



Shoobridge Building
Circle Street
New Norfolk Tas

Postal Address:
PO Box 595
New Norfolk
TAS, 7140

Please email us at:
nnhic@derwentvalley.tas.gov.au

PUBLICATIONS

Publications of the NNHIC include:

- * New Norfolk Homes and Pioneers (Series I)
- * New Norfolk Homes and Pioneers (Series II)
- * New Norfolk History and Achievements (Series III)
- * St Matthews Burial Records (Series IV)
- * North Circle Public Cemetery (Series V)
- * People and Places (Series VI)
- * Historic New Norfolk (Series VII)
- * Memoirs of J J Cowburn (Series VIII)
- * Federation to Millennium (Volume I)
- * Federation to Millennium (Volume II)
- * Federation to Millennium (Volume III)
- * Boyer and the Peg Factory

All of the above are available from the New Norfolk Newsagency.



Derwent Echo

Keeping it in the Family (Part Two)

The previous issue of *The Derwent Echo* told the story of how the Pilkington and Piety families became involved in running *The Derwent Hotel* at Lawitta until Emily Bailey closed it in 1882. However, although she did not renew the licence, throughout the 1880s she continued to operate it as *Derwent House*, an unlicensed establishment providing board and residence for travellers and seasonal visitors such as fishermen. Meanwhile, Derwent House was also Mrs Piety's residence; in that capacity it was known locally as "Mrs Piety's brick house", and advertisements for meetings of the Lower Derwent Road Trust frequently said that was where they would be held.

At this time William and Louisa Pilkington as well as Mrs Piety lived on Melrose Farm, but around 1890 William and Louisa moved to another estate nearby known as Rose Hill. William died there in 1909. In late 1892 Mrs Piety leased half of Melrose Farm (about 320 acres) and after a major clearing-out sale in early 1893 she moved into Hobart and lived in Argyle House, in which her daughter Louisa Pilkington had an interest, until her death in 1896. At some time after William Pilkington's death, Louisa moved to Moonah, close to some of her daughters, and survived until 1941.

Although the Pilkington and Piety families both seemed to have left the scene, that was not quite the case. Some family members continued to live there; in 1895, well after William and Louisa had left Melrose Farm, their daughter Penelope gave Melrose Farm as her address; and in 1899 Kate Piety, granddaughter of Thomas and Emily, gave Derwent House as her address.

Shortly after 1900 Emily's youngest daughter Catherine carried on the tradition. In 1875 she had married Thomas Rainbird, a Macquarie Plains farmer, but in 1903 he died at Melrose Farm; it is, however, not clear whether he was living there or had just been moved there because he was ill. However, it is clear that a few years later Catherine Rainbird was living at Melrose Farm.

Meanwhile, because Mrs Piety's brick house had once been a hotel, it seems to have passed into local legend as "The Old Brick House Hotel", because although there are local references to it there are no commercial or legal references to such an establishment ever having existed. However, in Series II of *New Norfolk Pioneers and Homes*, Joe Cowburn and Rita Cox reveal (p. 113) that "when Major Cotterell-Dormer bought the 325-acre Mayfair Estate, The Old Brick House Hotel still stood" near the main gate.

On its own, that does not establish that Mrs Piety's brick house was the same place as The Old Brick House Hotel. Fortunately, Cowburn and Cox provide the telling detail that "a few years after the First World War Major Dormer sold [Mayfair] to Mrs Catherine Rainbird who, with her family, lived on the Melrose property at Hayes adjoining the Dormer estate". They add that "Mrs Rainbird had an affiliation with the Mayfair property as her parents, the Pietys, had previously conducted the Old Brick House Hotel".

We know that neither Thomas nor Emily Piety ever ran an establishment called the Old Brick House Hotel, so Catherine's recollection can only be correct if what had come to be known locally as The Old Brick House Hotel was in fact exactly the same place as the Jolly Ploughman/Derwent Hotel/Derwent House/Mrs Piety's brick house. And it seems most likely that the 320 acres of Melrose Farm leased by Mrs Piety in 1893 was the land later purchased by Major Dormer, so that when Catherine Rainbird purchased it from him she again owned the whole of what had once been her brother-in-law William Pilkington's and then her mother Emily Piety's much larger Melrose Farm. She had kept it in the family just as the Robinson, Pilkington and Piety families had kept the Derwent Hotel/Derwent House in the family for several generations.

