



The author (right), Cockburn Pioneers' Dinner, 1977.

Michael Berson was born in Narrogin, Western Australia, in 1937 and is married with three children. He has taught in country and metropolitan schools in Western Australia and gained his initial writing experience with the Curriculum Branch of the W.A. Education Department producing Social Studies books for use in schools. In 1974 he was commissioned by the Australian Department of Foreign Affairs to produce a book on the way of life of the Australian people for distribution to selected schools in Africa and South East Asia.

In 1976 Michael Berson was selected by the Town of Cockburn to produce a history of the District and he has undertaken a period of intensive research which has drawn on a wide range of written records and an extensive programme of interviews with residents of the Cockburn District.

The author is a graduate in History and Politics from the University of Western Australia and is one of the newest of the growing number of writers producing local and regional histories in this State.



Mike Garwood, whose painting is reproduced on the jacket of this book, was born in Walton-on-Naze, Essex in 1935 and now lives in Spearwood, Western Australia with his wife and family.

He has travelled extensively throughout Western Australia seeking out those buildings from our past whose cracked walls and peeling plaster lend themselves to the detailed and evocative treatment which characterizes his painting.

Successful exhibitions in Melbourne and Perth and the acceptance of a painting by the National War Museum in Canberra have led to a strong demand for the work of this talented artist.



GARWOOD 77

Cockburn

Cockburn

The making of a community

MICHAEL
BERSON

MICHAEL BERSON

COCKBURN

Michael Berson.

In this well-written and attractively presented history of the Cockburn District Michael Berson has produced a book which will have wide appeal.

For the residents of Cockburn, past and present, the long and colourful history of the District has been related for the first time. Familiar local landmarks give way to reveal the backgrounds against which early settlers played out their parts in the life and growth of the District. The quiet recreation area at Woodman Point gives way to the Town of Clarence and the wrecked hopes of Peel's settlers and the patch-work of market gardens in Spearwood reveals the sprawling pastoral leases and lonely shepherds' huts of the convict days. Jandakot Airport becomes the site of the rich market gardens established during the boom period of the 1890s and at Hamilton Hill suburban streets mark the carriage-ways of gracious colonial estates.

The general reader will find fascinating fragments from the past. The quickened pace of life in the Fremantle of the convict period, the bustle of trading in the Fremantle markets at the turn of the century and the excitement that came with the start of work on the original Naval Base in Cockburn Sound are all captured with a sure touch. Original research on the background and settlement of the Slav community in Cockburn makes a welcome contribution to this soundly researched book.

For the student of Western Australian history this well-documented and comprehensively indexed book sets the growth of the Cockburn District against the background of the larger events of Western Australian history. First settlement, the growth of pastoral industries, the convict period, the gold-rushes and the Great War are given life and meaning by the experiences of the people who lived through them.

The book is written in a clear, uncluttered style and the author's sharp but sympathetic eye for human foibles makes for entertaining reading. Well-drawn character sketches enliven each chapter of the book and such memorable characters as Captain John Thomas, George Postans, Joe Malacari, Perena Rocchi and Jack Ingvarson emerge from the pages with undiminished vitality.

COVER ILLUSTRATION

The Congdon cottage, built by George Congdon at the beginning of this century, is set back from the southern corner of Hamilton and Mell Roads, Spearwood. This cottage and the nearby ruins of the *Glen Mia* homestead, built by George Ellis in 1859, mark one of the earliest settled areas in the Cockburn District.

COMMONWEALTH OF AUSTRALIA

COCKBURN SOUND

NAVAL BASE.

GENERAL PLAN

DRAWING No 2

TO ACCOMPANY REPORT BY
MESS^{rs} COODE, MATTHEWS, FITZMAURICE & WILSON - DATED 21st OCT. 1914.

THE PROPOSED WORKS ARE SHOWN BY RED COLOUR.



NOTES

This Plan is based upon the development of the Admiralty Chart. The plan is based upon the development of the Admiralty Chart. The plan is based upon the development of the Admiralty Chart.

SCALE 1 INCH = 3000 FEET

SCALE OF STATUTE MILES

For Mess^{rs} Coode, Matthews, Fitzmaurice & Wilson
21st Oct. 1914

COCKBURN



COCKBURN

THE MAKING OF A COMMUNITY

by

MICHAEL BERSON

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1978

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From the Town of Cockburn Alan Thomas, Arthur Santich, Tony Armerego, Rod Brown and Boyd Williams have given unflagging support and I have enjoyed working with them in the preparation and publishing of this book.

Ian Elliot and other officers from the Department of Lands and Surveys provided valuable assistance in directing me to relevant material amongst the mass of records which holds so great a part of the history of our State. Tim Bryant of the Australian Archives provided access to material on the Cockburn Naval Base and in doing so arranged the speedy co-operation of a number of Commonwealth Departments.

Many past and present residents of the Cockburn District made me welcome in their homes and gave their time and interest generously. I am particularly grateful for the valuable material which they contributed to the book.

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Finally to my wife and family, whose continuing interest and understanding were occasionally tested, I acknowledge my grateful appreciation.

Michael Berson

Nedlands,
January, 1978

FOREWORD

The publication of this book comes at a time which marks a new direction in the growth of the Cockburn District. 150 years of mainly rural settlement lie behind us and we are at the beginning of a time of rapid urban growth which will transform the District. It is time to pick up the threads of our history, to remind ourselves of what was best in the past and to ensure that we plan for the best in our future.

The Town of Cockburn, in publishing this book, pays tribute to the early settlers who contributed so much to the development of the District. We remember with gratitude our pioneers, those resolute people who met hardship and frustration with hard work, long hours and a strong spirit.

We pay tribute also to the men who have served the District in Local Government over the last hundred years. Since its inception in 1871 as the Fremantle District Roads Board, through its changes of name to the Cockburn Roads Board, the Cockburn Shire Council and the Cockburn Town Council, the members and officers of Local Government have served the people of the Cockburn District with credit. In the early days to provide even the basic services was a major problem because of the great area of the District and lack of revenue and our gratitude is due to those who met that challenge.

Finally, the Town of Cockburn pays tribute to those many people whose decision to leave their homelands and settle in the Cockburn District has played a major part in the development of the District. From Great Britain, Northern Europe, Yugoslavia and Italy came those who stayed, put down roots and gave much to this District.

Mike Berson, the author of this book, is to be congratulated for his enthusiasm in researching the material needed in the writing of such a book and his endeavour to make it a readable history with a touch of humour.

Alan Murray Thomas,
Mayor of Cockburn.

CHAPTER 1.

THE COCKBURN REGION AND ITS SETTLEMENT

Location, natural features and soils: Aboriginal campsites: Nature of settlement: A sense of community.

South of the Swan River in Western Australia the coastal plain between the Swan and the Serpentine Rivers is washed by the waters of Cockburn Sound and, since the first settlement of the Swan River Colony, this region has been known as the Cockburn Sound Land District. The original land grants taken up in the region were in the northern half of the Land District, between Fremantle and Kwinana, and it is this area which coincides with today's Town of Cockburn and is the focus of this book.

The prominent features of the Cockburn District are two limestone ridges running parallel to the coastline and two distinct chains of lakes lying in the depressions to the east of the ridges. The westernmost of these ridges runs 500 metres inland from the coast and dominates the Spearwood Basin and its chain of lakes which extends from Lake Davilak in the north to Mount Brown Lake in the south. Approximately 5 kilometres from the shoreline a second, but higher ridge looks over the eastern chain of lakes which extends from North Lake to Thomsons Lake in the south.¹ In and around the low lying areas in which swamps or lakes have formed there are scattered peat and peaty sand deposits which form fertile pockets in the relatively infertile sands of the District. In the Spearwood Basin the shallow yellow and brown sands which contain iron and a quantity of clay have some fertility, and carried a tall, open forest of Tuart and Jarrah. In the eastern part of the District the deep, grey quartz sands at Jandakot are infertile and carry a low cover of Coastal Wattle and Blackboy.²

The original inhabitants of the Cockburn District, a tribe of

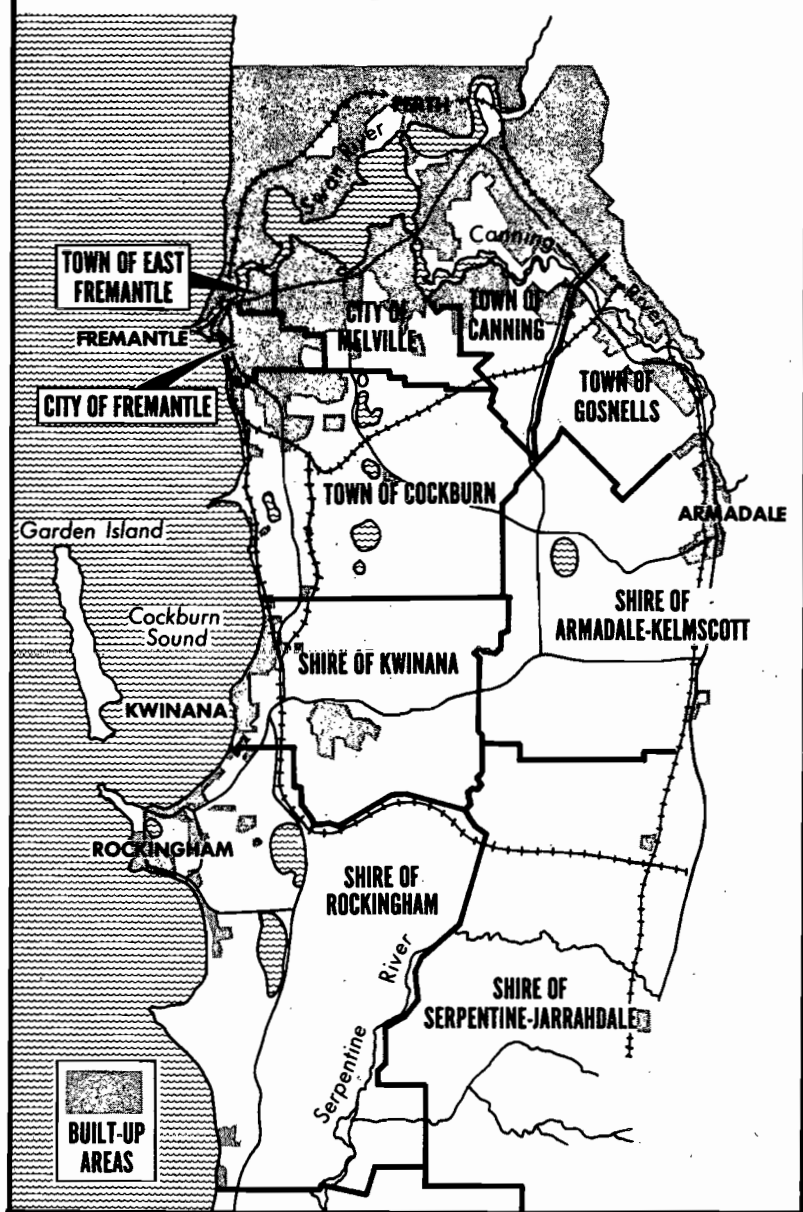
the Swan River Aborigines, avoided the saline waters of the western chain of lakes and made their campsites along the eastern lake chain where fresh water, good vegetation and abundant wild-fowl sustained their undemanding way of life. Sixteen Aboriginal campsites have been identified in the Cockburn District, most of them being located on the fringes of North Lake and Bibra Lake.³ With the commencement of European settlement the rights of the Aboriginal inhabitants to their traditional lands were neither understood nor accepted, and the boundaries of their lands have had no place on our maps.

During 150 years of European settlement in the Cockburn District the successive groups of settlers who have come there have sought, and have often found, a strong spirit of community. As each group of settlers entered the District they found barriers to a large, unified settlement in the scattered pockets of fertile land, the boundaries of earlier land grants and leases, and the dominance of the nearby Town of Fremantle. The settlements that were formed were therefore dispersed and often partly dependent on Fremantle but despite these constraints viable and vital communities have formed and have flourished throughout the Cockburn District.

The first settlement in the Cockburn District showed that a sense of community is an elusive quality and that it cannot be simply transplanted from the settlers' homeland. Thomas Peel's short-lived settlement at Clarence, dogged by bad luck and indifferent management, was to fail primarily because Peel's settlers had nothing to hold them together during that time of adversity. During the period of the Colony's pastoral expansion in the middle of the last century the deserted land grants of Peel's settlers were covered by vast pastoral leases which were to lock up the fertile lands of the Spearwood Basin for the next 50 years and to force the dispersal of new settlement in the Cockburn District. The Town of Clarence survived only as a mocking reminder of Peel's grand scheme on the land maps of the time and the bustling Town of Fremantle dominated the Districts south of the Swan River.

From Fremantle, in the 1880s, came the small group of pensioner guards who claimed their plots of land around Lake Coogee and built a compact village there, to eke out their military pensions by establishing small vegetable gardens and

LOCATION OF THE TOWN OF COCKBURN



orchards. The heart of this small settlement remained firmly tied to the barracks at Fremantle, however, and the community failed to take root. During the late 1880s two small settlements were established, one to the south of the District at Hope Valley and one to the north at Bibra Lake. These settlements were to endure and in them a lively community spirit was kindled.

During the 1890s two further settlements were established, one of which was to fail and one which was to survive to the present day. The discovery of gold in Western Australia and the rapid growth of Fremantle and Perth attracted experienced vegetable gardeners and orchardists to the Cockburn District and the grey sands at Jandakot were made to bear rich yields of garden produce and to support a large influx of population. The forced growth of the settlement at Jandakot was to last only as long as boom prices for the settlers' products were obtained but during that time Jandakot was to serve as a model of effective community effort in satisfying the needs of its settlers. At South Coogee another, smaller settlement was formed at the same time on the site of the deserted village of the pensioner guards. At South Coogee in the tiny community formed by the Anderson, Newman and Sawle families the bonds of family merged with the bonds of the community and grew to invigorate the surrounding district. South Coogee was to become the nursery of market gardening in the Cockburn District as new settlers learnt their craft from the established gardeners and the prominence of the area has been maintained by the descendants of the original settlers.

