then Byron Street to what is now Sandy Bay Road (Rowntree, 1959). Montpelier Retreat had not, by the time of Frankland's plan, extended continuously to the Wellington Rivulet to make an alternative connection with the southern outposts of settlement, but this

by Sprent are plotted on 74 sheets housed in the Lands and Surveys Department. Their individual accuracy (see Figure 3) need not be doubted, but combining the copied, re-drawn and reduced originals into the composite plan shown in Figure 4 provided very real technical problems. Sprent did not cover the area seaward of Macquarie Street between lower Murray Street and the outfall of the Hobart Rivulet. The shoreline and most of the buildings below the dotted line in the harbour environs of Figure 4 come from another plan* and slightly ante-date the earliest parts of Sprent's survey.

Pattern of the Built-up Area

The Hobart surveyed by Sprent was composed of more than 100 clearly bounded town blocks and a few irregular contiguous areas, the whole containing almost 2400 separate buildings. Their distribution (Figure 4) deserves some comment. Firstly, it is evident that 40 years after the foundation of the settlement the initial twin attractions of the harbour and the rivulet had not been superseded by other factors. The influence of geographical inertia would of course be strongly against any major

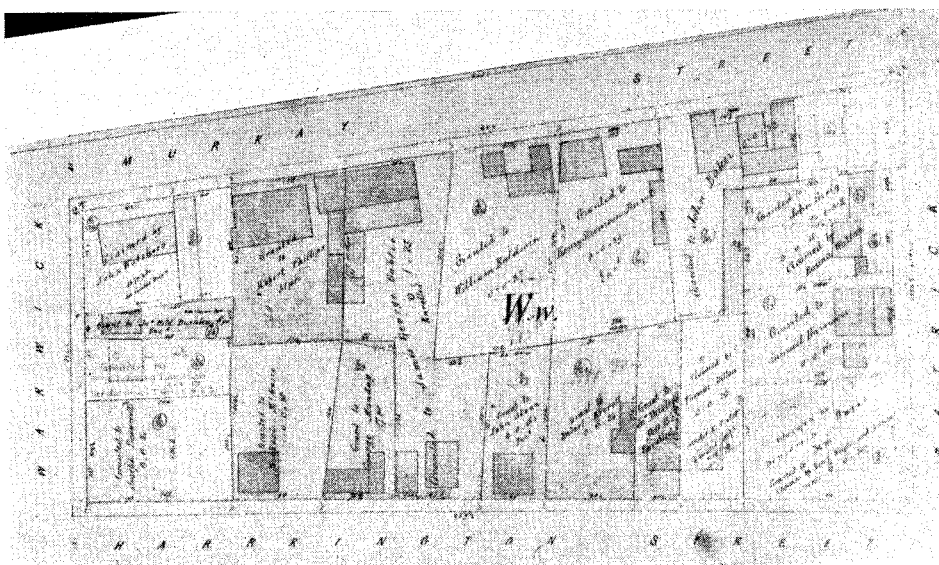


FIG. 3.—A section of Sprent's survey of Hobart. Reproduced by permission of the Surveyor-General.

deficiency had been remedied by the time James Sprent had conducted his survey.

SPRENT'S HOBART

James Sprent is probably best known for the skill with which he executed the first triangulation of Tasmania, since its accuracy has yet to be improved upon, but no less a contribution to posterity may be his building-by-building survey of Hobart, begun in February, 1841. The streets, allotments and buildings meticulously measured

shift in the centre of gravity unless serious disadvantages of the established area became apparent. Only one such disadvantage had been noted with any consistency by observers of the Hobart scene, and that concerned the rivulet itself. The low-lying area around its mouth was poorly drained, forming almost impassable swampy ground in winter (Widdowson, 1829). This was to be expected, since the Hobart Rivulet was joined by the lesser

* *Port of Hobart Town*, 12.11.1840, Hobart No. 19, Lands and Surveys Department, Hobart.

Domain (Park Street) Rivulet at the lowest point of Collins Street and then turned through more than a right angle to follow approximately the line of the Domain stream into the bay to the right of the Old Wharf (Hunter Street) causeway as in Figure 2. Clearly, the backing up of water at times of high flow was always a possibility at the confluence point, with the block between lower Collins and Macquarie Streets having the greatest potential for inundation. It is true that the course of the Hobart Rivulet has been increasingly restricted as commercial development has proceeded, but even so its capacity for flooding in its lowest reaches was convincingly demonstrated as late as April 1960, the area most affected being the same lower Collins Street vicinity, known as Wapping in earlier days. There is little doubt that the discharge problem in the 1820s was enhanced by the use of the rivulet as a receptacle for dead animals and refuse generally (Widowson, 1829; Breton, 1834), which pollution promoted the construction of an aqueduct to carry clean water to the barracks and some principal streets.

Figure 2 shows the considerable extent to which the inundable area had been built upon in 1829, and its comparison with Figure 4 reveals that a decade's reclamation had allowed the extension of Macquarie Street below the causeway and the formation of new land between it and Macquarie Point, together with some canalising and re-alignment of the lower rivulet.

By the time of Sprent's survey many of the town's inner blocks had been almost fully occupied, in the sense that most of their allotments carried buildings, but the density of buildings and the proportion of built-up land was notably highest in a few blocks between Murray and Argyle Streets. Elizabeth and Liverpool Streets clearly formed the main axes of building development. That they also fulfilled a leading functional role will be considered below. The commercial centre was partially separated from the waterfront by the Treasury buildings, Government House at the foot of Elizabeth Street, and the Commissariat Stores. However, it was not until the 1850s that the western shore of Sullivan Cove, shown in process of reclamation in Figure 4, became functional. In the 1840s the needs of shipping were served by Old Wharf, in which the original components of Hunter's Island and a tidally exposed spit were already barely recognizable; and by the more recently developed south (Battery Point) side known as New Wharf. Here the long established warehouses of Old Wharf were supplemented in the late 1830s by John Lee Archer's impressively designed Ordnance Stores near the battery from which the Point took its name; and at the foot of Kelly Street by the nucleus of stone warehouses which have made Salamanca Place an important piece of Australian architectural history.

At the corner of New Wharf and the western shore the fine new Custom House (also by Archer—see Smith, 1962), and the open market in front of it occupied previously swampy land built up during the construction of the wharf. Both of these were well placed to deal with the goods which were unloaded at their very doorstep.

Behind the row of warehouses the line of Kelly Street provided the main break in a substantially

unoccupied area north of Hampden Road. Between the two the concept of Arthur's Circus is indicated by the subdivisional pattern, but building did not take place until about 1846, by which time Sprent was using his surveyor's chain elsewhere. Below (east of) the circus Secheron still occupied a position of splendid isolation, but subdivision was clearly about to change that. Further west, however, St. George's Church stood on the fringe of the southern slope of the ridge as yet wholly undeveloped (Plate VI).

Predictability of the Pattern

It is appropriate in examining Hobart's physical extent at or near the height of its colonial fortunes to ask whether the pattern of occupation had taken an expected or predictable form. Given the site selection of its founders, the answer is, in general, yes. Essentially settlement spread northwest along the depression between the two main areas of higher relief, the dolerite hill of the Queen's Domain and the sandstone and dolerite Knocklofty hill, while a southerly component followed the valley line of the Hobart Rivulet. The negative role of the Domain was not wholly physical since its reservation as Crown land undoubtedly prevented occupation by those who sought elevated sites, and were not inhibited by the equally steep and less proximate slopes of Knocklofty. Here the lightly dispersed houses had extended as far as the 400-foot contour above Lansdowne Crescent and to 330 feet on the ridge between Salvator Rosa's Glen and the Hobart Rivulet.