Brian McNab

YOUR LOCAL CONTACTS ON NNHC

Community

Representatives:

Justin Derksen
Liz Derksen
Carol Collins
Leanda Balmforth
Liz Virtue
Peggie Stubbersfield

Secretary:

Brian McNab

Family History Officer:

Anne Salt

Council Representative

Clr. Julie Triffett

Chairperson:

Ruth Binny

FAMILY HISTORIES

*The New
Norfolk Historical
Information Centre
has over 900 Family
History Files.
Come in on the last
Saturday of the
month from 2 to 4 pm,
and see if your
Family History is
here.*

*Below is a list of the
'M' files:*

Mayne
Meadows
Meaghan
Meagher
Menzie
Meredith
Meyer
Miles-Walker
Miller
Millhouse
Millington
Mills
Milne
Mince
Minehan
Mitchel
Mitchell
Mithhell
Molloy
Monks
Moore
Morey
Morgan
Morley
Morris
Morrisby

One Man's War: Letters Home Letter No 12

TX1...Dvr. D B
"E" Troop 16 Fd Bty
2/8 Fd. Regt
6 Div Arty
Abroad

Sunday 9th
(January 1941)

Dear Mum,

I was very pleased to receive letters 3 & 5 by ship mail. Also a telegram sent to Fremantle. But could not understand how the letter and telegram arrived in one envelope addressed in your handwriting but posted in Fremantle. Perhaps you gave the envelope to someone going to Fremantle, to collect my mail and send it on?

So at last I think I am pretty well up to date with your letters, but still no parcels have arrived. Hope you are getting all my letters all right.

Early this week I had a very interesting trip to the going down there was very interesting crowd of air force men from all over Europe, one was a Sergeant Major in the Australian Army last war & is now in the R.A.F. this war. There were also N.Z. Pommies and Aussies. Some who had seen action at

They all said although the sand rendered several machine guns useless, there was nothing could stop the Australian soldier with his bayonet.

It was bad luck about "Crocker" Crosker I did not know him personally, he left Dookie the year before I went there, but everyone spoke well of him. He was very brainy & a good sport.

The journey back from the Canal by road was hard but good experience. The road itself was good but over the top of most of the rises there was generally a sand drift of varying sizes, but these caused little trouble. The scenery along the canal had some attractions, but once I left the canal the dessert became very monotonous.

Suez appeared to be just another native port, & nothing of interest was seen here. On the other hand Ismailia appeared to be very neat and tidy little township with decent buildings & wide streets with trees either side. I have also passed through the villages of & Beersheba in my travels. Those like most other villages are untidy and dirty, inhabited purely by Arabs. The latter is quite a large town, but the only thing of interest appeared to be the War Cemetery.

I have not yet been to Jerusalem, but am hoping to get leave to go there shortly. Everyone says it is very interesting.

I haven't seen Charlie Fysh yet, but expect to soon. I have seen several people I know lately, but none you know.

I have seen a few Australian papers lately & was surprised to see so much against the A.C.F. As far as I am concerned they are doing a wonderful job. I think those who complained can blame their own units more than anything.

The thing I find most reason to complain about are the Canteen Orders. They are no good at all to the non-smoker as they must be "cut out" in goods, & amongst goods you can only get 1 stamp with 2/- order or 2 with a 5/- order. This leads to the non-smoker who only buys an occasional chocolate, buying a lot of trash on the spur of the moment, that he does not really need. Besides the full rate of exchange is charged on canteen orders, whereas it is partly made up in our ordinary pay.

Well I must close now hope you are both well. I have had no occasion to visit the M.O. as yet, in fact I am feeling very well.

Hope Tim is getting on all right in the upper school.

Much love

D

What's In A Name

TYNWALD RD



This street provides access to the property presently known as Tynwald.