Nearer to Fremantle new settlements at Hamilton Hill and at Spearwood grew to meet the demands of the Metropolitan Area for building materials and for food and at Spearwood, in the first decades of the new century, there grew and flourished a strong sense of community. This sense of community was not celebrated for its own sake by the early settlers at Spearwood but was recognized as the vital force which gained for the settlers the improvements to the District which they wanted for themselves and for their families.

By 1930 the settlement of the Cockburn District was completed and further development of the District waited for the passing of the national crises of the Depression and the Second World War. With the post-war years came the beginnings of the re-settlement of the District, this time with

housing developments rather than market gardens and dairy farms. Today the Cockburn District is one of the fastest growing areas in the Metropolitan Region and will be the earliest District to be fully developed in the southward expansion of the Metropolitan Region along its South West Corridor. During this re-settlement of the Cockburn District the major constraints to the formation of viable communities will not be the natural barriers which faced the first settlers but the man-made constraints of established industries, the availability of the shoreline for recreation and the need to preserve the District's lake systems.

The new settlers of the Cockburn District will have the task of gaining for their families the community facilities which they require; in this task they may be helped by remembering that vital sense of community which served the first settlers of the Cockburn District so well.

NOTES

- ¹ Dr Peter Newman, "The Cockburn Wetlands. An Environmental Study", p. 1.
- ² T.S. Martin and Associates, "Town of Cockburn. Amendment to the Metropolitan Region Scheme", pp. 43-9.
- ³ "National Estate Study. A Report Prepared for the Town of Cockburn", p. 47.

CHAPTER 2.

THE DESERTED VILLAGE, 1829-31

Peel's scheme for a settlement at Woodman Point: Attempts to establish a settlement: Original land grants at Cockburn Sound: Reasons for failure of Peel's scheme.

By the first week of June in 1829 the settlement of the Swan River Colony had begun and the first colonists and their families were hastily putting up tents and huts in their small encampment on Garden Island. As storm clouds rolled over from the north-west and the strengthening wind raised white-caps on Cockburn Sound the new settlers looked past the *Parmelia* and *Sulphur*, riding at anchor, to the flat ridges and distant hills of their new country. More than once their thoughts turned to home and the gentle English summer.

In the London offices of Thomas Peel little thought was given to the streaming afternoon sunlight by the small group of people clustered around a broad oak desk. Peel, Adam Armstrong and John Thomas were each preoccupied with their own thoughts as they attended to the articles of indenture which lay on the desk. Thomas Peel was impatient to see the business at hand done with. A year's planning and worrying was nearly over and the *Gilmore* lay ready to sail at the London Docks. For John Thomas, as he leant forward to put his signature yet again to the agreement that lay on the desk, there was time to reflect on the future to which he was committing himself and his family. The position of Clerk of Works to Peel, a guaranteed wage of three shillings a day and the option of taking up land after five years' service all lay on the credit side of the ledger. To be set against this was the venture of finding £125 passage and the bond of £50.¹ Yet, if men of substance such as Adam Armstrong saw little risk in the scheme there was confirmation of the good sense of his decision.

The signatures of Peel, Thomas and Armstrong completed

one small detail in an ambitious scheme to form a large, self-supporting settlement at the new Swan River Colony. Following Stirling's optimistic report of 1827 on the prospects of establishing a new colony at the Swan River a group of London investors, with Peel as their spokesman, had approached the British Secretary of State for the Colonies with these proposals:

1. To provide shipping to take out 10,000 people and find them in provisions and other necessities.
2. To send out 1,000 head of cattle.
3. To provide three small vessels to ply between the new settlement and Sydney.
4. To complete within a period of four years the taking out of the 10,000 people.
5. To provide proper surveyors to locate to every male person not less than 200 acres of land.
6. To cultivate tobacco, cotton, sugar and flax, and to rear horses for the East India Trade, together with cattle and swine to form salt provisions for his Majesty's shipping in those seas.²

In return for this undertaking the syndicate proposed that they be granted land at 1/6 per acre against their £30 per head outlay for the settlers landed in the Colony — a total grant of 4,000,000 acres.

This proposal was received without great enthusiasm by the British Government which was finding overseas colonies to be something of a liability. The gentlemen of the syndicate, finding that having the cousin of the Home Secretary, Robert Peel, as their spokesman did not open any doors withdrew their support and left Thomas Peel to form a partnership with Solomon Levey, a Sydney merchant. Perhaps it was from this moment that the grand scheme began to fail. Twiss, the Parliamentary Under-Secretary for Colonies, had already advised Peel that his claim for 4,000,000 acres in the colony could not be entertained and now wrote to state that Peel would be given priority of choice for 250,000 acres of the 1,000,000 acres granted to him until the first of November, 1829. If Peel arrived in the Colony after that date he would be left on the same footing as any other settler.³

Peel was not deterred by these set-backs and, supported by

the high expectations shared by all taking part in the venture, hastened his preparations towards the soonest possible departure for the Swan River. For Peel, as for his labourers and artisans, life in England held little promise. The old agricultural England of village squire, yeoman farmer and independent craftsman was fast disappearing to be replaced by the factory and the town. In England Peel could expect a lag of three generations before his ambition to place his family amongst the landed gentry was realized. At the Swan River this could be achieved within his lifetime. Among his settlers were small farmers who had been forced to join the growing numbers of tenant farmers and landless labourers and craftsmen who had been disinherited of their skill by the new machines. For their wives England had become the dirt and stench of the towns and the exploitation of their children in the grinding monotony of the cotton mills. Life at the Swan River Colony, for all its uncertainties, could only be better.

During the last months of 1829 Peel and the 490 men, women and children who were to pioneer his settlement left England for their great adventure in the antipodes. Their expectations were as simple as they were difficult to fulfil — to turn the clock back and re-create the village England of their fathers.

On the afternoon of the 15th December, 1829 the first of Peel's ships, the *Gilmore*, luffed into a fresh sea-breeze and dropped anchor in the sparkling waters of Gage Roads. The voyage out from England had taken five months and Peel had failed to meet his deadline for arrival by two weeks. This failure was to cost Peel his first choice of the fertile land fronting onto the Swan and Canning rivers and, at Stirling's suggestion he accepted a 250,000 acre tract extending from south of Woodman Point to the Murray River. Stirling further suggested that a suitable townsite for Peel's settlers would be the area behind Woodman Point, south of Fremantle. Stirling had already considered this site as a likely one for the Colony's capital city and Peel accepted his suggestion. What would be an appropriate name for this hub of Peel's new lands? Stirling suggested Georgetown, for the present King, or Clarence for the Duke of Clarence who was next in line for the Throne. Peel liked the regal sound of Clarence and, informing Stirling of his decision, left to make preparations for landing his settlers.

On New Year's Eve, 1829 the *Gilmore* swung slowly into the

lee of Woodman Point and dropping anchor in Jervoise Bay began to unload onto the beach the first settlers in the district of Cockburn. From the first there was confusion and hardship. Peel, smarting under his disappointments, became daily more irascible and withdrawn, giving little in the way of direction and support. A week after landing his frustration appears to have led to a duel with Captain Geary aboard the *Gilmore*.⁴ The cattle and stores promised by Peel's partner in Sydney did not arrive and the settlers were thrown onto their own resources. For those without capital, men engaged by Peel as artisans and labourers, there was no choice but to depend upon Peel and to battle as best they could for survival. John Thomas had built himself a wooden hut 50 yards back from the beach and about 160 yards from Peel's store. He had found that his health was failing quickly and despaired of being able to find anything better for his wife, Jenniphur, who was about to have their sixth child.⁵ His eldest son, John, ready to do a man's work at 14 years of age, joined the wood-cutting party who were felling the tall tuarts to the north of the camp. Each day the party set out in the sweltering January sun with two armed men to guard against the curious Aborigines.

By the time Peel's second ship, the *Hooghly*, arrived in Cockburn Sound on February 13th, 1830 with another 173 settlers the settlement at Clarence was already foundering. Tragedy had struck swiftly at the Thomas family as Jenniphur Thomas died giving birth to a son in the hut on the beach. John, the eldest child, took over the care of the infant and kept it alive for some time with sugar dummies until it succumbed to heat exhaustion and starvation. Standing at the unmarked graves of his mother and his brother John Thomas made a silent promise to return one day and mark their resting places properly. Returning in later years he could find no trace of the gravesides where he had made his vow.⁶

May of 1830 saw the arrival of the last of Peel's three ships, the *Rockingham*, the beginning of winter and the beginning of the disintegration of the settlement at Clarence. The *Rockingham*, buffeted by a nor-easterly gale, broke her capstain while veering cable and ran aground in Mangles Bay.⁷ A passenger on the ship, Edward Carr Shaw, recorded:

'All these passengers, setting out from England with gay

hopes to a land of splendid promise, were ruined in one night. In the dawn light they saw their precious goods, savings of a lifetime, scattered over the beach, broken by waves and rocks, destroyed.⁸

Shaw's recollections suggest that a touch of farce had entered into the confusion which by now reigned at Clarence. Dr. Langley, from the *Rockingham*, began to behave more and more erratically. Arthur Greene had a log roll onto his foot and was helped to the hospital tent to have it attended to. The Doctor wrapped the foot up for him and as Greene hobbled from the tent Langley handed him a bill for £40. After further attempts at making his fortune the unfortunate Dr. Langley was put in prison, escaped, and was found dead on the beach the next morning.⁹

As the winter months wore on disease and starvation stalked the settlers and the weakest began to die. Property and position offered no protection. Smart carriages became store sheds, grand pianos were gutted to become cupboards and unfamiliar fingers threaded fish hooks onto borrowed lines. John Morgan, the Colonial Store-keeper, wrote from his vantage point on Garden Island during July, 1830 this contemporary report on Peel's settlement:

'In the first week of June or last in May the winter commenced — with hurricanes from the N-W. — and of 10 ships lying in Gage's Roads, and Cockburn Sound — five, or rather 6 went ashore — four of them total wrecks . . .

Mr. Thomas Peel's affairs I am sorry to say look most gloomy . . . He is a ruined man, in every sense of the word — unless some person arrives here speedily to manage his affairs . . .

The consequence is, his people are wretchedly provided for, more miserably, than any I ever saw — Thirty seven have actually died, and been buried near Clarence — making in all, about 60 deaths in this small Colony, since we arrived here. The Climate has nothing to do with it — being in our favour.

The people have been afflicted horribly with a sort of ophthalmia, followed by temporary, and in one or two cases, total loss of sight.¹⁰

Following Morgan's report Alexander Collie, Surgeon on

H.M.S. *Sulphur*, visited the settlement at Clarence and, in his report to Stirling, confirmed much of what Morgan had said. Collie found that there were about 400 persons at Clarence and that the settlement had already started to fragment. Twelve families had moved to Mangles Bay and twenty settlers had moved further south to the Murray River. Thirty people had died between January 1st. and July 24th., 1830 and the number of sick was still very great. Fourteen had died of dysentery and five of scurvy. Among the other deaths were W. Larkin and Mr. McKenzie killed by natives. Collie went on to say that provisions at Mr. Peel's store had been issued to his settlers at the rate of a fair allowance of salt meat, not always of good quality, and of flour, and a small amount of oatmeal and sugar. Neither lime-juice nor fresh vegetables had been distributed. The children in particular had suffered from the long diet of salt meat and many of the men and women had lapsed into drunkenness and idleness.¹¹

During the remainder of 1830 and into 1831 the drift southwards from Clarence to the present-day towns of Rockingham and Mandurah continued. Those who were the last to leave were the sick and the unfortunate, ill equipped to make a second start. On May 2nd., 1831 John Pengilly wrote to George Leake, a solicitor, from Fremantle Jail where he was awaiting trial for minor larceny. Pengilly asked Leake to force Peel to allow his wife and children their rations and to release the clothing belonging to the family from the unclaimed property in Peel's possession. Pengilly wrote:

'I have hitherto performed the part of Husband and of father and till now was never deprived of the means of continuing it. To prove to you that myself and family are in great want of clothes — I have only one coat — my wife only one chemise, and as for the poor children on saturday [sic] nights are stript naked, their shirts washed and dried for Sunday morning. And yet sir I have plenty of those as well as every other necessity detained in the hands of Mr Peel and my wife is being kept short of rations from Mr Peel's store.'¹²

Those Peel settlers who had come with capital and had been assigned grants of land were able to make a start on developing their estates although they were gradually deprived of the

labourers and craftsmen of the deserted village at Clarence. George Dunnage, twenty-six years of age, with a newly won degree from Cambridge in his trunk and a newly wed bride at his side had brought a huge quantity of goods on the *Gilmore* including a mahogany ship's table of the best quality, rosewood chairs for the office of his new estate, and a valuable Patent Harmonic Piano Forte for the drawing room. He had also brought with him his uncle, Charles Larkin, and seven servants.¹³ Under the initial land laws of the Colony settlers could be granted, in fee simple, 40 acres for every £3 worth of goods they brought out and an additional 200 acres for every servant. Dunnage's goods were valued at £1434 and he received a grant of 20,000 acres.¹⁴ Dunnage started with youthful enthusiasm and within six months he and his servants had constructed a cottage near Brownman Swamp, five thatched out-buildings, a well 30 feet deep through the limestone ridge and a road to the Clarence townsite.¹⁵ Dunnage's optimism was soon to fade and on March 13th, 1831 he wrote to the Colonial Secretary advising of his intention to leave the Colony, to ' . . . proceed by the *Edward Lombe* or other opportunity which may offer, from this Colony to some other place'.¹⁶

Richard Goldsmith Meares, a fifty-year old retired Army Captain who had served under the Duke of Wellington during the Napoleonic Wars, was made of sterner stuff but he too was soon to leave the Cockburn District. Meares had taken up a 15 acre villa grant on the sea-front south of Clarence¹⁷ as well as a 500 acre timber grant further inland. Captain Meares was no stranger to camp life and quickly set up a large marquee for his wife and eight children. Vines and fruit trees were planted nearby and a well and lime kiln were constructed.¹⁸ For the first few months the family lived happily at their temporary home, *The Rocks*, near Clarence but eventually the isolation of his position, concern for his children's health and the promise of better land at Mt Helena led Meares to leave the district.¹⁹ Meares was not lost to the Colony, however, and in 1842 was appointed Government Resident at York where he died 20 years later.