Other local eminences were well occupied: the Barracks looked across the town centre and the bay from 160 feet, almost from the first years of settlement, and from the early 1840s Trinity Church (replacing Old Trinity, or the Penitentiary Chapel) capped a hill of the same elevation which constituted the first real vantage point in a land surface which rose moderately to 100 feet half a mile from Sullivan Cove. The larger hill of Mount Nelson further down the Derwent estuary formed an excellent signal station site, but another century was to pass before it came into calculations for general residential occupation. Meantime its effect was to confine the Sandy Bay farms to the half mile-wide strip of land between the river and approximately the 300-foot contour.

In fact the limits of contiguous settlement in Hobart of the 1840s encompassed most of the low land having relatively unobstructed communication with the founding site. Thereafter the general extension of the urban area north and south along the river and to a lesser extent westward into the piedmont valleys of the Mt. Wellington massif began the attenuated plan of the present. The still compact settlement of Sprent's time was not without problems stemming from the basically hilly nature of the site as a whole and the adoption of a largely grid-pattern of streets. Some of the western streets ran steeply across rather than with the slope of the land, Molle Street, for instance, rising from less than 100 feet at the rivulet to almost 300 feet at Brisbane Street little more than 600 yards away—a gradient of one in nine. Stoney (1856) found it necessary to comment on the inconvenience attending the ascent of hills "so steep in some places as to cause great drawbacks to speedy

traffic—a matter of essential service in a trading town . . .”

It should be noted that street levels and gradients were not always quite the same as they are now; even a short history of settlement can provide buried evidence. Excavations for the revival of Cat and Fiddle Alley in 1960 revealed the lower rooms and barred windows of a stone building which had stood beside the early rivulet approximately 10 feet below the present surface of Murray Street between Collins and Liverpool. The gradient of Murray Street was therefore much steeper in that central valley zone, and the same is undoubtedly true of other cross streets before bridging operations raised the road levels. Dixon (1839) saw fit to comment on the consequences of such developments, as follows:—

“Dwellings having been erected long before the streets were made, and the town being upon a very irregular surface, some of the buildings in consequence now occupy very awkward situations. On one side of a street, they are often elevated much above the level; while, on the other, they are sunk considerably beneath it.”

Building Characteristics

We should not leave the physical aspects of Sprent's Hobart without some attention to its bricks and mortar. This synecdoche is not inappropriate, for by the census of 1841 over 71 per cent of the 2350 houses were of brick or stone compared with 40 per cent less than 20 years previous. The roofing materials were dominantly wooden shingles. Scott (1959) has examined the evolution of Hobart's building materials elsewhere, and attention is drawn to details (on page 160 of his paper) of the number and proportion of houses in brick and timber in each of the eight parishes of the built-up area in 1841. Although the red-orange “convict” brick undoubtedly outnumbered stone at all times, the extensive use of stone in the finer public buildings of the 1830s and 1840s is noteworthy.

The architectural qualities of a number of these have been discussed by others (Somerville, 1944; Sharland, 1957; Smith, 1962) but the family house deserves some comment here. The Misses Rown-tree did much to arouse lay interest in our relict houses through writing and sketching their individual histories and architectural appeal. Compared with their labours of love any attempt to make collective generalisations may seem arid. However, it is possible to reduce the great variety of detail to a relatively few fundamentals of form and living space.

At the very simplest, the residents of Sprent's Hobart occupied two kinds of house: large and small. Examinations of Sprent's plans even at the scale of Figure 4, shows the relatively frequent occurrence of small buildings. The house depicted in Figure 5, until its demolition in 1966 for school extensions by the Education Department, was one of the smallest of Hobart's extant colonial cottages. It was certainly narrower than the typical Georgian cottage of one room and window on each side of the central doorway. Nevertheless, there were probably many more of its size, if not exactly its plan, than now remain. This cottage possessed no

hall, and progress towards the rear was through successively narrower doorways, from 30 inches at the front to 27 inches between living and bedrooms and 20 inches at the kitchen. The first and middle rooms were of brick, but only the main room was under a pitched roof, allowing a horizontal lath and plaster ceiling 7' 3" above the floor. The timber kitchen under a skillion roof may have been an afterthought, but alternatively it may have served as a working base from which to construct the more substantial forward rooms, a procedure much more recently in vogue, after World War II. Curr (1824) referred to the practice of persons of small means building “a skilling or lean-to, which composes the rear of his future house, and as his means improve he erects a front”. In the valuation lists of 1847 a few of these first-stage dwellings are recorded, so the practice enjoyed some continuity.

The ground plan of the house in Figure 5 measured about 28 feet by 12, whereas Macquarie's orders relating to the size of allotments (*Historical Records of Australia*, Series 3, Vol. 1, p. 512) envisaged houses of one-storey 36 by 14, and of two-storeys 40 x 16. While houses can be found that approximate these dimensions, frontages were usually shorter, even for rectangular houses; and many plans were square, thereby needing less allotment width and closely resembling the Sydney cottages of four rooms in a 30-foot square, plus detached kitchen at the rear, described by Boyd (1961).

Often the square plan Georgian house required a double-pitched roof, for until the ceiling joists were used to tie the feet of the rafters together the rafters rested on top of the walls and exerted an outward thrust upon them; the weight of the rafters and span of the roof had therefore to be limited, resulting for a single pitch in an essentially rectangular plan (Herman, 1954; Solomon, 1966). The house on the right in Plate I illustrates this limitation with its rectangular hipped roof followed by a long skillion, even though it is a large two-storey structure. The house on the left employs a steeper pitch to provide usable attic space, at the same time distributing the roof thrust evenly among the four walls (and probably providing structural support in the centre). In addition to the two main residential components of large (two-storey) and small (one-storey) buildings, a third distinctive element had been introduced by the 1840s: row houses. There is no obvious reason why this common form of construction should not have been introduced from England along with the Georgian style, except that in the early stages of settlement space was readily available and individuals preferred to use it for single detached houses. The higher density living of terrace housing implies economies of land and construction associated here with property investment and commercial rental developments rather than with any pressure on urban land resources. Mrs. Prinsep (1833), who noticed that there were houses of all shapes and sizes, also commented that “rows are even starting up here and there”, but the present writer has not found any precise observations or statistics as to the total number of terraces. The attenuated plans of some of Sprent's buildings are suggestive of rows but not, in the absence of internal

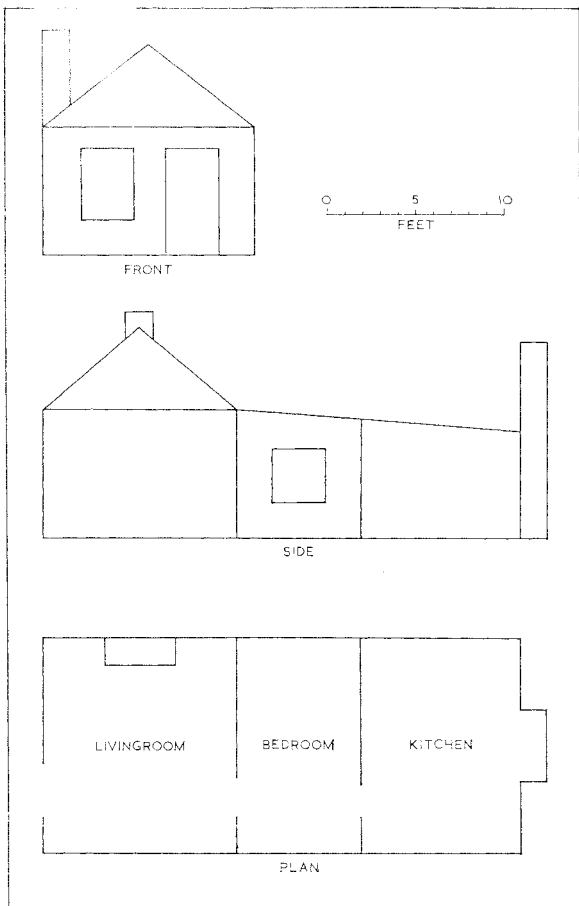


FIG. 5.—One of the smaller dwellings of colonial Hobart. Address, 283 Murray Street (formerly Veterans' Row). Demolished June, 1966. Source: Field survey.

subdivision and now of the buildings themselves, conclusive. However, a series of identical valuations coinciding with a "suspect" shape is considered sufficient supporting evidence, in a few cases actually confirmed by a designation such as Moodie's Row in the listings. On this basis upwards of a dozen rows of four or more units have been identified. One of a mere handful surviving is the subject of Plate II. Their original distribution was wide, but there was rather a concentration in the inner blocks north and east of Murray Street.