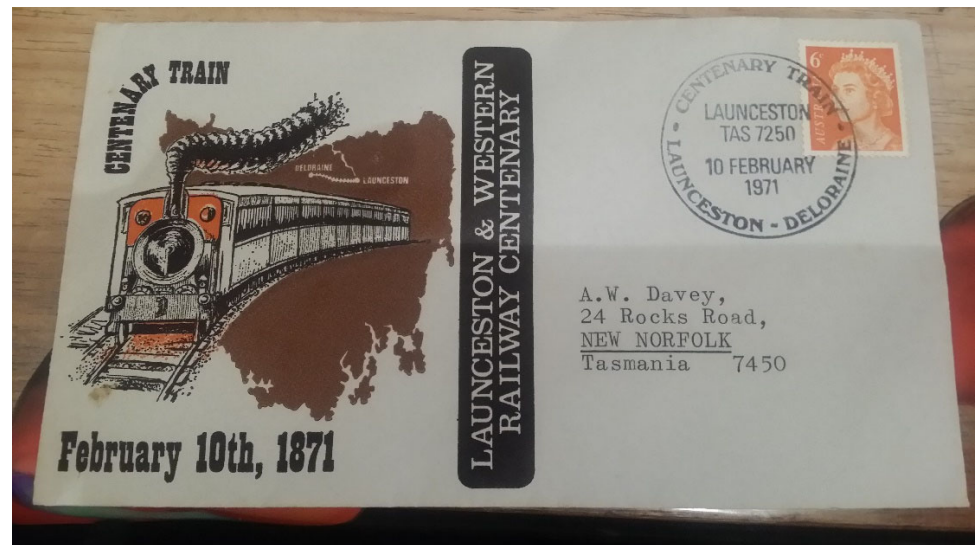
The 1830's Georgian style house was built by John Terry on part of the 100 acres granted to him in 1819 by Governor Macquarie. While the property was in the ownership of the Terry family it was known as Lachlan River Mills.

However, by 1897 economic circumstances forced the family to sell the property, which was subsequently purchased by the Hon. William Moore. Not long after Moore added the tower and verandahs with their lace ironwork.

Moore renamed the house Tynwald presumably because of his association with Tynwald on the Isle of Man. 'The Tynwald' was the name given to the governing body of that island. 'The Tynwald' which today consists of two chambers was established by the 13th century and is most likely of Norse origin.

Ruth Binny

Railway Centenary Souvenir



In our collection is an envelope addressed to A.W. Davey, better known as Athol Davey the last Station Master at New Norfolk Railway Station. He started work with Tasmania Railways in 1940 and was stationed in a number of places around the State. In 1964 he arrived in New Norfolk as Station Master and stayed until his retirement in 1985. No other Station Master was appointed after that.

The envelope is a souvenir for those who rode the Centenary Train on 10th February, 1971. The Centenary Train was part of the Launceston & Western Railway Centenary celebration that ran from the 7th to 14th February with a steam train that travelled from Launceston to Deloraine. As the envelope has never been opened, we have assumed that Mr. Davey attended the official ceremony on the 10th of February, 1971.

On the envelope, clearly typed with A.W. Davey's address, is a picture of a steam train, a background silhouette of Tasmania and borders in bold print saying 'Centenary Train', 'February 10th, 1871' and 'Launceston & Western Railway Centenary'. There is a 6c stamp of Queen Elizabeth with a very clear postmark saying 'Centenary Train - Launceston - Deloraine' around the edge and 'Launceston Tas 7250 10 February 1971' in the centre. Perhaps this envelope was part of the special mail that went on the Centenary Train on this day to find its way to A.W. Davey in New Norfolk. We like to think so.

References: www.monumentaaustralia.org.au (Tasmanian Government Railways Centenary); Oral and written information given by N. Davey.

FROM THE EDITOR

Welcome to edition 23 of the Derwent Echo. This is the last edition of The Derwent Echo for our second year under the restrictions of Covid 19. Let's hope 2022 sees us all able to travel at least within Australia.

In the meantime the NNHC welcomes two new members to the committee, Leanda Balmforth and Liz Virtue. The cataloguing of the collection continues and we have an interesting program of guest speakers lined up. Our November guest speaker is Patsy Crawford who will tell us about her book, *The Trackcutter* based on the life of one of Dr. Moore's sons. Book at the Art-house for this upcoming event on November 18.