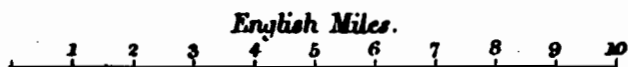
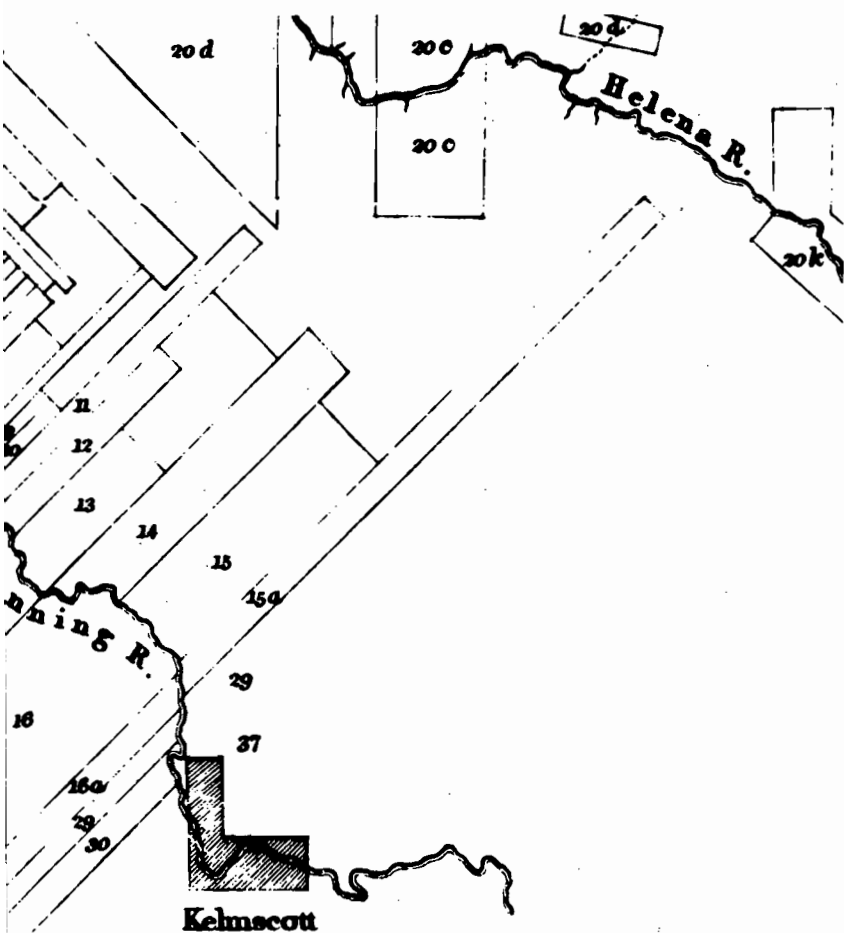
William Ledgard, who had been granted 200 acres north of Lake Coogee,²⁰ had also decided by August, 1831 to try his luck elsewhere. Writing to the Lieutenant Governor Ledgard asked

permission to join the settlers who were going over the mountains to form a settlement. Giving reasons for wishing to leave the Cockburn District Ledgard stated that all of Peel's people had left for Rockingham and that his land was not sufficiently good to spend much money on, not having the means of subsistence to support either cattle or sheep on it.²¹

Thomas Watson, a young man plagued by high ambition and limited means, had been assigned a handsome timber grant of 1,000 acres south of Thomsons Lake²² and proceeded to cut timber both for local use and for export. Watson obtained an order for 50 tons of timber from the Henty brothers but found he could not employ men capable of cutting it. By the time he had enlisted a labour force the Hentys had left the Colony for Van Dieman's Land. Watson, showing himself to be a man ahead of his time, then turned to Stirling and suggested that a government contract would enable him to establish the new industry. While waiting for Stirling's reply Watson delivered a quantity of timber to Peel's store at Clarence and put aside a stack of planks, suitable for export, which he intended shipping by the first vessel available for the Cape of Good Hope. Neither of Watson's ships came in and after a final plea to Stirling for an advance of £15 he turned his back to the unfelled trees of his grant and left to join Peel's settlers at the Murray River.²³

So it was that two years after its beginning the Town of Clarence lay deserted. No sign of it having existed remains today, no relic of the lives and hopes spent in this first attempt to establish a settlement in the Cockburn District. Why did the settlement fail? It is clear that Peel suffered from bad luck as well as bad judgement but it would be too simple a judgement to hold him solely to blame²⁴ as other settlements survived initial confusion, uncertain supplies, a lack of labour and land not suited to English agriculture.

It is probable that the root-cause of the failure of the settlement at Clarence was, that in attempting to re-create the kind of village at Clarence that was fast disappearing in England, Peel and his settlers were unable to bring with them that vital ingredient of village life — mutual trust and responsibility between Squire and villagers. In village England the Squire stood at the centre of authority. He was the chief employer of local labour, took the lead in agricultural



Early Land Grants in the Metropolitan Area, 1833.

improvement and only he understood the legal procedures connected with dealings in land. The people of the village had to depend on their Squire and put their trust in him. In turn they could expect the support of the Squire during sickness and bad seasons and could look to him for guidance in most matters that concerned them.

In the process of establishing a ready-made village at Clarence Peel did little to inspire the trust of his settlers and showed scant concern for their welfare. The settlers, finding no bond with Peel, took no responsibility for the survival of the settlement and fell back to looking out for themselves as best they could. In retrospect Peel's scheme was not a complete failure. Amongst the settlers he brought to Clarence were families who were to leave their mark on the Colony and some whose stories have formed a continuing thread through the history of the Cockburn District.

NOTES

- ¹ Articles and Agreement made between Thomas Peel and John Thomas on June 10th., 1829. (Copy in the possession of Mr. Len Richards, Wharf St., Queen's Park)
- ² Alexandra Hasluck, *Thomas Peel of Swan River*, (Oxford University Press, Melbourne, 1965.) pp.21-22.
- ³ Alexandra Hasluck, *Thomas Peel of Swan River*. pp.35-36.
- ⁴ C.S.R., 4/30
- ⁵ C.S.R., 15/38.
- ⁶ Paper read to the Mandurah Historical Society by Richard Prosser.
- ⁷ S.W.P., 6/72.
- ⁸ C.M. Shaw, *Bernard's Brethren*, (Constable & Co, London, 1939.) p.70
- ⁹ C.M. Shaw, *Bernard's Brethren*. p.78.
- ¹⁰ S.W.P., 6/72.
- ¹¹ C.S.R., 8/20.
- ¹² C.S.R., 15/25.
- ¹³ C.S.R., 4/8.
- ¹⁴ Dunnage's grant of 20,000 acres, Cockburn Sound Location 11, was centred on Thomsons Lake and extended from Yangebup Road in the North to Dalison Avenue in the south.
- ¹⁵ *Notes on the Postal District of Success*. Published with the authority of the Surveyor General, Chairman of the Nomenclature Advisory Committee, Department of Lands and Surveys, Perth.
- ¹⁶ C.S.R., 13/122.
- ¹⁷ Richard Goldsmith Meare's villa grant was Cockburn Sound Location 13, south of Woodman Point.
- ¹⁸ W.A.A., SDUR/M1/145.
- ¹⁹ C.S.R., 8/116.
- ²⁰ Ledgard's grant was Cockburn Sound Location 2, east of Lake Coogee.
- ²¹ C.S.R., 17/106.

- ²² Watson's grant was Cockburn Sound Location 15 which now comprises the whole of the Wattleup Postal District.
- ²³ C.S.R., 17/151.
- ²⁴ For a complete description of the settlement at Clarence and a sympathetic account of Peel's part in it see Alexandra Hasluck, *Thomas Peel of Swan River*, (Oxford University Press, Melbourne, 1965.)

CHAPTER 3.

THE SURVIVORS, 1830-40

Competition for prime river frontages: Land grants at Owen Anchorage to Robb, Macfaull, Hall and Davey; Hamilton Hill farm; Macfaull's vineyard and early newspaper publishing; Thomas and Gayze attacked by Yagan.

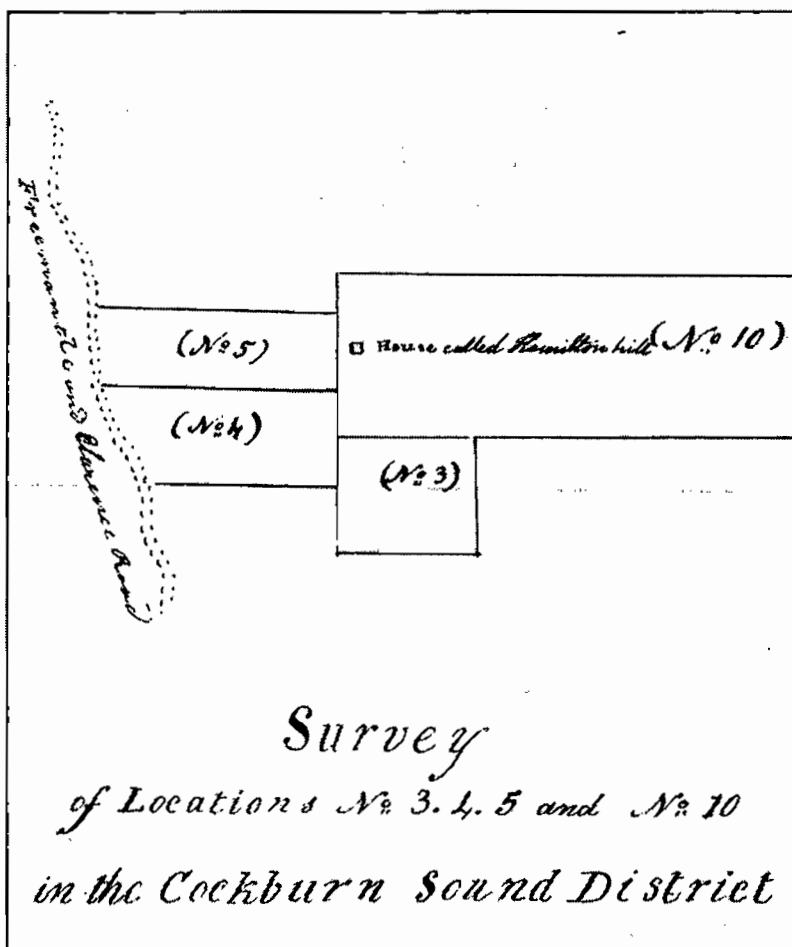
The failure of the settlement at Clarence ended Peel's vision of a thriving village on Cockburn Sound, at the hub of gracious estates and broad parklands. This failure did not, however, cut short the settlement of the Cockburn District. North of Clarence, on Owen Anchorage, settlers of a different kind were taking up grants of land. These men had rather different expectations of their new land and were burdened with few preconceptions. They had not come as part of a large settlement scheme and had come too late to apply for the prime river frontages on the Swan and Canning rivers. They were prepared to seize the opportunity they had and to turn it to the best advantage.

Access to river frontages was a prime concern of the first settlers when selecting their grants of land. Not only did the river promise transport in a Colony that had no roads but the settlers had quickly realized that the clayey soils of the river verges were the most fertile areas on the coastal plain. In September of 1829 when the first and greatest part of the Swan River locations were allotted John Roe, the Surveyor-General, made use of the settlers' preference to ease the pressure of work upon him. Moving quickly along the banks of the Swan and Canning rivers Roe and his assistant marked trees as corner posts at one end of long narrow blocks that stretched back from the rivers. In Roe's judgement the valuable part of these blocks ended a quarter of a mile back from the river, trailing off into a totally useless tract of white sand rock.¹ Roe's methods met the needs of the settlers and it was not until many years later that

surveyors found that some of the blocks would have extended into the sea. These preferred river blocks were not available to the settlers at Owen Anchorage but they, like Roe, made the best of what was available to them.

On January 15th, 1830, a month after the arrival of the *Gilmore* at the Swan River Colony, the *Leda*, commanded by Captain George Robb, dropped anchor in Gage Roads. The *Leda* was in passage from Sydney to Mauritius and was carrying passengers, stock and general cargo. Robb had judged that the new Colony was a likely place for investment and had come prepared to quickly land all that was necessary for establishing a farm before sailing on to Mauritius. Robb and his farm manager, 25 year old Sidney Smith, inspected the land south of Fremantle and applied for a 2,000 acre grant which extended from the summit of a small hill near the present day Cardigan St eastwards to North Lake.² The *Leda* was moved to a safe anchorage just south of Catherine Point and from the ship was unloaded the stock, grain, provisions and building materials for Robb's farm. The voyage was well-planned and a profitable one for Robb. Of the 26 oxen landed he had sold 24 and of the 490 gallons of whiskey rolled onto the beach he had sold 423 gallons.³ Robb left Sidney Smith to establish the farm and sailed from Fremantle with his remaining cargo and passengers. Sidney Smith, with a gardener and two stockmen, built a substantial house just east of the present day Hardey St and adding outbuildings and stock enclosures set about managing Robb's property. In a letter dated August 27th, 1830 Smith gives the address of the farm as *Hamilton Hill*⁴ and the area gained the name which it still holds today. George Robb never returned to the Colony and his title to the grant was to come into dispute in later years leading to frequent references to the 2,000 acre block as 'jumped land'. As late as 1957, however, parts of the original grant were still shown in Robb's name.⁵

Between Robb's grant and the sea a smaller grant of 113 acres was taken up by 30 year-old Charles Macfaull. Macfaull had arrived in the Colony on August 24th, 1830 on the *Edward Lombe* and immediately applied for this location.⁶ Macfaull could not show the capital investment required in his application for the land so he urged Stirling to first grant him the land and let the conditions be complied with later.⁷



Macfaull clearly thought that the scheme of bringing capital to the Colony to gain land should be reversed. He intended to gain a grant of land first and from it raise his capital. Macfaull had his way and by October of 1830, when the grant was officially assigned to him, Macfaull had already been camped on the block for a month in order to discourage any less enterprising squatters. Macfaull commenced building a house a few hundred yards to the south of Robb's farm and after putting up outhouses sank a well 33 feet deep through 8 feet of rock which supplied exceptionally good water.