People per House

The number of residents per house was probably much the same in the 1840s as that estimated for the end of the 'twenties. The Census of 1841 showed 14,602 people. The maximum number of prisoners confined during the year ended September 1842 in the Hobart gaol, the male house of correction and the female house of correction, was 1,033 (but only 495 on September 30). Accommodation at the Barracks had spilled over into huts at the rear of the main building, with 344 officers and

men in residence on September 30, 1842. We can therefore exclude about 1100 prisoners and soldiers from the population total, leaving 13,500 to be accommodated in the 2350 "houses" of the 1841 Census. These were almost certainly buildings of all kinds and the number of residences can be put in round figures (by comparison with the 1847 valuation evidence) at 2100. The average rate of occupancy comes again to between six and seven persons.

Observers' Impressions.

As a whole, the residences of Hobart were beginning to receive favourable reviews by the 1840s. In 1810 Lieut. Lord had been moved to comment that Hobart's houses were "indeed of the very lowest class of cottages" (though he found that the New Town settlers had "rendered their habitations comparatively comfortable—their white cottages in the midst of tolerable good gardens . . .") and writing of 1820 Lloyd (1862) recalled that "the town then wore an exceedingly primitive appearance; there being in reality but fifteen or twenty buildings in it worthy the designation of dwelling-houses". A little later Mrs. Prinsep condescendingly observed that the chief part of the town was "judiciously hid in the valley behind" the principal buildings. However, Widowson (1829) thought that "the stranger will be gratified with the view of so many substantial houses, and well made M'Adamized streets," despite the small front gardens being poorly kept, and Breton (1834) found the houses improving though still inferior to Sydney's. Meredith (1852), who was a resident from 1840 to 1849, mentions the attraction of the gardens "before and between many houses" and by 1855 Mundy, though finding the wide streets "nearly as dusty, and the footpaths as ill paved as those of Sydney" considered that the trimness of the cottages surpassed Sydney's.

THE 1847 VALUATION OF HOBART PROPERTY.

Interesting as the observations of contemporary observers are, the light which they cast is not very specifically directed and we are fortunate in being able to turn to a source which can be used to amplify both these qualitative comments and the record of physical distribution provided by Sprent. This source is the Assessment List of 1847 which is the first comprehensive record of Hobart property values.*

The assessed annual value of each property is recorded, together with the rate payable by the occupier, the names of the occupier and the landlord, and the function of the property. These characteristics can be analysed without reference to area, but for the geographer the distributional aspects of such data are of fundamental interest. In this respect the first Assessment List is seriously deficient, for, while the properties are recorded by street, house numbers were not consistently or consecutively used and cross-street positions were not indicated. However, when plotted with constant reference to Sprent's plans the property values

* Assessment List, prepared by the Commissioners of the City of Hobart Town. *Hobart Town Gazette*, 32, 1601, 5 Jan. 1847, pp. 1-60.

could be accurately positioned within the town blocks. The area occupied by the valuated properties coincides almost completely with that of Sprent's survey, but there are wide variations in the degree of coincidence between owners' names and lot titles, depending, presumably, on the time-lag between the two assessments of each locality. It is clear that there was a considerable turn-over in property ownership within the space of the few years up to 1847; possibly reflecting the change from economic depression in the early 1840s to increasing prosperity in the latter years of the decade. There was also an increase in the number of buildings. Over 3300 property valuations appear in the 1847 list, of which 2458 were residential.

The assessed annual value of all the property in the urban area of 1847 was £101,000.* Of this total £5242 or 5.2 per cent was in the leading block bounded by Elizabeth, Murray, Liverpool and Collins Streets. The six leading blocks, numbered on Figure 6, formed a compact area between Argyle and Harrington, Collins and Bathurst Streets containing 22.6 per cent of the town's total valuation. The location of high-ranking blocks astride the rivulet was to be expected in the light of the building developments already discussed, but the position of the second and fourth blocks to the north of the first and third rather than south towards the water requires further explanation. Probably the higher ground on the north was favoured above

that of the down side which was more susceptible to flood. Also, while access to the port was desirable, the western shore was under reclamation with Franklin Wharf not yet completed, and in any case direct access was barred by Government House and other public buildings. In fact by the middle of the twentieth century a southward shift in leading valuation totals towards the developed port had occurred. Meanwhile the second, fourth, fifth and sixth ranking blocks lay between the two nearest the original site and the bulk of the occupied areas to the north, west and south.

The main purpose of Figure 6 is to show the distribution of average property valuations by town block. The average of some thinly occupied blocks may have been less dependable guides to ultimate property conditions than those of more fully built-up inner areas; nevertheless, they reveal the situation as of 1847. A few blocks which lack any buildings in Figure 4 do have values in Figure 6, and vice versa, reflecting again differences in time of survey and of assessment in some areas.

It can be seen that the highest block average property valuations encircled the port. These were the only blocks in which the buildings received an assessment of more than £100, and they consisted largely of warehouses and public buildings, including Government House, the Custom House and the Treasury. Some of the more substantial of these occupied a lesser proportion of their block area than did central commercial and residential buildings, and their values averaged on a front-foot basis would be less dominant. However, the assessments relate to improved property consisting of land-and-building units, and the more highly improved properties may not unreasonably influence high average valuations. They are less likely to affect valuation totals unduly since their size tends to reduce the number of properties in the block.

The blocks in the second (£50-£100) category are for the most part adjacent to those in the highest category. They consist particularly of the central commercial area. From this hub they extend some distance southwest between Macquarie and Collins Streets, associated with good residential buildings rather than commercial properties. At the western end of Macquarie Street within the town lands one block owes its position as an outlier of relatively high value to its industrial character, for the area included two water mills and a brewery. On Battery Point, the largest extent of this valuation category outside the commercial centre stems from a leavening of shipyards and warehouses among the residential property, and across the bay warehouses and shops give the peninsula of Old Wharf similar valuation status. The two blocks divided by Kelly Street north of Hampden Road owe their differential rank (with averages of £102.6 and £51.7) to the greater representation of warehouses in the total property of the higher block.

If in fact we rank the 110 Hobart blocks containing assessed property in 1847 by quartiles, both these adjoining Battery Point areas are found in the fourth quartile, since the upper quartile value was only £47.1. By the same token, quartile rank-

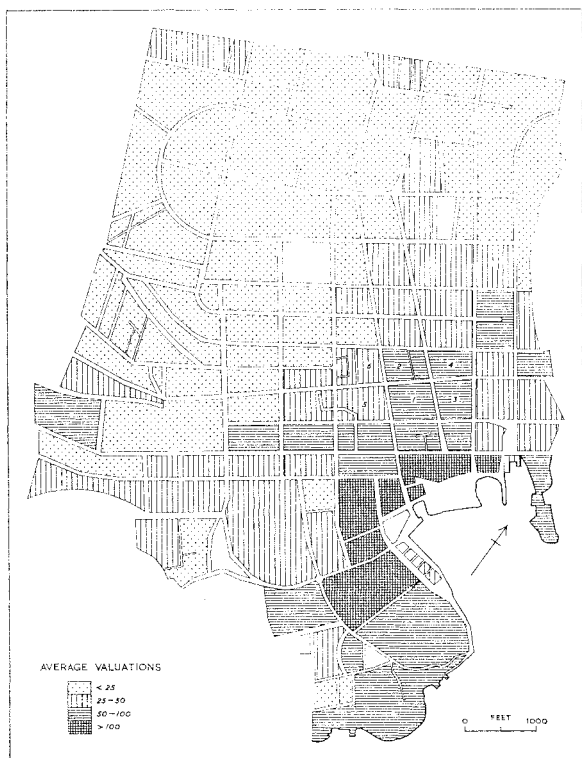


FIG. 6.—Property valuations 1847, by block averages, in £s. Inset numbers indicate blocks with highest total valuation of property. Source: Assessment List, *Hobart Town Gazette*, 5 January, 1847.