Ruth Binny

TAKING CARE OF THE PAST

ANDIRONS

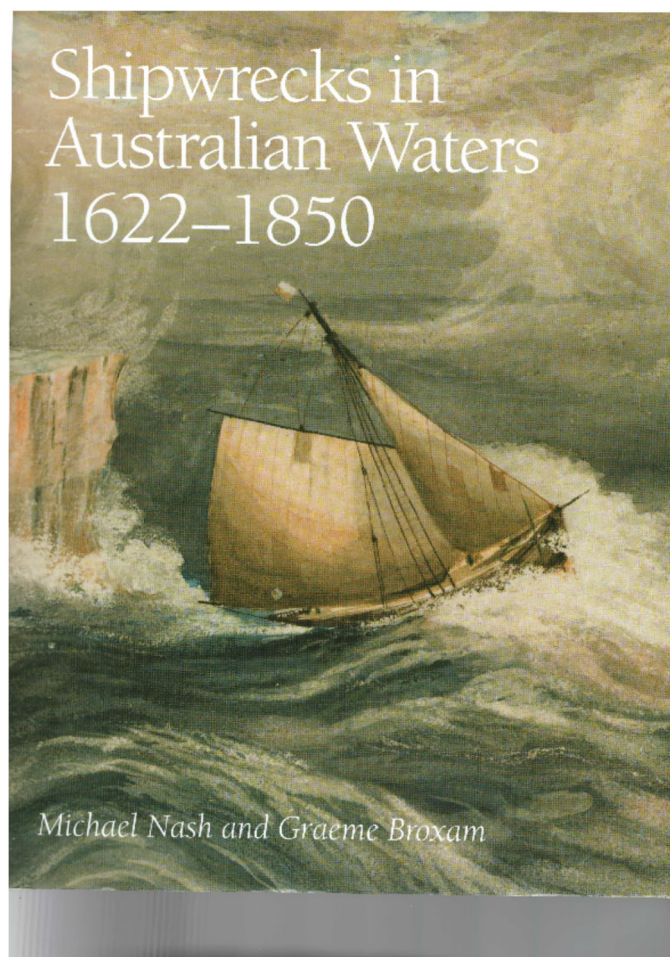
Most of us know these as 'fire dogs'. The iron 'fire dog' or andiron dates back to Roman times. As long as the hearth occupied a central position in the house the 'fire dog' was of purely utilitarian design. From about the 16th century they became more decorative in the grand houses of the time. From a relatively early date there seems to have been a distinction between andirons and 'fire dogs'. The former term was used for the large dogs standing a metre or so high which were intended to decorate the fire-place. Generally speaking they were of wrought iron and from the 17th century became increasingly more decorative and some were even made of silver. For the less affluent households they were made of gilt brass. By the 18th century the introduction of the fire grate rendered the andiron and 'fire dog' largely superfluous. Having said that, I recall a fairly decorative pair of 'fire dogs' being used at my childhood home, Riverbanks. They unfortunately did not survive the move to town in 1957. If you have fire dogs even if you do not have a fireplace please treasure them, as they are a piece of history of pre modern central heating days. Think of ways to give them a new lease of life.

Ruth Binny

BOOK REVIEW

SHIPWRECKS IN AUSTRALIAN WATERS 1622-1850

BY Michael Nash and Graeme Broxam



This relatively recent publication (2019) provides a comprehensive list of the shipping disasters in Australian waters in the years 1622-1850. It deals with the mishaps that resulted in the total or constructive loss of the vessels featured.

The first documented shipwreck (The Trial) to occur in Australian waters was merely a few years earlier than the well-known account of the Batavia. Many lesser-known mishaps such as the Fly, 1815 at Port Dalrymple are included. Each account is accompanied by an image of the ship in her heyday or images of salvage items on display in various museums.

This book has an extensive bibliography that is well worth taking a look at.

Ruth Binny

September 2021

Tried and True: First Fleet Herbs

Joseph Banks master gardener of Kew Gardens, was asked to choose plants to be the basis of a medicinal and culinary herb garden in the new colony of Botany Bay. For this important project Banks selected sage, chamomile, hyssop, fennel, garlic, mint, marjoram, lemon, balm, borage, and thyme.

Thyme a useful culinary herb was also used for easing coughs and was well known as an expectorant. Sage has a reputation for aiding the digestion for preventing inflammation and as a preservative. Chamomile is soothing and calming and its crushed petals were used as an aromatic to mask bad odours and to deter vermin and pests. The Egyptians used it in the mummification process and so no surprise it was used to soak rancid meat in. What happened to the rancid meat afterwards is not known for certain. It was used to treat women's reproductive ailments as well as being efficacious in the treatment of ulcers, eczema, sciatica, and bruises.

The Romans introduced mint to Britain and it was known to aid the digestion. Today various mint confectionaries are taken after a meal.

Hyssop is a well-known insect repellent and was often combined with thyme and mint as a strewing herb. Fennel has the benefit of reducing flatulence and was effective in assisting nursing mothers with milk production. Garlic has a long history of use by many today.

D. Cowburn

Reference: Pascoe Natural Health Care, The Herbal Academy, Traditional Medicines.com