Macfaull's first venture in raising capital from his land was a significant one for the young Colony. Having brought a large number of vine stocks from the Cape of Good Hope Macfaull planted them at Hamilton Hill and began to cultivate the Colony's first vineyard. Stirling, impressed by his enterprise and anxious that the vines should be properly attended to, offered to supply a labourer to assist in fencing the vines and turning up the ground.⁸ By March, 1831, seven months after his arrival in the Colony, Macfaull had the vineyard well established and decided that it was time he saw some return for his efforts. Who better to be given the opportunity to buy him out than his benefactor, Stirling? Accordingly Macfaull wrote to Stirling:

'The anxiety you have appeared to me to evince on public grounds that [the vines] should be properly attended to, will I trust be a sufficient apology for my now making you the first offer of disposal. I should feel extremely reluctant to have them spread 6s and 7s over the Colony, more especially as the Black Sand, near the Sea Coast, has proved itself to be particularly adapted for the growth of the vine . . . There are 108 Vine Stocks thriving well, which will give in the course of this season — I have every reason to expect, nearly as many if not more cuttings.

For what I have above enumerated I will take £130 . . . and will take any annual rent for the property of 3, 5 or 7 years.'⁹

Stirling did not avail himself of Macfaull's offer and, according to Macfaull's associate in the venture, Edmund Sterling, the vines were removed to a garden under Mt Eliza where the cuttings sold for 5/- each. These Sweet Water vines

were the only ones introduced into the Colony for many years and became the nursery of the Colony's vineyards.¹⁰ Macfaull turned for his next venture to W.K. Shenton who had been publishing since February 19th, 1831 a handwritten newspaper, *The Western Australian Chronicle and Perth Gazette*. This journal included agricultural reports, market and shipping reports and birth notices, the first of which celebrated the birth of a son to Captain and Mrs Stirling.¹¹ Macfaull entered into a partnership with Shenton and, with the arrival of a Ruthven press from Launceston, they began to publish the Colony's first printed newspaper, *The Fremantle Observer, Perth Gazette and Western Australian Journal*, on April 25th, 1831.¹² The partnership was a brief and stormy one and by June of 1831 Shenton had transferred the editorship and management of the *Gazette* to Macfaull.¹³ Macfaull took the type and printing press to his property at Hamilton Hill and continued publishing the paper for twelve months, when he had to give up the press for non-payment of the weekly hire of £2.

After this temporary setback Macfaull turned again to Stirling with a scheme which he suggested would not only get him over this hump, but would benefit the whole Colony. In November, 1832 Stirling submitted to the Executive Council a proposal from Macfaull to publish a gazette weekly and to insert in it all the government notices, as well as printing the Acts of Council and all necessary documents for the public offices.¹⁴ The Council accepted this proposal and Macfaull, with the contract to be the Colony's first Government Printer safely in his pocket, imported a Stanhope Press to print his new paper. The first issue of the *Perth Gazette* was published by Macfaull on January 5th, 1833 and this journal survives today as the *West Australian*. Macfaull continued publishing the *Perth Gazette* until his death in 1846 at the age of 46 years.¹⁵ At his death, Macfaull's property at Hamilton Hill passed into the hands of his wife Elizabeth and then to his father-in-law, Arthur Shenton.

Immediately to the south of Macfaull's grant the adjoining land was assigned to Henry Edward Hall in January, 1831.¹⁶ Hall had been granted just over 8,000 acres of land and chose this small block as a base from which he could select the balance of the grant at his leisure. The *Protector* had put Hall and his

entourage ashore of Catherine Point, surrounded by the clutter of his property. On the beach the 38 year-old Hall presented a striking figure, his short barrel-like frame topped with a tall Robinson Crusoe type hat. His wife, Sarah, 11 years younger, had one child in her arms and five others aged from 4 to 10 years around her. Hall strode among his servants, two men, two women and six apprentice boys sweating and heaving to move his goods across the sand. His blood mare was hitched to the horse drill, cultivator and ploughs as the servants struggled by with saddles, sacks of seed and flour, barrels of salt meat, pieces of furniture and chests of linen, earthenware and plate. Milling around in makeshift pens were Saxon sheep, goats and pigs and racing pell-mell through the sand hills were a dozen dogs. At Catherine Point his trim sloop swung at anchor and drawn up on the water's edge was a small jolly-boat.¹⁷ In the months that followed Hall cruised along the coast south of Fremantle making a leisurely inspection of the land and in 1832 moved his family to his selection at the head of the Mandurah estuary. Henry Hall retained the land at Owen Anchorage until his death in 1859. Four years afterwards his son, Henry Hastings Hall, sold the land for £76 to Charles Manning.¹⁸

On the same day that Henry Hall was assigned his grant at Hamilton Hill, January 21st, 1831, an adjoining block of 200 acres was assigned to James Woodley Davey.¹⁹ Davey was another kind of settler again — the Fremantle agent of London business interests. He had arrived in the Colony during March, 1830 at the age of 24 years bringing all he needed to practise his trade of carpenter and joiner — a chest of tools, a glazier's diamond and putty knife, twenty doors and an assortment of cut deals for building.²⁰

Davey's business principal, a Mr Shadwell had left him with liberty to draw on him in London for what cash he might need. Davey set about developing Shadwell's estate and began building a house and putting in gardens on two Fremantle town allotments. Keeping one, and sometimes two, men constantly employed Davey built a store house, a work shop and timber yard on the Fremantle allotments, gained the contract for building the first jail at Fremantle and commenced building a number of houses in the town. One of his letters from this time notes briefly, '... my time is very much taken up.'²¹

By 1833 Davey had found that he needed more land, both to plant out the vine cuttings from his riverside allotments at Fremantle and to obtain enough timber for his building jobs. The 200 acre grant at Hamilton Hill met both of these needs very well.²² Davey did not live at Hamilton Hill, keeping his home in Fremantle, and gradually increased his activities as colonial agent and shipping agent. In February, 1840 Davey sold his Hamilton Hill grant to Henry Manning, a London merchant,²³ and began to act on Manning's behalf in the Colony.

Inland from these first settlers at Hamilton Hill, along the Canning River at Kelmscott, young John Thomas, now aged 17 years, had teamed up with his *Gilmore* shipboard companion, William Gayze. Thomas and Gayze had turned their hand to farming and, having built a rough hut, were busy clearing the timber and putting in their first crop. One fine autumn morning in 1832 the two men were working separately on their land, one sowing and one clearing timber. Alarmed by the yelps of their dog they ran back to their hut in the clearing, to find the dog speared through the head. On the ridge beyond the hut scores of natives had suddenly and silently appeared. Thomas recognized the leader of the menacing group as the outlaw, Yagan, and seizing a spade he and Gayze, who still held an axe, turned and ran for the military barracks which were about a mile distant. As the two men leapt for the makeshift bridge over a stream the younger man, Thomas, was in front. Hearing an anguished shout Thomas flung a glance over his shoulder and saw, to his horror, that Gayze had slipped and fallen into the water, his body pierced by several spears.

Thomas raced on alone to the military barracks and returning with the soldiers found Gayze alive and in agony with five spears in his body. Thomas sawed the spears off next to the skin and hoisting the feebly protesting Gayze onto his shoulders made back to the barracks. With Gayze secure at the barracks Thomas then ran several miles to the Phillips' farm to ask the settlers to ride for a doctor. The doctor arrived at 7 o'clock the next morning and as he was attempting to remove the five spears, Gayze died. Back at their hut Thomas found that the natives had stolen the guns and ammunition and destroyed the seed wheat and everything they could lay hands

on. Saddened and sickened by the horror of Gayze's death Thomas left the farm and returned to Cockburn Sound to make a precarious living fishing from a crude raft of yoked logs.²⁴

This handful of men who arrived in the Cockburn District in 1830 and 1831 were of the stuff that was to ensure the survival of the Colony. Robb and Hall brought ample capital and labour, Davey provided a link with wealthy London business houses, Macfaull made up for his lack of capital with his restless energy and Thomas brought the fierce drive for survival of a young man thrown entirely onto his own resources.

NOTES

- ¹ Lands and Surveys Department. Letters forwarded to officials 1829-1850. Vol 1., No. 41. J.S. Roe to Colonial Secretary, October 17th, 1835. B.L.
- ² *Notes on the Postal District of Hamilton Hill*. Department of Lands and Surveys.
- ³ C.S.R., 4/65,96,101. The *Leda's* cargo list gives an indication of what George Robb considered to be the requisites of farming in the new Colony: "26 oxen (24 to be sold), 8 cows, 7 calves, 1 bull, fowls, ducks, pigs, 3 dogs and 1 sheep. 1 bag of oats, barley, grain and potatoes for seed. Guns, 490 gals. whiskey (423 to be sold), 5 gals. brandy, 2 barrels pork, 5 bags biscuits, 20 lb rice, 10 lb tea, 25 lb coffee, 60 lb tobacco, 30 dozen claret, 2 medicine chests etc. 24,000 shingles, 70,000 ft of battens and weatherboard. A boat valued at £20."
- ⁴ *Notes on the Postal District of Hamilton Hill*. Department of Lands and Surveys.
- ⁵ Register of Memorials for Country Lands. Vol 25., Folio 623. Land Titles Office, Perth. (Robb's grant was Cockburn Sound Location 10 which today includes most of the Hamilton Hill and Coolbellup localities.)
- ⁶ Macfaull's grant was Cockburn Sound Location 5 which today has as its boundaries Island St and Healy Rd on the north, Hardy St and part of Bellion Drive on the east, Rollinson Rd on the south and the coast on the west.
- ⁷ C.S.R., 8/195 and S.W.P., 18/51.
- ⁸ C.S.O., 13/152.
- ⁹ C.S.O., 13/152.
- ¹⁰ Edmund Sterling, *A Brief History of Western Australia*, (Sands and McDougall, Perth. 1894.) pp.6-7.
- ¹¹ S.W.P., 7/63.
- ¹² S.W.P., 7/63.
- ¹³ C.S.R., 16/9.
- ¹⁴ S.W.P., 18/78.
- ¹⁵ *Perth Gazette*, December 19th, 1846. p.2a.
- ¹⁶ Henry Hall's 126 acre grant, Cockburn Sound Location 4, extended from Rollinson Rd south to Robb Jetty and from the coast back to the crest of the limestone ridge.
- ¹⁷ C.S.R., 17/173.
- ¹⁸ Register of Memorials for Country Lands. Vol 6, Folio 1431. Land Titles Office, Perth.
- ¹⁹ J.W. Davey's grant, Cockburn Sound Location 3, has as its boundaries Recreation Rd on the north, Glenister Rd on the east, the westward extension of Regina Ct. on the south, and the crest of the limestone ridge on the west.

- ²⁰ C.S.R., 6/73.
- ²¹ SDUR/D1/43 and 62.
- ²² SDUR/D1/132 and 133.
- ²³ Register of Memorials for Country Lands. Vol. 4, Folio 145. Land Titles Office, Perth.
- ²⁴ W.B. Kimberley, *History of West Australia*, (F.W. Niven & Co, Melbourne, 1897.) pp.70-71.

CHAPTER 4.

THE QUIET DECADE, 1840-50

Slower growth in the Colony: Absentee land-owners at Cockburn: Fremantle to Pinjarra road surveyed: Von Bibra at Lake Walliabup: Captain Thomas ships sandalwood to Singapore: Labour shortages and Parkhurst boys.

Ten years after the hectic days of the Swan River Colony's foundation activity in the Cockburn District had come almost to a halt, matching the slackened pace of the Colony's growth. The focus of agricultural activity had moved away from the Swan and Canning Rivers on the coastal plain, dispersing to a handful of isolated settlements at Guildford, in the Avon Valley and on the estuaries of the rivers of the South-West. The failure of two large-scale settlement schemes at Clarence in 1830 and at Australind in 1841 had stemmed the flow of English emigration to the Colony and the sharply rising cost of Crown lands¹ hastened the decision of many settlers to leave the Swan River for Van Diemen's Land.

A map of the Cockburn District made in approximately 1840 shows most of the arable land, verging on the lakes, frozen in the Clarence Townsite and the large holdings of absentee landowners. During 1839 Thomas Watson's 1000 acre grant south of Thomsons Lake had been bought for £60 by George Leake, a Fremantle solicitor. George Dunnage's huge grant of 20,000 acres around Thomsons Lake had been reduced to 2,405 acres to enable him to pay the location duties but Dunnage elected to quit the land and sold it in 1839 for £70 to C.E. Mangles, director of a London shipping firm. Mangles did not consider that he had made a bargain and resold half the grant to William Hutt for 10/- on the condition that he fulfil the location duties.²

During this period of uncertain growth Fremantle was of vital importance to the Colony's survival, servicing its shipping lifeline and despatching its meagre exports. All

activity in the Cockburn District was secondary to initiatives in the Colony's growing port. One can imagine the thoughts of Thomas Peel, pausing on the Old Clarence Road, during one of his solitary, infrequent trips from Mandurah to Fremantle. There was no cottage on the Clarence Townsite, no tilled field to hold his gaze, no sign of human habitation except for the long-boats of the Fremantle Whaling Company pulling after their quarry on Cockburn Sound.