* These are assessed rental values whose quantitative relationship to capital values is not known. Clearly, however, there must be a significant correlation between the capital worth of a building and its value for rental.

ing fails to differentiate as effectively among the higher value areas as the scatter-derived categories used in Figure 6, whereas an increase in the number of categories sufficient to bring out the higher value differentials produce too fragmentary an effect. Nevertheless the structural analysis of property distribution in Table 1 complements the visual pattern of Figure 6.

TABLE 1
Ranking of 1847 Property Valuations by Block Averages.

		Deciles	Value (£)
Number of blocks: 110		9th	75.60
Range of average values: £8.8 to £262.5		8th	52.35
		7th	39.50
		6th	32.45
		5th	28.35
		4th	21.65
		3rd	19.35
		2nd	16.25
		1st	13.60
Quartiles	Value (£)		
Upper	47.10		
Median	28.35		
Lower	17.60		

Source: Assessment List, *Hobart Town Gazette*, 32, 1601, 5 Jan. 1847.

The Pattern of Lower Values

The lower category town blocks of 1847 were dominantly residential, the sequence of houses broken sporadically by shops, hotels, schools, workshops and the like. This is more true of the sub-£25 average valuations than of the £25-£50 category, which involved areas of more diverse character. In the group of five blocks east of the business core, between Macquarie and Bathurst Streets, three had more than half their total valuations in residential property, but several other important functions were represented, including the hospital, the Theatre Royal, and a slaughter-house in Sackville Street. North of the highest block totals all but one of a group of nine blocks in the £25-£50 category had a frontage on Elizabeth Street, which continued its central commercial axis character. Commercial representation declined steadily northward though, and on the western side of Elizabeth Street the block averages fell from £44.5 between Bathurst and Melville to £26.5 between Brisbane and Patrick. On the east there was fluctuation rather than fall, with the six blocks between Bathurst and High (now Tasma) ranging between £35.9 and £29.6. In all of this zone the residential proportion of total valuation did not fall below 49 per cent for any block. On Trinity Hill the western slope leading to Elizabeth Street and with views of the mountain was clearly more desirable than the eastern side facing the Domain, since valuations were around £30 on the west and under £20 in the east.

Trinity Hill had a somewhat superior south-western counterpart in the vicinity of Fitzroy Place. On the ridge of land which continued eastward to the military barracks the Fitzroy-Davey Street Area contained Hobart's best concentration of residential property, with the possible exception of some valuable but more dispersed houses nearer the centre in and near Macquarie Street. The block bounded by Fitzroy, Davey, Molle and Antill averaged £48.2 per property, while the adjoining

block with a frontage on Garden Crescent (Fitzroy Gardens) was lowest in the group west of the barracks with £35.3. In other words, the average values of this substantially residential area ranged around the upper quartile value of all Hobart's blocks of property at this time.

All 50 blocks in the lowest category of Figure 6 fall below the median value of £28.35. They were nearly all within the western half of the occupied area and comprised the bulk of it. There is no clear-cut grouping of values within this general distribution of the sub-£25 category, but it does appear that stage of development may have been more influential than other factors in providing such similarities and differences as occur between neighbouring blocks. This could operate through similarity of style and value in blocks developed at the same period, and through the fact that the few property units contributing to an average in areas just developing may not be typical of the more fully occupied block. This is instanced by the two blocks on either side of Warwick Street and bounded on the west by Hill Street. Their averages of £20.0 and £12.9, one well above and the other well below the lower quartile value, are notably discrepant. But on analysing the structure of the averages we find that the £20.0 derives from just one house, whereas the lower figure represents 36 residential and commercial properties. This is an extreme case, but it can be seen that in partly developed areas where improved values are modest the addition of a single high-value unit such as an hotel can raise the average significantly. It is also clear that site factors such as elevation were reflected in newly developing as well as more established areas; on the high side of Lansdowne Crescent above Poet's Road valuations exceeded £20 and on the urban periphery above Hamilton Street reached a surprisingly high £35. Below Lansdowne Crescent the handful of houses built between Sprent's survey and the 1847 assessment were only in the £12 and £15 range.

What relation the assessment of rental value for rating purposes (rates paid were 5 per cent of the assessment) bore the actual market rents has not been studied, but rents surely deserve consideration in social or economic histories of Hobart. In the present context of historical geography it will suffice to note that just as modern capital valuations for rating assessments tend to lie below market prices so do earlier valuations appear to fall short of rents demanded and paid for comparable dwelling space. Curr (1824) reported that cottages of 4-6 rooms commanded £60-£80 *per annum* and that two-storey houses of 8-10 rooms brought £120-£200. Widowson (1829) found house rents "very exorbitant": "a small cottage with only four rooms, and those of very contracted dimensions, and a kitchen at the back, will let for 60 to 80 pounds *per annum*" while "larger houses, adapted for stores, obtain from £200 to £300 *per annum*". These must surely have been extreme demands, even allowing for the influx of population, since by 1841 bricklayers', carpenters' and masons' wages were only seven to eight shillings per day (falling to a minimum of four shillings and eightpence by 1848) and it seems unlikely that these people could have afforded approximately half their earnings in rental of small cottages. Undoubtedly some of the artisans built and owned their dwellings

and others lived in the presumably cheaper-rent rows or terraces. But owners' and occupiers' names in the valuation records coincided insufficiently and row houses were too few to maintain that high rents would have been a charge only on the wealthy.

FUNCTION AND FUNCTIONAL AREAS.

The reader will be aware that the foregoing discussion of property valuations involved frequent reference to the functional character of those properties. Just as assumed function influences the price of land, so does actual function influence the nature and value of improvements to it—to the ultimate extent that churches were assumed to be valueless for the purposes of the 1847 assessment.

From the viewpoint of urban geography the functional structure of a town or city is the most vital of its facets to explore. Contemporarily this requires time and resources, but historically it also

requires records of a kind which too often do not exist—at least in the distributional if not in the purely numerical sense. For Hobart for example, we have the statistical returns of the numbers of factories and hotels and occasional references to their location, size, or viability, but, from the functional designation of properties in the Assessment List, we can plot the precise location of nearly every functional unit. The resulting spatial relationships may be then analysed and the contribution of particular functions in particular areas assessed.

Inner Area Functions

It is not practicable here to reproduce the functional pattern of the whole of Sprent's Hobart, but Figure 7 illustrates the distribution of functions in 14 inner urban blocks, including the four blocks with highest property totals. The most noteworthy



FIG. 7.—Distribution of functional units in part of central Hobart in 1847. Source: Assessment List, 1847.

feature is the concentration of functions along Elizabeth and to a lesser extent Liverpool Street. The great majority of these units consist of shop and residence, which was a combination found commonly throughout the commercial area. Its numbers are now much reduced in favour of offices, but two or three score after the style of Plate III may still be seen. Essentially the form was that of a two-storey house, with the living quarters above and the shop (with enlarged windows) at street level. A second feature to note is the prevalence of functional units, particularly houses, away from the street frontages in the interior block spaces. This is very true of the main block, where Cat and Fiddle Alley gave internal access and effectively extended the block frontages. Small unit size is a prerequisite for this kind of distribution, and as large functions such as department stores develop the interior units are forced out.

The share of major functions in the total property values of the blocks mapped in Figure 7 are given in Table 2, the blocks being numbered from top to bottom beginning on the left.

Commercial Characteristics

Perhaps the most striking feature of the inner area's functional structure revealed by Table 2 is the relatively small proportion of property value vested in commercial uses. Even the two most valuable blocks, 3 and 2 in the Table, have little more than 40 per cent of their assessed property in the shopping function, and only three of the 14 blocks have a greater proportion of total value in shops (and banks, where present) than in residences.