Its initial promise lost, the Cockburn District slumbered through the waiting years of the 1840s with few disturbances. A new line of road from Fremantle to the Murray River was marked and cleared through the District in 1841, trees being marked with paint for every mile. This Fremantle to Pinjarra road was serviced along its 46 mile length by seven wells, each found by turning down a short avenue off the line of the road.³ The new road re-traced the two original tracks through the District: the Old Clarence Road from Woodman Point to Fremantle (now Cockburn Road), and Dunnage's track from south of Thomsons Lake to Clarence (now Russell Road).⁴

In 1843 one of the few locations taken up during this period was selected when Benedict Von Bibra, a carpenter from Fremantle, rode out along the southern boundary of Robb's grant to Lake Walliabup to select and survey a large part of the remaining lake-verge land in the District. In the leisurely summer days that followed Von Bibra made a close inspection of the broad lake and the land to its south. He found that Lake Walliabup was dry but judged from the paper bark trees in the lake that it would reach a depth of 7 or 8 feet in winter. Von Bibra located Robb's southern boundary, and making a triangulation from it chained off for almost a mile to the south. There, setting round jarrah posts about 4 foot high in corner trenches, he marked out his selection of 320 acres.⁵ Von Bibra chose well and later owners of this selection were to enjoy the products of fertile market gardens and rich dairy herds.

That the Cockburn District lagged behind others in the Colony is plainly shown in a record of the grants surveyed during 1842.⁶ Eighty-four grants were surveyed at Guildford, fifty-two in the Avon Valley and only two at Cockburn Sound. One of the few immigrant ships to arrive in the Colony during the 1840s was the *Simon Taylor* which had sailed from England on April 26th, 1842. This vessel brought 219

immigrants including the Caphorn, White and Hitchcock families from the village of Long Crendon, Buckinghamshire. A letter from Thomas Hayton, the village parson, to the Governor of the Colony read in part:

'Mr Samuel Caphorn with his wife and nine children [are among the emigrants proposing to sail by the ship *Simon Taylor*.] Mr Caphorn is the son of a very respectable farmer, understands all kinds of practical agriculture, plowing, sowing etc. He was Bailiff and Gamekeeper to Lord Mansfield for some years . . . He is a person of considerable mind, shrewd and discerning, a clever pen man and accountant; perhaps one of the neatest bookkeepers I ever saw . . . His wife is a comely person and well versed in domestic management . . . Many others of my parishioners would have gone out for Australia but various reports respecting the Colony had poisoned their minds. Their fears got the mastery over their wishes.'

The following year Samuel Caphorn leased 36 acres from Alfred Waylen at Point Walter and built a half-way house to service the growing traffic on the river. In 1849 Caphorn took up a small block on the eastern boundary of Robb's grant at North Lake⁸ and held the land for six years. By this time, however, Caphorn had decided to return to his original occupation and after spending some time as Collector of Town Rates for the Fremantle Town Trust filled the office of Bailiff of the Local Court. Until his death in 1868 Samuel Caphorn filled various public offices in Fremantle and gained the affection and respect of its citizens.

For the districts to the south of Fremantle the 1840s brought little activity and no further occupation. The only movement in those drowsy days was that of the wheeling stockmen driving mobs of horses to Fremantle, to be shipped to India as remounts for the British Army; and the rumble of waggons piled high with sandalwood making their slow progress from the inland districts to the port. Fremantle remained the hub of activity in the district and young men who wished to make their fortunes were drawn by the opportunities it offered.

Twenty-year-old John Thomas had moved to the growing Port in 1835 and had taken to the lightering trade, shuttling cargoes to and from the sailing ships anchored in Gage Roads to be then loaded onto flats and poled slowly along the river shallows to Perth and Guildford. Towards the end of 1839

Thomas had built a 22 ton cutter, the *Emma*, and begun to ply between Fremantle, Bunbury and the Vasse. By 1842 Captain John Thomas was ready to take a wife and married Elizabeth Cooper of Mandurah before turning back to the sea and wider horizons to master. In 1845 Captain Thomas turned the bow of the *Emma* to the north and, with a cargo of sandalwood from The Toodyay District, made for the new trading port in the Malacca Strait, Singapore. Returning with a cargo of tea and sugar Captain Thomas set about lengthening and improving the *Emma*, only to see her wrecked soon afterwards at the Abrolhos Islands.

In the following year, 1846, Captain Thomas built the brigantine, *Empress* of 125 tons in the river at Fremantle and, after her construction, found that there was not enough water to float the hull over the bar at the mouth of the river. An American whaler, Captain Fish, brought a little Yankee ingenuity to bear on the problem and floated the hull over the bar on casks. Captain Fish then brought his ship alongside the *Empress* to help step her masts and fit her out before joining Captain Thomas on her sea trials. By 1847 the *Empress* was ready for sea and Captain Thomas extended his trading route. A typical voyage was to leave Fremantle, calling at Bunbury and the Vasse, for Adelaide. At Adelaide the *Empress* would take on flour, whaling equipment and spirits for Fremantle. Back at his home port Captain Thomas would load sandalwood for Singapore and return with East Indian goods.⁹ While the Captain was at sea his wife, Elizabeth, was proving to be a good business-woman in her own right. She managed the ever-growing business and properties in Fremantle and supervised the building of their *Southern Cross Hotel* in High Street.¹⁰

By 1849 the settlers of the Swan River Colony, still less than 6,000 in number, recognized that they could not generate the capital or the labour force needed if the Colony were to do more than merely survive. Some scheme for providing these two essential needs had to be devised. Part of the answer to this problem had been evident to the settlers since 1842. In that year the *Simon Taylor* had brought to Fremantle a number of 'juvenile immigrants' from England's Parkhurst Prison. These lads were indentured as labourers and shepherds to the Colonists who eagerly sought their services and by 1849 about

200 Parkhurst boys were employed in the Colony. Richard Goldsmith Meares, now living at York in 1848, had engaged W. Sparks as a shepherd for two successive terms of 3½ years and considered that he was of excellent character. At Mandurah Henry Edward Hall found in J. Bradmore a very useful farm-servant during his term of indenture.¹¹ The Colonists were aware of the advantages enjoyed by the eastern colonies of Australia and in 1849 requested the British Government to establish a penal colony at the Swan River Settlement.

NOTES

- ¹ Until 1832 Crown Lands were assigned in occupancy, in proportion to the amount of capital each settler invested in the Colony. In 1832 land was sold at the fixed price of 5/- per acre, increasing to £1 per acre by 1840. Sales practically ceased and during the period 1840 to 1844 the total sales of Crown Lands realised less than £5.
- ² Register of Memorials for Country Lands. Vol 1, Folio 774 and Vol 2, Folio 168. Land Titles Office, Perth.
- ³ The Ten-Mile Well, put down in 1841, is today marked approximately by the Wattleup Tavern on Rockingham Road.
- ⁴ Government Gazette, July 23rd, 1841.
- ⁵ Cockburn Sound Public Plan No. 128. Department of Lands and Surveys. (Von Bibra's selection, Cockburn Sound Location 21, lies immediately to the south of Bibra Lake and is divided by Forrest Road.)
- ⁶ Lands and Surveys Department. Letters forwarded to officials 1829-1850., Vol 1, No. 41. J.S. Roe to Colonial Secretary. May 31st, 1842. B.L.
- ⁷ Margaret Allnutt, *Elections in the South-West: 1867, 1870, 1872; David Eadle and Others*. RWAHSJ. Vol VI, VII. 1968. pp.54-55.
- ⁸ Samuel Caphorn's 21 acre block, Cockburn Sound Location 25, lies midway between Hope and Ellis Roads.
- ⁹ *Inquirer*, February 9th., 1848. p.1.;
- ¹⁰ Paper read to the Mandurah Historical Society by Richard Prosser.
- ¹¹ Tabular Report of the Guardian of Governmental Juvenile Immigrants. Acting Governor Irwin to Earl Grey. August 3rd., 1848. B.L.

CHAPTER 5.

MASTER AND SERVANT, 1850-70

The convict period: Manning family takes up land at Cockburn: John Wellard and Convict Establishment contracts: Road-gangs at Clarence: Small grants taken up at Bibra Lake: The Davilak Estate: Pastoral leases in the Spearwood Basin: Aboriginal shepherds: Citizens of Fremantle.

From 1850 to 1870 the nature of settlement and land-use changed in the Cockburn District, slowly taking on a new character. The hub of the District had been still-born at Clarence, had flickered briefly to life at Hamilton Hill and was now firmly located at Fremantle. During these two decades the Cockburn District existed as the out-districts of Fremantle subject to the brisk exploitation of its human and physical resources. This period was to see the growth of two distinct classes of settlers centred on Fremantle, masters and their servants.

In 1848 the Colony's land regulations had been amended to permit the taking up of land under pastoral licences and by the early 1880s 161 million acres of the land in the Colony was held under pastoral licence. A handful of individuals took up large pastoral leases on small annual rents and ran as many sheep as the Colony's limited labour force would allow. The human resources that the Colonists required were to be forthcoming and on June 1st, 1850 the *Scindian* brought to Fremantle the first of the 10,000 male convicts who were to come to the Colony in the next 18 years. With the convicts there came as free settlers their guards and their families who added 2,000 persons to the Colony's population. The guards were all military pensioners from the British Army and these pensioner guards and their families were intended to offset the sudden influx of male convicts into the Colony.

The conjunction of readily available labour and cheap land in the Colony quickened the interest of British investors and

one of the first to test the water was Henry Manning, a shipping merchant of High Holborn, London. Manning wrote to Earl Grey in December, 1850 offering the block he had bought from James Davey at Hamilton Hill as the site for a village for the pensioner guards. He authorized Davey, his agent, to make the land over to the Colonial Government should they want it. In exchange Manning asked for 200 acres at Champion Bay near the new mineral fields.¹ A group of pensioner guards inspected the site but, deciding that the 3 mile march to Hamilton Hill was not to be undertaken daily, rejected the offer and settled for a site at North Fremantle. Henry Manning continued to lobby the British Government for the duration of the convict period to ensure that this source of cheap labour was maintained. In 1857 Manning and others unsuccessfully petitioned the Home Government to permit the transportation of female convicts to the colony² and in 1864, as transportation drew to a close, Manning, James Stirling and fourteen others urged the British Government to compensate them for their loss by providing a liberal supply of free labour.³

In 1852 James Woodley Davey died at Fremantle and John Wellard, a merchant and grazier, wrote to Henry Manning in London suggesting that his business interests in the Colony would be safe in Wellard's hands. Wellard first offered Manning a small bait in the form of his wool clip for the year, suggesting that Manning return the proceeds in the form of a small consignment of spirits, clothing and linen from his London House. Wellard then gave his business credentials; he had been the licensee of Alexander Francisco's *Crown and Thistle* Inn and had begun business in a general store and butcher's shop supplying shipping. Wellard closed the letter by acknowledging some outstanding debts to the late James Davey and offering to keep an eye on the handling of Davey's estate.⁴ Henry Manning, however, had decided that the prospects of the Colony merited more direct management of his interests and made plans to send one of his younger brothers to Fremantle.

The Town of Fremantle felt the first benefits of the new arrivals as the convicts had to be accommodated and fed and John Wellard was quick to gain contracts for supplying fresh meat and firewood to the Convict Establishment. Wellard had early learnt to be self sufficient and was well equipped to grasp

the opportunities that came to hand. He had left England in March, 1841, his mother dead, his father re-married and moved away and all contact with his family broken. He sailed for the Swan River as an apprentice on a small vessel which was wrecked shortly after its arrival in July, 1841, enabling him to cancel his indentures. Wellard wrote of these early experiences in later years:

‘ . . . being now at liberty in a strange place without a friend near me, I was called upon by nature to do the best I could for myself. I remained about 8 months in the Colony aboard a small vessel. I then left in another ship for India where I remained cruising about for nearly two years, when I returned to this Colony and since that time I have served I may say in almost every capacity. I worked hard in the bush for three years as a sawyer, and after that I went as storekeeper to the late Samuel Morse Esqu. and from that to Hotel Keeping . . .’⁵

The Convict Establishment contracts came at the right time for Wellard. He had been on extended credit from the London Houses supplying him with spirits and fashion goods and more than once took care to miss the outgoing mail to England to allow a few months breathing space. Soon after gaining the fresh meat and firewood contracts Wellard looked for land close to Fremantle where he could cut firewood and hold the sheep he was buying from the Victoria Plains. At Owen Anchorage Charles Macfaull’s original grant was on the market and Wellard purchased it for £100 from Arthur Shenton in December, 1854,⁶ pioneering the meat industry which continues to the present day in this area.

During their first 4 years in the Colony the convicts, under the eye of sappers of the Royal Engineers and pensioner guards, linked the isolated settlements with roads and bridges. By 1854 200 miles of road had been cleared from Perth to Albany, 54 miles from Mandurah to Bunbury and 40 miles from York to Toodyay. Another 78 miles of road were cleared and graded to join the closer settlements. To this achievement was added dozens of bridges, jetties at Fremantle and the draining of swamps at Perth.⁷ Because of its lack of population and closeness to Fremantle the Cockburn District gained only a little from this rapid programme of public works. The old

colonial track from Clarence to Fremantle had caused many complaints from settlers in the southern districts, its limestone outcrops battering their drays and, in 1853, Henry Wray, R.E. authorized the establishment of a Convict Out-Station at Clarence. The thirty convicts were housed in 12' x 12' transportable wooden huts and set to blasting the obstacles from the road. The road was levelled and graded then covered with a layer of compacted store to a width of 12 feet, the line being re-surveyed to avoid the very steep and stony hills. At Owen Anchorage where the line of the road crossed the sand it was only cleared, the mixture of sand and loam affording very fair travelling ground.⁸ Their task finished, the road party returned to Fremantle.

From 1855 to 1859 a number of small grants, mostly from 10 to 40 acres, were taken up in the Cockburn District. John Wellard acquired two small blocks which linked his property to the Fremantle Townsite and Francis Woolmore, a butcher, bought as grazing paddocks a tract of land just north of the present-day Clontarf Road. Further to the south Alfred Hooker and George Ellis took up 10 acre grants fronting onto a large swamp in present-day Spearwood⁹ and east of Bibra Lake a small settlement began to grow. Richard and Jabez White acquired the twin locations, Cockburn Sound Locations 35 and 50 and between them and the Lake William Tournier took up a further 10 acres. In 1855 Samuel Caphorn had sold his block east of Bibra Lake to James Baker, a blacksmith of Fremantle who cut timber from the block to make charcoal for his forge. Now, in 1859, Baker sold 11 acres of the block to George Cooper who began to build a home on it for his family.

George Cooper, a colour-sergeant in the 59th Foot Regiment, had arrived in Fremantle as a pensioner guard on a convict ship in 1855. At 38 years of age Cooper had his army career behind him and much to offer his new country. Cooper had met and married his stout Irish wife, Margaret, while on garrison duty in Ireland during a time of violent civil unrest. On his discharge from the army Cooper decided that Ireland would be no home for an English soldier and his Irish wife and returned to his home county of Nottinghamshire, taking the lease of a wayside inn, *The Leatherne Bottle*, in the village of Little Cropwell. As his family grew two of the children contracted tuberculosis and Anne, the youngest, was

permanently crippled by the disease. George Cooper decided then to respond to the advertisements for discharged soldiers to guard the convict transports bound for the Colonies. At Bibra Lake he built a four-roomed house of white stone near a permanent spring of clear, soft water.¹⁰ There the family farmed the land, growing fruit and vegetables and running a cow or two to supplement Cooper's military pension.¹¹

The period of the mid-1850s marked the beginning of the acquisition of large estates in the Cockburn District centred on Fremantle, rather than on Clarence as Peel had anticipated. The first of these large land-owners was Charles Alexander Manning, youngest brother of Henry Manning who had owned land in the district since 1840. The Manning family owned a prosperous shipping company in London and the middle brother, Henry, directed its activities in the outposts of British trade and Empire from his London offices at High Holborn. William Manning promoted the firm's interests in South Africa and Charles Manning kept the company's flag flying over its warehouses at Callao, the chief port of Peru. At Callao Charles Manning supervised the family's estate which was worked by Indian labour, attended to the company's silver mines in the mountains and visited his shipping firm at the port. At the age of 27 he married Joaquina Calero the eldest daughter of the Spanish Viceroy at Lima and she bore him three children. Six years later, on the death of his wife, Charles Manning married Juana, her sister. Manning's family ambitions were as prolific as his business interests and in the 15 years until her death Juana bore him eleven children, six of whom survived to maturity.

In 1854 Charles Manning was directed by his brother to wind up the family's affairs in Peru and to sail for Fremantle where the company's interests were rapidly growing. Manning was not sorry to leave Peru, his second wife had died 2 years previously and the family's business was being rapidly destroyed in the course of the country's violent struggle for independence. Charles Manning arrived at Fremantle in 1854 bringing with him his children aged from 2 to 16 years. The following year Charles Manning married Matilda Birkett at St. John's Church, Fremantle recording with some smugness that she was 17½ years old.¹² At the Port of Fremantle the family business flourished and Charles Manning began buying the

land surrounding Davilak Lake in the Cockburn District. The original grants of Hall and Macfaull were added to that of James Davey, a dozen smaller grants filled out the square to the east and west and three large grants extended the estate south to today's Coogee Beach.¹³ East of Davilak Lake Robb's original grant of 2,000 acres lay abandoned and Charles Manning claimed possession of the land invoking a provision of the English land laws.

In 1858 Charles Manning built a home, at the corner of Pakenham and Short Streets in Fremantle, suitable to his position as French Consul and leading merchant of the town. This edifice, built of yellow bricks brought out as ship's ballast from England and having its outside walls made almost entirely of glass, towered above the limestone and mud-brick cottages of Fremantle. In the cellars were casks of spirits and wine and on the roof was an observatory in which Manning practised his hobby of astronomy. This glittering building was reaching too near the stars for the larrikin packs at Fremantle and its huge glass area drew them like a magnet. Manning Hall was promptly dubbed Manning's Folly and before long the much-repaired glass facades were bricked in.

To supply Manning's Folly Charles Manning built a 10-roomed farm house to the north of Davilak Lake. From this farm with its large stables and walled stockyard came the meat, fruit, honey and vegetables that graced the tables at receptions for visiting ship's captains and other guests. East of Davilak Lake, on the property abandoned by Robb, a number of small squatters continually tried to establish a toe-hold. Charles Manning watched this slow invasion sourly then decided to have done with it. Riding out from Fremantle with a small volunteer army of forty to fifty pensioner guards he charged into the collection of tents and humpies clearing the jumpers off the land. Charles Manning died in 1869 and Manning's Folly was sold first to Wallace Bickley and then to Tolley & Co., wine and spirit merchants, who used it as a warehouse.¹⁴ Manning's wife, Matilda, found herself in an insupportable position after his death. From being mistress of Manning Hall she found herself, at 31 years of age, a widow with four young children, dependent on her step-children who were her own age and up to 6 years older. She had never replaced, for the step-children, the elegant Spanish beauties who had been their

mothers and she was cut out from the family circle to spend her days in melancholy isolation riding aimlessly through the estate at Davilak Lake.

In 1866 Charles Manning's son, Lucius Alexander, had married Florence Bickley and Manning built for the young couple a new home south of Davilak Lake. This home, which was named *Davilak*, comprised a solid limestone house of fourteen rooms with a shingled roof, substantial stone stables, a coach house, dairy, poultry house and servants' lodge, a 65ft deep well of pure water, a carpenter's shop, a small forge and lime-kilns. The limestone for the buildings was quarried from the estate and all of the timber in the house, including the Yorkshire flags that made the kitchen floor, was pit-sawn on the property. Lucius A. Manning developed *Davilak* into a handsome estate. Around the homestead he planted a wide orchard and a 2 acre vineyard of imported Spanish vines. Glossy herds of Devon cattle and Arab horses grazed on the meadows and pit-sawyers cut timber from the thick forest around the swamps. Wild game abounded and Manning and his guests could ride from North Lake to Coogee without setting foot off the estate.¹⁵

Other Fremantle merchants having neither the resources of the Mannings to acquire the freehold on large tracts of land nor their aplomb in assuming possession of the land of others contented themselves with taking up equally large pastoral leases touching on Lake Coogee and Thomsons Lake. In several cases these pastoralists bought small freehold locations fronting onto the lakes or swamps to protect their access to the water. In 1864 George Lourey Ellis took up 2,100 acres under pastoral lease for an annual rent of £2. This lease covered the whole of the present-day Munster and extended into Spearwood where Ellis had bought 10 acres of swamp frontage. In that year also Wallace Bickley took up a 3,000 acre lease, at an annual rental of £3, which extended from the Clarence Townsite to Mt Brown covering all of present-day Henderson. Bickley also took the lease of 100 acres on the east bank of Lake Coogee which he later converted to freehold.¹⁶ In 1869 J.H. Monger acquired the lease of 10,000 acres of land, at an annual rent of £5, between Thomsons Lake and Forrestdale Lake. Two years later W.S. and G. Pearse took over 2,000 acres of Bickley's lease but could not get easy access to water. Further to the north

E.T. Troode, a customs officer of Fremantle took up a 200 acre lease on good swamp land, paying the annual rental of £10 while he saved to buy the freehold on the land.¹⁷

No stately homes were built on these pastoral leases which blanketed the Cockburn District. The leases were renewable annually and, except for the swamp and lake verges, were classed as inferior grazing land. Meat was always in short supply at Fremantle and the rough grazing of sheep and cattle enabled the Fremantle merchants to make quick profits. Their profits might have been greater if there had been enough shepherds available to tend larger numbers of stock. Ticket-of-leave convicts were proving to be adequate shepherds on the Victoria Plains and in the Avon Valley but they were not employed in any numbers in the Cockburn District. The policy of the Convict Establishment was not to issue tickets-of-leave for districts near large centres of population to avoid the temptations of ale-houses and idle companions.

The main source of shepherds for the district was native prisoners freshly released from Rottnest Island. In the Fremantle of the 1870s it was a common sight to see a newly released native prisoner from the Rottnest jail shivering half naked in the street covered only by a striped cotton shirt and a blanket. They had had free passage to Rottnest from the new settlements in the north-west but were left to find their way home again. A record of that time reads:

‘ . . . I have the honour to report that one of the two aboriginal Natives, viz. Jimmy and Billy, released prisoners from Rottnest Island [are] en route to Champion Bay. One is very old and infirm and quite unable to perform the journey there on foot — the other refuses to proceed without a companion. What will I do with them?’¹⁸

Many of them never did make the return journey to Champion Bay or to Cossack and ended their days in bush humpies south of Fremantle earning sporadic employment as shepherds and pit-sawyers.

Since 1863 the pastoral industry had been moving north to the new country of the Murchison and the Pilbara and in the vanguard of this movement was John Wellard, now well established on a farm at the Serpentine River. Wellard along

with the other colonists recognized the export of wool as the Colony's salvation and, observing the spread of settlement in the eastern colonies, feared that the lands to the north would be lost by the Colony. With some foresight he wrote in 1863:

'I have been watching for some time past the feeling exhibited in the other Colonies and feel satisfied that the whole coast line of this Continent will be settled in less than 3 years from this date. And it will be a disgrace to us to allow the people of Melbourne and Adelaide the quiet occupation of lands that really belong to us and that may prove of vast importance to the World at large (and us in particular) in new Agricultural, Mineral and Pastoral pursuits.)¹⁹

Wellard and Walter Padbury chartered the *Tien-Tsin* and the *Mystery* and loading horses, cattle and sheep and every other necessity for the formation of a new settlement sailed north. The expedition landed at the mouth of the Sherlock River, near Cape Lambert and Wellard selected 100,000 acres of grazing land near Red Hill, inland from the present-day Roebourne. At the Red Hill Station Wellard left William Shakespeare Hall, the son of Henry Edward Hall, as his manager assisted by five ticket-of-leave men and two natives. John Wellard, the pioneer of the meat industry at Owen Anchorage and of the north-west pastoral industry had also established the link between the two that continues in the Cockburn District to the present day.

During this period Captain John Thomas decided to return to the land and Elizabeth Thomas, visiting her widowed mother in Mandurah, came to hear of the intended sale of a property called *Ravenswood* which lay on the Murray River between Mandurah and Pinjarra. The property was offered for sale when Adam Armstrong died in 1854 and Elizabeth acquired its 1,100 acres on behalf of her husband. The Thomas family built a summer cottage on the property and increased the holding to a 9 mile frontage on the Murray River. In 1863 Captain Thomas built Ravenswood Hall, an imposing two-storied building of fourteen rooms with out-buildings and a large red-brick barn, as his family's home.²⁰ In 1860 Captain Thomas had sold the *Empress* in Singapore and bought the barque *Rory O'More* of 196 tons. Soon afterwards the *Rory O'More* ran into a violent cyclone off Christmas Island and

Captain Thomas and all hands were thought lost at sea. The *Rory O'More* survived the cyclone and limped back to Fremantle under makeshift rigging with all masts carried away. Captain Thomas refitted the ship, placed her in the command of a Captain Harding and retired to the Ravenswood farm.²¹

During the convict period Fremantle became a bustling, jostling town, its citizens confident of their ability to manage their own affairs. The other class of settlers in Fremantle and its out-districts, the impoverished free-labourer, the destitute widow and the discharged convict had their affairs managed by the Poor House and the Magistrate's Court. Occasionally the two classes touched briefly and the citizens of Fremantle held out a hand to the dispossessed. In June, 1853 John Thomas, George Dixon, William Pearse, John Duffield and Joshua J. Harwood petitioned the Governor to grant a ticket-of-leave to William Robinson who had been sentenced to 7 years at the Perth Sessions in 1851. Robinson's two children had been abandoned by his wife and left entirely destitute. The men of Fremantle noted that Robinson had been constantly employed on road parties during his sentence and was unlikely to be of danger to the community.²²

Sometimes it was one of their own number who attracted the concern of the citizens of Fremantle. In February, 1858 Mr Wallace Bickley, Justice of the Peace, Lloyd's agent in Fremantle, agent for shipping and pastoralist, found himself before the Magistrate's Court in Fremantle. Bickley had taken to his brother, Henry, with a whip along a busy Fremantle street threatening to break every bone in his body. Appearing before the Sitting Magistrate Bickley said he was sorry he had not half murdered his brother, and would do the same again. He was bound over to keep the peace for six months.²³ Then began a spate of correspondence between the Fremantle Resident Magistrate, the Colonial Secretary and the Governor concerning the possibility and legality of removing Bickley from the Fremantle Bench.

For others, the impoverished landless labourers of the Town, there was less attentiveness to their affairs. On July 14th, 1870 Elizabeth Baker, the wife of Thomas Baker, died leaving him to care for William, aged 3 years and the 18-month-old twins Joseph and Levi. Thomas Baker also had his

parents, both over 80 years of age, under the family roof and could see no way of attending to the babies as well as his parents and his work. Later that month Joseph and Levi Baker were received into the Perth Poor House, their father to pay 8 pence a day towards their upkeep.²⁴

Within their own community the citizens of Fremantle continued to manage their affairs and the ship owners and merchants of the Port filled positions of responsibility on the Fremantle Town Trust. Today Fremantle's port is an unobtrusive part of a busy city but in the 1860s the sea with its unexpected dangers was always in the sight of the people of Fremantle. On the morning of June 23rd, 1867 the Harbour Master's boat was swamped by a heavy swell in Gage Roads and the lives of the crew were in danger of being lost. John Tapper, who had come to the Colony as one of Peel's settlers in 1829, set out in his whale-boat as he had done many times before to rescue the crew but was defeated by the rising wind. The leading residents of Fremantle decided to honour Tapper and his crew for this and previous acts of bravery and began a subscription fund. Charles Manning got the fund off to a good start with a pledge of £3 (and having primed the pump declined to pay up when the time came for collection). The Francisco brothers contributed £2 and John Thomas, John Wellard, Wallace Bickley, Lionel Samson, James Herbert, George Shenton and Edward Newman followed with contributions of £1. John Stone was good for a guinea and John Bateman, George Pearse and Captain Owsten managed 10 shillings. A widow, Mrs Mary Higham, rounded the fund off with a contribution of 5 shillings. John Tapper was presented with a parchment memorial and an engraved watch and chain and the balance of the fund was distributed in cash amongst his crew.²⁵

During the two decades of the convict period the Swan River Colony halted its slow decline and began an era of sustained growth. Fremantle had grown from a village to a prosperous town and the lands of the out-districts of Fremantle, which included the Cockburn District, were taken up in sprawling pastoral leases of one to ten thousand acres in extent. Fremantle graziers and merchants met the growing demand for fresh meat by the rough-grazing of sheep and cattle on these large uncleared and unfenced tracts of land which they were

pleased to refer to as their estates. In the Cockburn District closer settlement and an increased population were to wait upon the breaking up of the pastoral estates of the convict period.