But this is to judge 1847 conditions by present standards, when shops may form upwards of 70

per cent of central area property. In the mid-nineteenth century retailing was by no means fully developed, and many richer households still traded directly with wholesalers or import agencies. Furthermore, competition for land was significantly less, functional selection was therefore slight, and as far as Hobart's functional structure was concerned, the whole process of urbanisation was in its infancy.

In fact the addition to the shopping sector of other commercial elements, notably hotels and warehouses, shows a substantially increased commercial component (column 4, Table 2) for some of the central blocks. The four most valuable (Blocks 3, 2, 7, 6) each contained more than 55 per cent of property value in commercial functions, and Blocks 4 and 11 below Collins Street even surpassed 60 per cent. The prevalence of warehouses and stores in Block 4 nearest the wharves is notable, even though the one warehouse in Block 9 represents a higher proportion of that area's property assets. In Blocks 13 and 14 nine hotels form the bulk of commercial values, far outstripping all other functions than the residential. This area behind Old Wharf was undoubtedly the sleazy end of town in colonial days although it was not alone in its substantial provision of public houses. Hobart's total of 152 in 1847 may even have surprised Lieut. Breton (1834) who found that our tally of 84 public houses gave us only one such establishment for every 78 free inhabitants, compared with Sydney's one for every 68. The small town block bounded by Harrington, Barrack, Liverpool and Goulburn Streets could claim, with eight inns, to be Hobart's leading alcohol dispensary, though in the centre of town Blocks 6 and 7 (Figure 7) provided 13 drinking places between them.

TABLE 2
Functional Proportions of Block Total Valuations.

Block	Total Valua- tion (£)	Shops & Banks (1)	Hotels (2)	Ware- houses (3)	Total Com- merce (4)	Resi- dential (5)	Factories (6)	Offices (7)	Public Buildings (8)
1	2136	37.3	9.8	....	47.1	50.0	....	....	....
2	4497	41.6	12.7	....	55.7	42.6	0.8	....	0.9
3	5242	41.5	13.9	1.2	56.6	39.5	....	3.8	....
4	2720	29.1	12.1	19.9	61.1	28.9	....	1.5	8.6
5	1718	27.2	7.0	....	34.2	64.0	....	....	....
6	3285	31.0	24.4	1.5	55.4	43.2	....	....	....
7	3918	35.2	21.9	....	57.1	42.3	0.6	....	....
8	1662	33.9	....	....	33.9	46.6	....	8.7	10.8
9	678	7.4	....	22.1	29.5	60.2	....	....	10.3
10	1344	12.6	5.9	....	18.5	59.9	....	....	22.3
11	1379	41.0	21.8	....	62.8	31.0	6.2	....	....
12	585	....	....	....	....	100.0	....	....	....
13	1679	2.3	23.8	....	26.1	59.6	1.2	....	4.2
14	1290	13.4	31.2	....	44.5	44.3	11.2	....	....

Source: Assessment List, *op. cit.*

There is little doubt that some of the pubs, inns and taverns were primitive functional units, although only 39 of the 179 public houses licensed in Hobart Town on September 22, 1848 (*Statistics of VDL*, 1848) were recorded as being "of low character". The average valuation of the 1847 group was £83, compared with £97 for warehouses, £87 for factories and £30 for residences.

It might be thought from the proliferation of pubs that Sprent's Hobart was something of an affront to the travelled or sophisticated eye of the day. This may have been true of the settlement's first decade or two of existence, but as the mid-century approached the combination of solid Georgian buildings and increasing functional provision increased its standing as a place of some merit. Dixon (1839) allowed that despite the ubiquity of retail spirits stores—"stand at the corner of any street, and fifteen to twenty are in sight"—some of the shops were "showy and respectable, even tasteful and elegant; displaying an appearance equal to that of many in London". Sometime later Stoney (1856), while sanguine as to the town's prospects and lyrical of its surrounding natural beauty, found it deficient in order and cleanliness and was not as impressed by the public buildings as some previous observers who, for example, compared Macquarie Street favourably with its Sydney counterpart.

Manufacturing

It is fair to say that Hobart in the 1840s was regarded as an outpost of government, a convict repository and a trading town rather than a budding industrial centre. Nevertheless the 1841 Census* shows that while the town held 29 per cent of Van Diemen's Land population it possessed almost 38 per cent of those broadly defined as employed in manufacturing. Moreover the 1350 persons who provided this proportion were considerably more numerous than their co-workers in commerce (982) and agriculture (829). The Return of Manufactures† shows 22 industries and 86 enterprises in which Hobart's manufacturing workers could have been employed, to which the Arthur Street and Tolosa Street limestone quarries might be added. Even allowing for the inclusion in the manufacturing employment category of pursuits such as draper, tailor and tobacconist which we would now transfer to the commerce category, it seems unlikely that average employment per enterprise would have been 10 persons or more in the early 'forties in the light of labour shortage, scarcity of capital and the counter-attractions of primary production. In discussing these issues Hartwell (1954) concluded that manufacturing began to expand in VDL in the latter 'forties in response to growing community needs and the protection afforded local production by the enforced import reductions of the early part of the decade. He also asserted that "the owner-operator was the characteristic 'industrialist' of the time, and in this he is supported by the record of few more than 30 mills, tanneries, workshops and the like in the Assessment List of 1847. Clearly some of the enterprises had the appearance of residences rather than industrial premises.

Even so, the Return of Manufactures reveals that Hobart Town had 17 mills in 1841 (VDL had

57), followed in descending order by 8 implement makers (23), 7 tanners (19), 6 breweries (21) and 6 cooperages. Probably the five ships and one steamer built by the town's shipyards were the only capital goods produced in 1841, and it seems the increased number and variety of manufactures by the end of the decade did not change the essentially consumer and maintenance orientation of manufacturing in either VDL or Hobart. In fact the manuscript Blue Book statistics itemise far fewer manufactories for Hobart in 1847 and 1848 than in 1841. These can only be regarded as incomplete since the island's manufacturing increased despite fluctuating fortunes, and basic producers in Hobart persisted. Thus the 17 mills and one sawmill of 1841 had become 19 flour mills (14 wind and water and 5 steam) and one sawmill in 1847. In that year the town also built 10 ships of from 17 to 418 tons, and in 1848 output increased to 18 ships totalling 1438 tons.

Compared with the somewhat introverted character of manufacturing trade was of course more outward-looking, though its conduct depended on internal as well as external factors. The most tangible of these as far as Hobart Town was concerned was the physical and functional development of the port.

Hobart's Port Function

Since the evolution of the Sullivan Cove area and the growth of the shipping for which it evolved have been examined in some detail elsewhere (Solomon, 1963), it is not proposed to repeat the analyses here. It is necessary, though, to stress the quite vital rôle which the port played in the morphology, activity and even mental concepts of the town. In this, Sprent's Hobart had no monopoly, but it was a positive period.

Whatever else they criticised for its inadequacies Hobart's visitors and sometime residents waxed eloquent over the appearance and capacity of the port and harbour. From Collins' "most highly favourable" verdict on the settlement's situation in 1804, to Stoney's "commodious cranes and deep wharves afford every facility to lading and unloading merchandize" in 1856, the praise was consistent. As late as 1877 Sir Charles Du Cane told a British audience that "the special harbour of Hobart Town, I have been assured by naval officers, is without rival in the world for its combination of extent, safe anchorage, and accessibility in all weathers".

More specifically, despite problems of reduced capital inflow following the collapse of the late 'thirties boom, the foundations were laid in the 1840s for a port structure which was to last for a century. The southern shore of the Cove had been partly developed in the 1830s as New Wharf, and the clear task ahead was the development of the western shore, behind which lay the functional core of the town. Plans for reclamation and construction were produced as early as 1828, but not until 1839 did the work whose progress is illustrated in Figure 4 begin. One advantage of delay was that Governor Denison was enabled to take an interest in the project which resulted in the pro-

* Blue Book 1842, CSO 50 17, pp. 322-3. Accession 3334, State Archives.