NOTES

- ¹ *The Convict System*, Vol 5. 1851-1852, Earl Grey to Governor Fitzgerald, December 21st, 1850. B.L.
- ² *The Convict System*, Vol 7. 1855-1857, Enclosure in Hon. Labouchere to Governor Kennedy, March 14th, 1857. B.L.
- ³ *The Convict System*, Vol 8. 1855-1865. Memorial from Gentleman connected with the Colony to Edward Cardwell, M.P. December 16th, 1864. B.L.
- ⁴ Letterbook of John Wellard from Fremantle and Serpentine Farm, 1852-1875. John Wellard to Henry Manning, December 10th, 1852, B.L.
- ⁵ Letterbook of John Wellard. John Wellard to William Wellard, November 19th, 1852. B.L. (Wellard had written to William Wellard, a newly arrived miner on the Victorian goldfields, to ask if he was his brother).
- ⁶ Register of Memorials for Country Lands, Vol 5, Folio 469. Land Titles Office Perth. B.L.
- ⁷ *The Convict System*, Vol 7. 1855-1857. p.151. Return of Roads executed and Bridges built by the Convict Department to 1854. B.L.
- ⁸ *The Convict System*, Vol 6. 1853-1854, Appendix D, Half-Yearly Report of the Works in the Fremantle District from July 1st, 1853 to December 31st, 1853. B.L.
- ⁹ Alfred Hooker's grant, Cockburn Sound Location 97 and George Ellis's grant, Cockburn Sound Location 111, today face each other across Mell Road.
- ¹⁰ George Cooper's house, built in 1859, stood to the west of Baker Road until 1961 when it was pulled down.
- ¹¹ The Family Records of the McCaw family. Compiled by Mr. F.E. McCaw. In the possession of Mrs R McCaw, 24 Ashburton Terrace, Fremantle.
- ¹² The Family Bible of C.A. Manning. In the possession of Mrs F. McDaniell, 34 Cliff St, West Perth.
- ¹³ Cockburn Sound Public Plan No.2. Department of Lands & Surveys, Perth.
- ¹⁴ J.K. Hitchcock, *The History of Fremantle 1829-1929*, (Published for Fremantle City Council by the S.H. Lamb Printing House, 1929) p.40.
- ¹⁵ Interview with Lucius Charles Manning on January 10th, 1975. Transcript in the possession of Cockburn Town Council.
- ¹⁶ W. Bickley's 100 acre grant on Lake Coogee was Cockburn Sound Location 172.
- ¹⁷ E.T. Troode's 200 acre grant at Spearwood was Cockburn Sound Loc. 264.
- ¹⁸ C.S.O. Records, Vol 696. Resident Magistrate, Fremantle, to Colonial Secretary, August 2nd, 1872.
- ¹⁹ Letterbook of John Wellard. Wellard to Yelverton, June 18th, 1863. B.L.
- ²⁰ Ravenswood Hall survives as the Ravenswood Hotel. The barn stands almost unaltered and a photograph in the hotel shows the original Thomas home.
- ²¹ Paper read to the Mandurah Historical Society by Richard Prosser.
- ²² C.S.O. Records Vol 278. Resident Magistrate, Fremantle, to the Colonial Secretary, June 7th, 1853.
- ²³ C.S.O. Records Vol 412, Resident Magistrate, Fremantle, to the Colonial Secretary, February 15th, 1858.
- ²⁴ C.S.O. Records. Government Residents, 1870, Fremantle Government Resident to the Colonial Secretary, July 21st, 1870.
- ²⁵ Subscription List and Testimonial. HS/136. B.L.

CHAPTER 6.

NEW ROADS FOR OLD SOLDIERS, 1870-80

Foundation and early work of the Fremantle District Roads Board: Cancellation of pastoral leases: Ex-convict and ex-guard at Lake Coogee: Pensioner guard villages at Lake Coogee and Willagee Swamp.

The decade spanning the years from 1870 to 1880 brought significant changes to the Cockburn District which resulted in the establishment of two small settlements. The newly formed Fremantle District Roads Board provided new roads along the northern and western boundaries of the District and revised Colonial land regulations began the breaking up of the large pastoral leases that lay across the District's centre. The establishment of two pensioner guard villages and Government moves to populate the area were followed by a steady stream of settlers who found a home and a livelihood in fertile corners of its empty spaces.

In 1871 Fremantle and Perth were made municipalities and the Colony was divided into eighteen road districts whose elected boards were to be responsible for roads and bridges. The Fremantle Roads District was gazetted on December 12th, 1871 and its boundaries were defined. The District was bounded on the north by the Swan River from Fremantle to the mouth of the Canning River and on the east by a line from Bull's Creek to the junction of the Bunbury and Albany Roads at the Narrogin Inn. The southern boundary ran from the Narrogin Inn to, and including, the Rockingham townsite and the sea-coast formed the District's western boundary. The building and repairing of roads and bridges in this 200 square mile expanse was to be the task of an elected board of seven members assisted by a clerk.

On February 6th, 1871 the first meeting of the Fremantle District Roads Board was held at the home of Mrs Mary

Higham in Fremantle. Present at the meeting were J. Chester, R. Davis, J. Duffield, J.J. Harwood, J.A. Herbert, E.H. Higham and W.S. Pearse. Apologies were received from W. Easton and H.M. Lefroy and the Board elected Edward Higham as its first Chairman.¹ The first business of the next meeting was to propose that the party of prisoners placed at the disposal of the Board be first employed in clearing the line of road from the boundary of the Fremantle Townsite to the road that leads to Preston Point, after which they were to be employed in getting material for road making.

At the first Annual Meeting of Electors, held 12 months later in the Fremantle Oddfellow's Hall, three sitting members were re-elected, W. Bickley being defeated in the poll, and Edward Higham read the Board's first annual report. 1¼ miles of the old Sound's Road² had been repaired, a party of twenty prisoners had been employed for the whole year on the Canning and Preston Point Roads and Mr George Armstrong's offer to clear the Rockingham Road³ of all bushes from the 4 mile well to Woodman Point, for the sum of one pound ten shillings, had been accepted.

The Chairman reported that £350 had been granted to the Board during 1871 by the Colonial Government and although the grant had been decreased to £270 for 1872 the Board hoped to balance the loss by an increase of convict labour. He explained the concentration of labour on the Canning Road by putting to the meeting the Board's aim of driving the Canning Road as far as the Canning Bridge to link up with a proposed road between the Canning Bridge and the Perth Causeway. If this could be achieved a great amount of the traffic from the eastern districts to Perth would come directly to Fremantle and would prove a great advantage to the Town.⁴

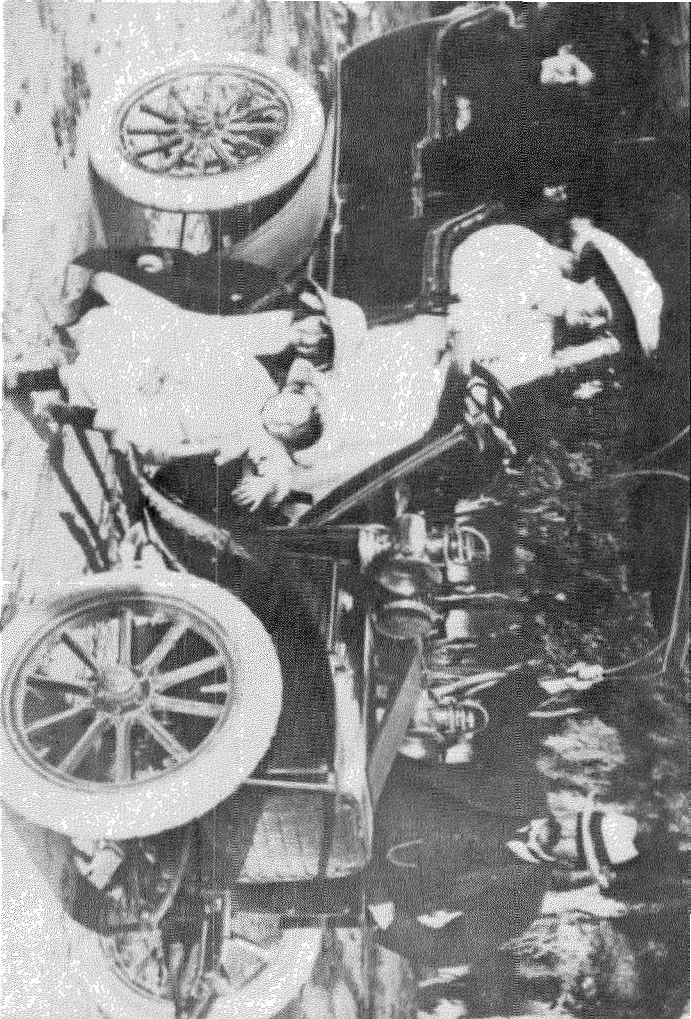
This, then, was the first year of the Fremantle District Roads Board, the forerunner of the Cockburn Town Council. Its members were mainly Fremantle businessmen and all of them served also on the Fremantle Town Council during their term of office on the Board. Revenue was by Government grant and the office staff consisted of one clerk to the Board, T. Skaife. The foreman was Warder Craggs of the Fremantle Prison and the outside staff of twenty convicts, camped between Fremantle and the Canning Bridge, was supplemented by one private contractor. The Board's district was four times larger than the

present Town of Cockburn and its four roads, radiating from Fremantle, ran east and south along its boundaries. With the promise of more and better roads through the District came the possibility of closer settlement and a larger population.

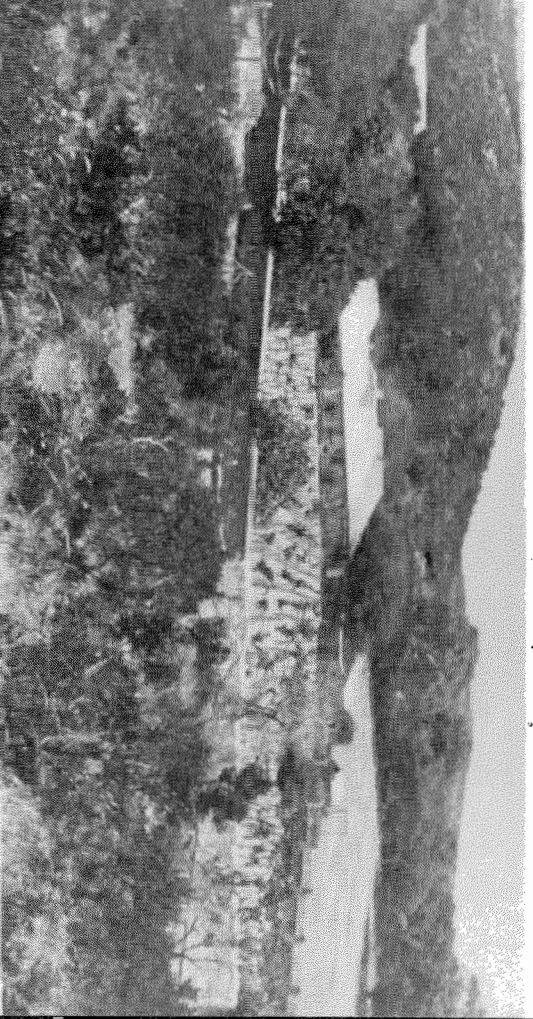
In 1870 Malcolm Fraser succeeded J.S. Roe as Surveyor General and began to revise the land regulations to encourage small farmers to take up land. Many large pastoral leases were cancelled near centres of population and the land was thrown open to Special Occupation Leases under which selectors could buy up to 500 acres of land by annual payments of 1/6 per acre. Fraser's policies were carried on by his successor, John Forrest, in 1883 and his achievements are often not distinguished from those of Forrest.⁵

In the Cockburn District the central tract of land running north to south between the coastal limestone ridges and the inland chain of lakes had been held under pastoral leases for the previous 10 years. The pastoralists were not going to give up their land easily and were the first to take up Special Occupation Leases retaining their land in several small holdings rather than one large one. Of the original pastoralists E.T. Troode took up four Special Occupation Leases totalling 720 acres; W.S. and G. Pearse retained their Munster holding in seven leases totalling 1,800 acres and John Ferres and Wallace Bickley converted their leases to smaller holdings. The cancellation of pastoral leases allowed some access to the area for new land-owners and Sarah Spencer took up 300 acres in Henderson while, further to the north, John Healy bought 1,000 acres at Spearwood and a further 250 acres at Bibra Lake.