† *op. cit.*, pp. 362 and 364.

TABLE 3
Hobart Shipping Arrivals 1837-1852.

Year	No. of ships	Tonnage recorded	Average tonnage per ship	Size Composition %				
				< 100 tons	100-199	200-499	500-999	1000-4999
1837	129	28,377	220	15	30	54	2	....
1838	186	43,882*	238	16	26	53	5	....
1839	207	45,764	221	30	18	49	3	....
1840	217	44,471	205	30	24	43	2	....
1841	271	53,745	198	30	30	36	4	....
1842	311	65,815	212	31	28	37	3	1
1843	151	32,371*	216	24	31	41	4	....
1844	232	47,513*	207	29	44	20	6	1
1845	263	49,228	188	36	34	24	5	0
1846	225	39,025	174	40	34	21	5	....
1847	367	59,612	163	44	32	21	3	0
1848	383	61,900	162	44	33	19	4	....
1849	398	65,941	166	41	35	19	5	....
1850	412	78,151	190	34	40	19	7	0
1851	486	87,563	181	24	51	21	4	....
1852	453	88,124	195	15	58	22	5	....

* Tonnage not recorded for two ships in 1838 and 1844 and for one in 1843.
Source: *Reports of Ships' Arrivals*. Accession 119, State Archives.

vision of Constitution Dock for the use of small craft. By 1850 the new western shoreline was established as Franklin Wharf but only a section just south of Fisherman's (now Victoria) Dock had been timber-decked. This was the base from which finger piers were soon to grow.

The island's imports and exports each dropped from more than £800,000 *per annum* for 1839 and 1840 to about half those figures by 1844. There followed a partial though not complete recovery in the later 1840s. Activity in the port of Hobart showed evidence of this recession, but its shipping decline was less sustained, and by the end of the decade completely erased.

Nevertheless it can be seen from the analysis of overseas and interstate shipping in Table 3 that the number of ships entering the port in 1842 was halved in 1843 and not equalled again until 1847. It took a further two years before the total tonnage of inwards shipping regained its 1842 level, and despite a general tendency to small fluctuation the average size of vessels clearly declined through the decade. The increased proportion of ships of less than 100 tons is noteworthy, implying a reduction in the overseas component which continued after the recovery in both numbers and total tonnages.

Coastal traffic between Hobart and Launceston increased steadily through the 1840s, perhaps as a complement to the mid-decade decline in external arrivals, which sometimes made coastal calls; more likely in response to growing population and production in the island. In fact the largest number of coastal movements in the period

1841-48 was 51 in 1843, the year in which "the depression reached its depth" (Hartwell, p. 226). However, compared with 28 inward and outward sailings in 1841 numbers were still high in 1846 (43) and 1847 (41), and tonnages grew from 2136 in 1841 to 3232 in 1843 and 5396 in 1847.

SPRENT'S HOBART IN THE 1960s

It was suggested in the introduction to this paper that Hobart's modest rate of growth as a capital city should assist the appreciation and understanding of its urban past. It is a truism that some things are more transient than others, and so the people of Sprent's Hobart are gone and their descendants are much more numerous than they; but some of the structures remain, a few of the plans are perpetuated, and our present is in no small measure shaped by the past. Part of Hobart's past has been geographically examined here, and an assessment of its physical link with the present will be the final purpose of this study.

But first, lest earlier comment and a popular awareness of its associations with history lead to a depreciated impression of Hobart's development, Figure 8 shows the progress and extent of the town's areal growth. The post-World War II expansion is notable, and despite the evolution of suburban nodes the pressures of functional development and change upon and within the colonial core are considerable. These are first observable in architectural modifications of the kind illustrated in Plate IV, and ultimately in the complete demolition of buildings whose size or plan no longer fit

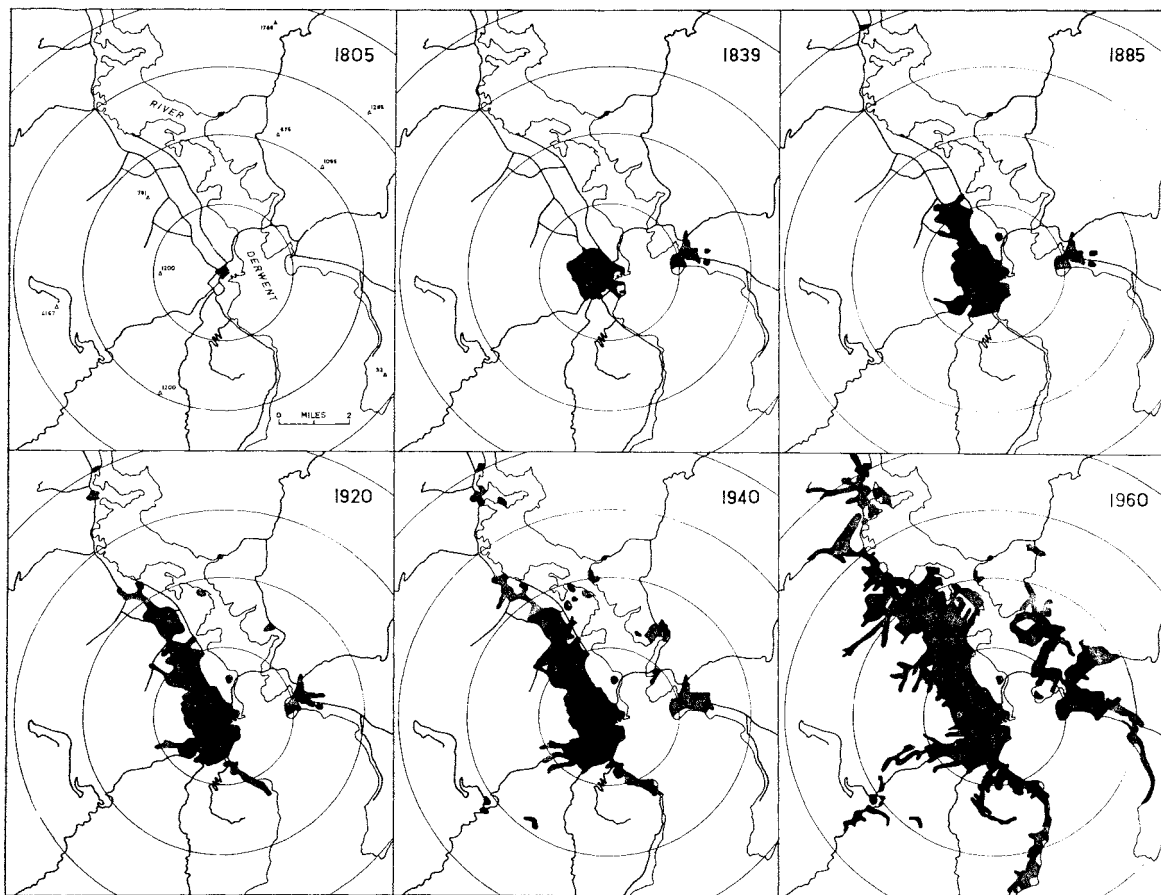


FIG. 8.—Expansion of Hobart's occupied area 1805-1960.
Source: Various plans.

their internal function or which stand in the path of changing land use and expanding services.

The simplest way to measure the extent of change (and perpetuation) is to survey the buildings of one period and seek them in another. Such an exercise is greatly supported by the existence of plans like Sprent's which can confirm assessments based on building styles and period characteristics. But merely to count a building present or absent is rather a crude measure of persistence, and takes no account of modifications to typical forms which singly and collectively influence their visual impact or townscape effect. Therefore the buildings in Figure 4 were assessed in the field and classified according to the degree of modification which each had sustained (Solomon, 1966). By applying a points scale with highest value for least change and lowest (score 0) for complete removal of the structure, block and area totals were found. Related to the maximum possible totals (of the original distribution) these provided a proportional measure of the preservation of Sprent's townscape in Hobart of 1962-63.

The degree of preservation by town block indicated in Figure 9 varied from 0 to 100 per cent. As the number of buildings per block varied considerably a high level of preservation in a particular block does not necessarily mean that the relict buildings concerned have a major share of the present townscape of the area. However, where a high percentage coincides with moderate density of occupation in Figure 4 it can be assumed that the buildings of Sprent's day are collectively important in the contemporary scene. Where the level of preservation is low the 1840s structures make little impact in the townscape of the 1960s. In a few areas, notably Battery Point, Georgian buildings erected after Sprent's survey add strength to the colonial element.

It was found by the method of assessment outlined that 24 per cent of the building fabric of Sprent's Hobart remained in 1962-63. The zone of greatest removal and replacement is shown in Figure 9 to be the commercial core or Central Business District, extending somewhat beyond the functional area represented in Figure 7. It is to

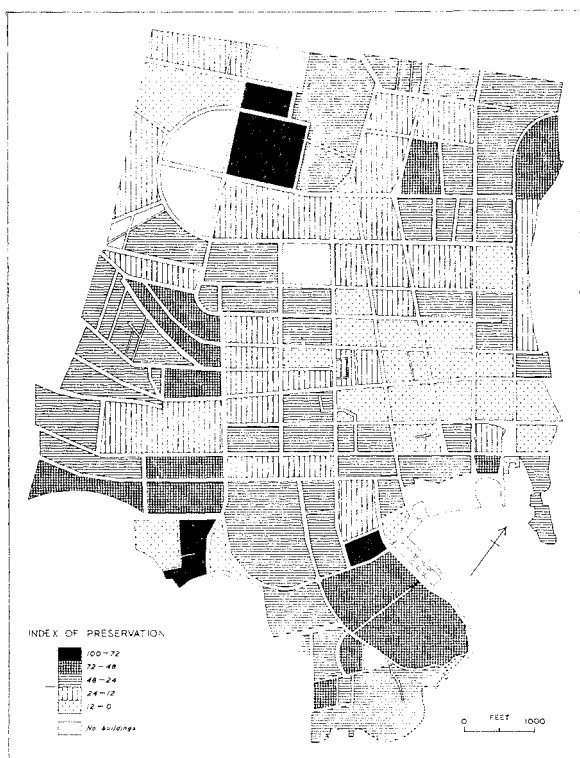


FIG. 9.—Preservation of Sprent's buildings in the townscape of the 1960s. The overall level is 24 per cent. Source: Field survey, 1962-63.

be expected that the maximum amount of change should take place here, particularly through the substitution of functions more appropriate to expensive central locations than some of the residences and warehouses of the 1840s. A low level of preservation extends along the northwesterly Elizabeth Street axis and similarly along the southwesterly Liverpool Street line until a pocket of high preservation is met beyond Molle Street. This area of West Hobart has counterparts in South Hobart and Battery Point, and with intervening blocks of moderate preservation they form an almost continuous band of notable historical persistence. Its substantially residential character is undoubtedly responsible for this, in contrast with the greater impact of change in North Hobart through commercial penetration.

In the short time since 1963 significant pieces of Sprent's Hobart have been removed, almost entirely as an accompaniment of functional change. In Burnett Street just east of Argyle Street one of the most concentrated pockets of colonial residences has been entirely obliterated to make way for increased traffic flow; in Davey Street another major concentration has been reduced by the demolition of the buildings in Plate I. With development in urban size and structure such change is inevitable, and townscape components as exemplified in Plates V and VI will disappear. But selective preservation of our developmental links should be made equally inevitable, acting from a

basis of historical and geographical knowledge and understanding.

ACKNOWLEDGMENTS.

The author wishes to acknowledge the permission of the Surveyor-General to draw on plans in his keeping for the preparation of Figures 2, 3 and 4. The co-operation of the Chief Draughtsman, Mr. M. Phillips, in the use of these records is appreciated.

Mr. P. Eldershaw, State Archivist, is warmly thanked for his ready advice and assistance with sources. This will not be the first paper which has barely done justice to the considerable source materials in his care.

REFERENCES

- Almanacs (Red Books), especially 1829-1852.
 Blue Books (statistical returns), especially CSO 50 17, 1842, Accession 3334; CSO 50 22, 1847, Accession 3338 and CSO 50 23, 1848, Accession 3339; State Archives.
 Census Returns for the District of New Town, 1837, Accession 3294. State Archives.
 BOYD, R., 1961.—*Australia's Home. Its origins, builders and occupiers.* Melbourne Paperback edition, p. 21.
 BRETON, LIEUT., 1834.—*Excursions in New South Wales, Western Australia, and Van Diemen's Land, during the years 1830, 1831, 1832, and 1833.* London, 2nd edition, revised.
 Commissioners of the City of Hobart Town, 1847.—Assessment List. *Hobart Town Gazette*, 32, 1601, 5 January, pp. 1-60.
 CRAIG, C., 1944.—Early town planning in Hobart. *Pap. Roy. Soc., Tas.*, 78, pp. 99-108.
 CURR, E., 1824.—*An account of the colony of Van Diemen's Land.* London.
 DIXON, J., 1839.—*The condition and capabilities of Van Diemen's Land as a place of emigration.* London.
 DU CANE, SIR C., 1877.—*Tasmania—past and present.* Lecture given at the Town Hall, Colchester, on Wednesday, January 3rd. Colchester.
 HARTWELL, R. M., 1954.—*The economic development of Van Diemen's Land 1820-1850.* Melbourne.
 HERMAN, M., 1954.—*The early Australian architects and their work.* Sydney, pp. 119-123.
 JEFFREYS, LIEUT. C., 1820.—*Van Diemen's Land.* London.
 LLOYD, G. T., 1862.—*Thirty-three years in Tasmania and Victoria.* London.
 LORD, LIEUT. E., 1810.—Letter to W. Windham, 3.4.1810, *Colonial Office 201/65, Hobart Town 1810-12.* Public Record Office, London.
 MACQUARIE, L., 1811.—Government General Order, 1.12.1811; issued Hobart Town. *Historical Records of Australia*, Series 3, Vol. 1, p. 512.
 ———, 1814.—Letter to Davey, 27.5.1814. *Historical Records of Australia*, Series 3, Vol. 2, pp. 58-59.
 MEREDITH, C., 1852.—*My home in Tasmania, during a residence of nine years.* London, 2 vols.
 MUNDT, G. C., 1855.—*Our antipodes, or residence and rambles in the Australian colonies with a glimpse of the gold fields.* London, 3rd edition.
 PRINSEP, A., 1833.—*The journal of a voyage from Calcutta to Van Diemen's Land.* London, 2nd edition.
 ROWNTREE, A. and F., 1959.—*The early settlement of Sandy Bay.* Hobart.
 SCOTT, P., 1959.—Building materials in Greater Hobart. *Austr. Geogr.*, 7 (4), 1959, pp. 149-163.
 SHARLAND, M., 1952.—*Stones of a century.* Hobart.
 SMITH, R., 1962.—*John Lee Archer.* Launceston.
 SOLOMON, R. J., 1963.—External relations of the port of Hobart, 1804-1961. *Aust. Geogr.*, 9 (1), pp. 43-53.
 ———, 1963.—Four stages in port evolution: the case of Hobart. *Tijds. Econ. Soc. Geogr.*, 54, June-July, pp. 159-169.
 ———, 1966.—Procedures in townscape analysis. *Annals. Assoc. Amer. Geogr.*, 56 (2) pp. 254-268.
 SOMERVILLE, J., 1944.—Government Houses in Hobart Town. *Pap. Roy. Soc. Tas.*, 78, pp. 109-114.
 STONEY, H. B., 1856.—*A residence in Tasmania: with a descriptive tour through the island, from Macquarie Harbour to Circular Head.*
 WALKER, J. B., 1950.—*Early Tasmania.* Papers read before the Royal Society of Tasmania during the years 1888 to 1899. Tasmania, Government Printer.
 WENTWORTH, W. C., 1824.—*A statistical account of the British settlements in Australasia.* 3rd edition.
 WIDOWSON, H., 1829.—*Present state of Van Diemen's Land.* London.

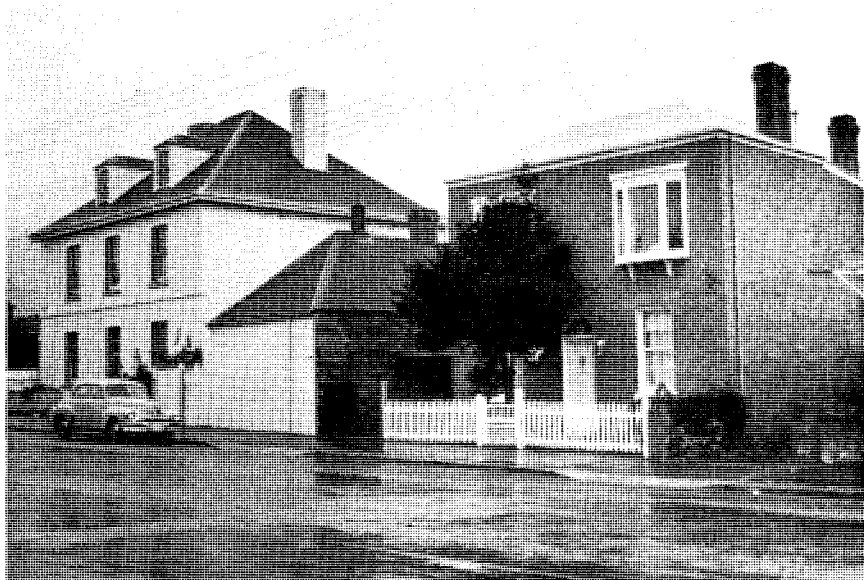


PLATE I.—Two-storey houses of colonial origin. That on the left is typical of Hobart's larger Georgian buildings. The upper bay windows and second-storey skillion roof of that on the right are unusual. These houses were highly rated at £70 and £50 in the 1847 valuation. They were in Davey Street, near Antill Street, until replaced in 1965 by a service station.



PLATE II.—Row houses in Davey Street. Few of these buildings remain in the 1960s. In 1847 four of the six units had a valuation of £14, the two in the middle with doors adjacent were rated (and presumably used) together at £28. A second row of six units then existed to the left of the present building.

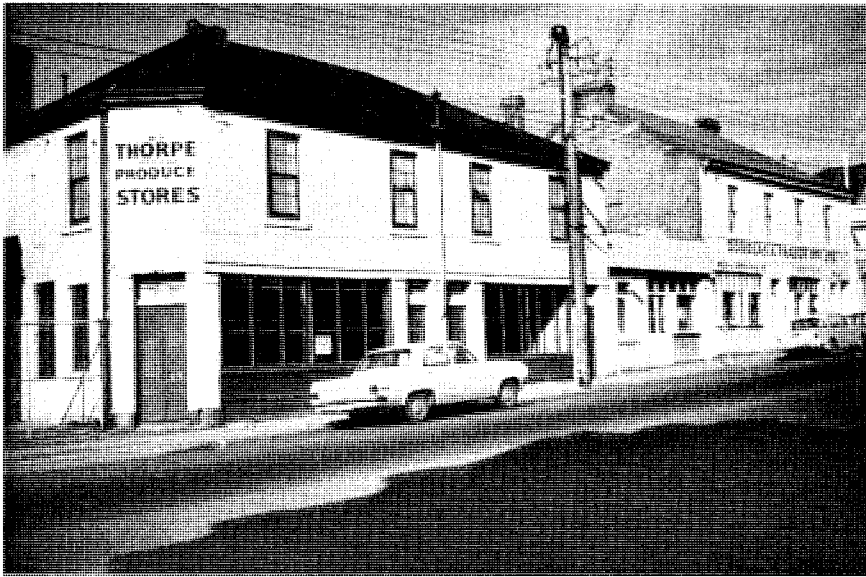


PLATE III.—Two-storey building in Liverpool Street representative of the shop and residence functional combination typical of the early commercial area. Residence above, shop with enlarged windows below.

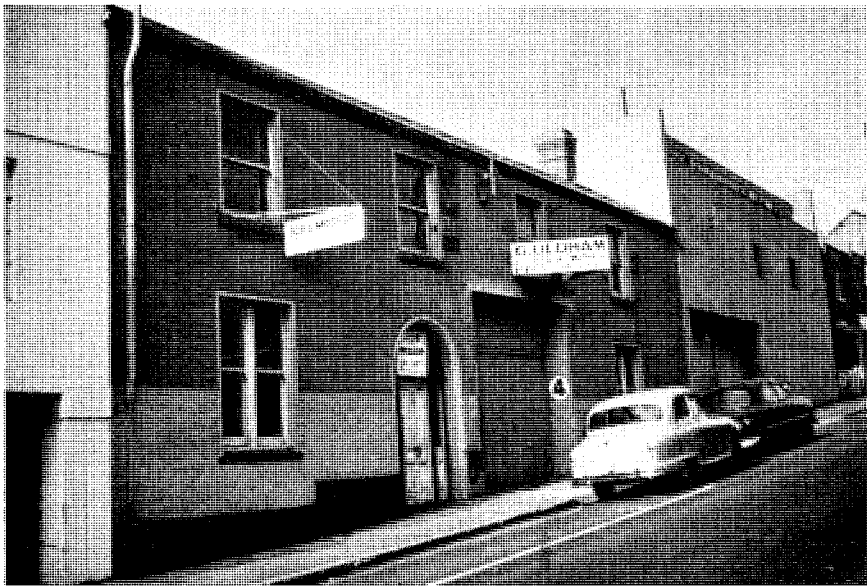


PLATE IV.—Modification to building fabric is shown in this enlargement of a residential doorway for industrial function. 4 Montpelier Retreat.



PLATE V.—A distinctive section of Sprent's Hobart, removed in 1965: the Hobart Gaol in Campbell Street. In 1842 the maximum number of inmates at one time was 482.

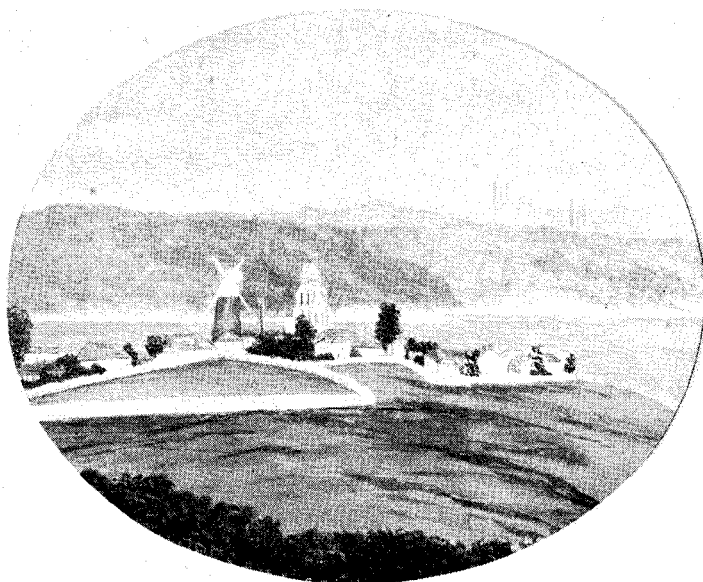


PLATE VI.—A view of Battery Point from the west, *circa* 1845. The built-up area extended to the foreground (south of St. George's Terrace) soon after that time, and with the removal of the mill in 1885 St. George's Church alone dominated this townscape for 80 years. From a watercolour by Ellen Burgess, in the possession of Dr. C. Craig, Launceston.