Despite the revised land regulations the Spearwood, Munster and Henderson localities remained as pastoral lands during the 1870s, and for many years aboriginal and ticket-of-leave shepherds were the only inhabitants. Some of their names remain in the memories of older inhabitants but little is known of them. Two aborigines, Jimmy and Fanny Eagle could be found at Thomsons Lake and two ticket-of-leave men, Riley and Spiller were employed by the Pearse brothers in Henderson. Walter Spiller lived in a stone hut on what is now the Anderson Reserve and had received his ticket-of-leave in 1859. He had been given a life sentence in England in 1854 and was transported to the Colony two years later at the age of 26 years. Presumably he found little to complain of in the solitude

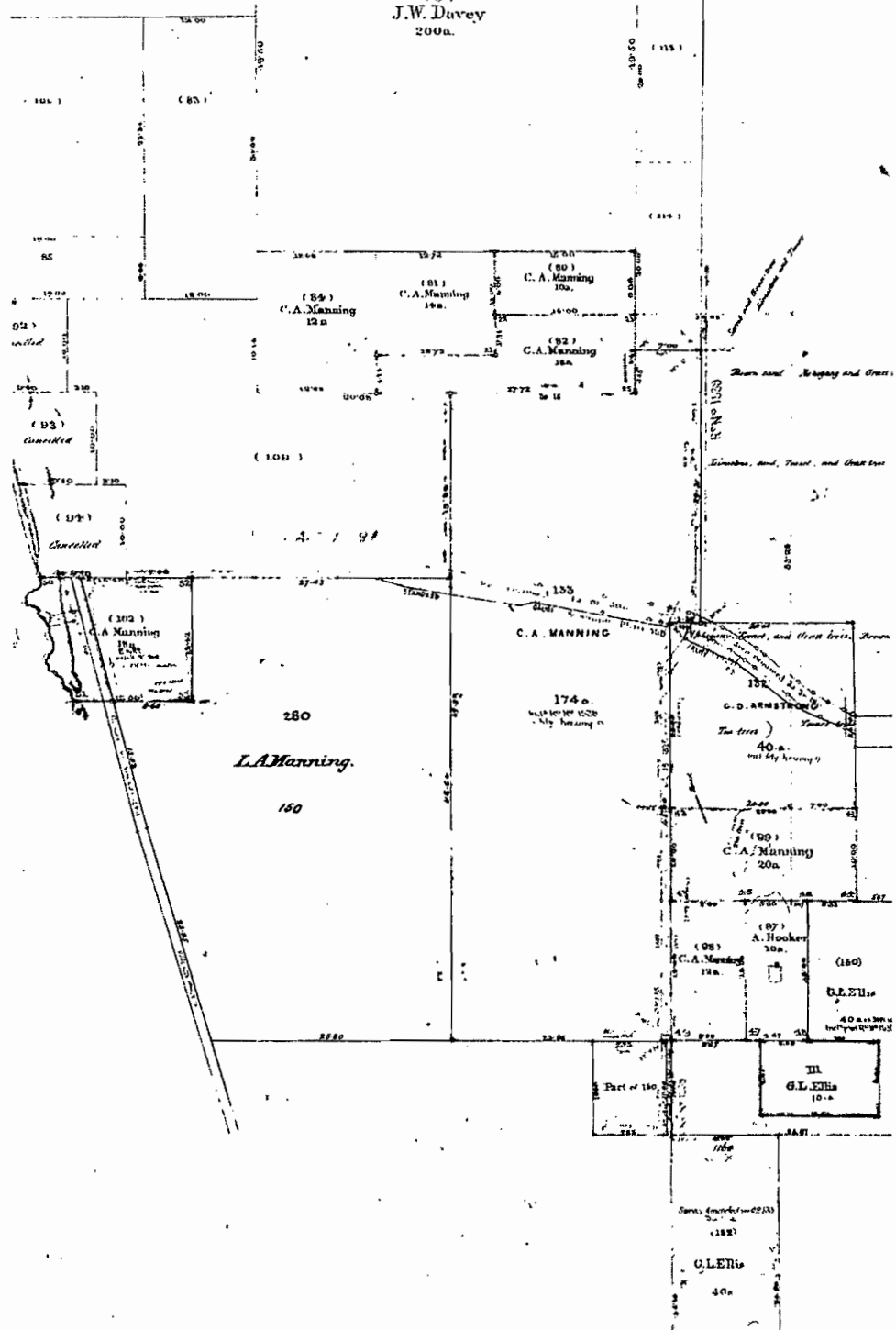


Olive, Eileen and Alfred Manning at Davilak, 1904.



Davilak homestead.

(3)
J.W. Davey
200a.



The Manning Estate, 1859.

of his new home after the press and stench of Portsmouth Prison.⁶

By the end of 1872 the Fremantle District Roads Board's programme for completing the road to Canning Bridge had met with a severe check. Winter floods had caused wide damage throughout the Colony and the Canning Bridge was almost completely destroyed. After questioning whether the Bridge actually came within the District's boundary the Board resigned themselves to putting aside almost all of their grant towards the cost of repairing the Bridge. The work on the Canning Road was slowed down and the Board looked for some minor works in the District to use up the balance of their grant. It was proposed that a spur road from Rockingham Road to G.L. Ellis's property in Spearwood be constructed and the tender of A. Hake and R. Lewington to clear the line of road for £30 was accepted.⁷ This small finger of road, named Koojee Road⁸ for the lake to the south, was the first to probe the District's unmarked centre.

During the early 1870s two forerunners of the small settlers in the District came to Cockburn. One, a discharged pensioner guard, marked the beginning of Cockburn's first group of small settlers and the other, a freed convict, marked the end of the convict era that had rescued the Colony from failure. In October, 1870 John Gilbride applied for a 40 acre grant of land north of Lake Coogee⁹ and building a stone house on it began to cultivate a small vegetable garden and orchard. Gilbride had his pension of one shilling a day from service as a Private in the 88th Regiment to supplement and a wife and family to support. He held the Crimea and Crimea-Turkish medals and had served his country in several major battles before signing up as a convict guard on the *Racehorse* to arrive in the Colony in 1865.¹⁰

Two years later, in September 1872, Abraham Hake applied for 20 acres on the southern bank of Lake Coogee¹¹ and began to build a stone house and cultivate a small garden and orchard. Hake had been given a sentence of 15 years in 1854 for shooting with intent and had arrived in the Colony by the same convict ship as Walter Spiller in April, 1856. Aged 28 years on his arrival at Fremantle, Hake was soon given an excellent character and had some of his sentence remitted. He worked as a Constable at Rottnest before gaining his ticket-of-leave in

1859 and 3 years later was granted a conditional pardon.¹² Hake worked as a free labourer for the following 10 years and saved until he could bring his wife and three children out from England. At Lake Coogee Abraham Hake was left in peace except for the occasional visit from Fremantle troopers enquiring after one or two sheep missing from the Pearse brothers' run. As an ex-constable Hake was aware of his rights and if the troopers cared to make the long journey back to Fremantle for a search warrant they would find no satisfaction in probing the warm ashes of his hearth when they returned. What Hake and Gilbride made of each other isn't recorded but it is easy to imagine the smoke rising from two lonely chimneys less than a mile apart and ex-convict and ex-guard regarding each other thoughtfully from either side of their lake.

From 1873 to 1875 the members of the Fremantle District Roads Board were left to their task undisturbed by the electors, one elector attending the third Annual Meeting and none at all the following year. The Canning Bridge was repaired and the Canning Road pushed closer towards it, and the Rockingham Road was cleared from Clarence to the Rockingham Hotel. The work of road making was slow and laborious and the new roads moved at a snail's pace through the District. The surveyed line of road had to be grubbed, cleared and levelled to a 25 foot width, thousands of yards of stone had to be quarried, broken and stacked then carted to the road party before the job of making the road surface could even begin. It was a task that called for a stout heart and the determination of the Road Board members must have faltered when, in March 1875, the party of twenty prisoners was withdrawn by the Colonial Government. Work on the Canning Road stopped and 1,000 yards of stone were left by the side of the road. Warder Craggs was thanked for the very satisfactory manner in which he had carried out the works of the Board and the Board paused to examine its position.

Because of its expenditure on the Canning Bridge the Board had an overdraft of £100 on the National Bank repayable out of the next year's Government grant and expected to collect £25 for cart and £10 for dog licenses during the year. Mr Skaife, the Clerk to the Board, was re-appointed at an annual salary of £10 and the Chairman, Mr Higham, was empowered to rent a room for the use of the Board, the rent not to exceed £10 per year. The

offer was accepted of sharing the Fremantle Municipal Office at £6 per annum, the Board to provide its own table and lamps. With the convict labour gone the Board found it had as labour and plant two men and two wheelbarrows. Once again the dashing of the Board's hopes to quickly link Fremantle to the Canning Bridge was to benefit the southern parts of the District. Road material could not be quarried or carted so the two labourers were set to work, using material lying to hand, to grade and metal the Koojee Road from Rockingham to John Gilbride's block.

Between 1876 and 1882 two small settlements were formed in the Cockburn District, one around Willagee Swamp on the Sound's Road and the other at Lake Coogee on the Rockingham Road. The families who formed these settlements were those of pensioner guards, men who had retired from the British Army and come to the Colony as guards on the convict ships. They were not old men but army veterans in their prime of life who had large families of young children. The pensioner guards had been the core of the British Army, a high proportion of them were N.C.O.s and few of them had served for less than 20 years. They had fought on the North West Frontier and had faced the Sepoys' rifles during the Indian Mutiny. Many of them bore scars from the Charge of the Light Brigade at Balaclava and wore the campaign medals of the Crimean War. They were the survivors of Europe's bloody killing matches at the beginning of the nineteenth century and were about to claim the reward of a grateful Government.¹³

During the 1830s a large proportion of the British Army was Irish and almost all of the pensioner guards who came to the Colony had left the poverty and strife of Ireland for a chance at a better life for their families. A vivid picture remains of the pensioner guards in the pages of an early newspaper¹⁴ describing a dinner given for the veterans at Government House to commemorate the 31st Anniversary of the Battle of Alma, which had opened the Crimean War. In the courtyard of Government House bands play and flags flutter from the turrets as Sergeant-Major Tim McCarthy parades the guard before the Governor. The Governor passes along to each old soldier reading the various battles from the medals and bars on his chest, and pauses to chat to one who enlisted 50 years ago and stands now as straight as a post. Corporal Henry Naylor

pulls aside his tunic to show his sabre cuts and recites details of the Charge at Balaclava and men who fought at Delhi and the Relief of Lucknow stand side by side with heroes of the Crimean campaigns. The parade ends and the men file into the ballroom to sit at long tables and be waited on by the pretty daughters of the Colony's best families. After the dinner and its toasts chairs are pushed back, pipes lit and old battles fought and refought. Listen to Mick as he passes the port around again:

'I took the King's shilling 50 years ago, served in six general engagements, was wounded and nearly kilt and (with a wink) here I am today, boy, thank God for it!'

The pensioner guards played an important part in the emigration policy of the British Government. They were to be given the choice of leaving Great Britain rather than adding to its unemployed on their discharge from the Army. They were to provide the guard on the convict ships leaving for Australia and Canada and on their arrival in the Colonies they were to take up land as free settlers, providing a balance to the influx of convicts. On their land they were to supplement their military pensions and provide for their families by cultivating vegetable gardens. Earl Grey, writing from the Home Office to Governor Fitzgerald in 1850 suggested those occupations that the pensioner guards should turn to and, in doing so, showed a remarkable grasp of the possibilities of the Cockburn District:

'I am led to believe that the vicinity of Fremantle is the best for the settlement of pensioners. There is, I am told, much employment to be had there in loading and unloading the vessels which come to the port, and also a sure demand for garden produce, and more especially for potatoes for these ships, and for the whalers, which frequently call for refreshments. I am also assured that though the soil is sandy, it is capable of growing very good crops of potatoes and vegetables, more especially as there is no difficulty in commanding a supply of water, and also manure, of a very rich description, from the carcasses of the whales, which are frequently killed in the immediate neighborhood . . .'¹⁵

In locating the pensioner villages near Fremantle the

Government was guided by three considerations. The village had to be close enough to Fremantle and the prison to provide the authorities with a military force within easy reach; they had to be located on the roads leading from the Fremantle prison to the ports at Busselton and Albany where escaped convicts might pick up a ship; and they had to be on ground that could be cultivated as market gardens. The two places in the Cockburn District which met these conditions were Willagee Swamp, on the road leading to Albany, and Lake Coogee, on the road leading to Busselton. Accordingly, 20 acre allotments were surveyed in these localities and the blocks were assigned to the pensioner guards who were entitled to them.

At Willagee Swamp Thomas Butler, Lawrence Byrne, Fred Beswick, Thomas Hughes and Joseph Jarvis took up their allotments in 1876 to be followed in the next 5 years by John Vance, Benjamin Shemels, Edward Vagg, Michael Ahern, John Hurley, William Gilbertson, Michael Redmond, Thomas Bree, Henry Chambers and David Joslin. The settlement sat between Willagee Swamp and North Lake and its boundaries today are clearly marked by the residential area in the locality of Kardinya.

The new settlers at Lake Coogee began moving onto their allotments in 1876 to put up stone cottages and begin their vegetable gardens. The pensioner guards and their families were to have mixed success in their new life as they attempted the transition from barracks to rural cottage. The nineteen pensioner locations spread from the northern tip of Lake Coogee extending south between the western banks of the Lake and the Clarence Townsite to curve eastwards along Russell Road. On the southern-most location, P17,¹⁶ John Hyland, aged 44 years, began in 1877 the task of building a cottage and providing for his wife and six young children. Hyland had been a Lance Corporal in the 87th Regiment, held the Crimea and Indian Mutiny medals and had a pension of 1/9 per day. Hyland struggled to establish his market garden but after a number of years found the task beyond him and in 1885 returned to Fremantle to take up a post as magazine guard.

Hyland was well-educated, wrote in a good hand, and was capable of coming the old soldier when the occasion demanded. In 1882 Hyland had failed to attend the Fremantle Court to answer a charge of keeping a dog without a licence. In

his absence he was fined 20 shillings, nearly a fortnight's pension, and, deciding that this would not do, wrote to the Resident Magistrate explaining how justice had been miscarried:

'Now Sir the reason of my non-attendance at the proper time is that I failed to find my horse in time and having spent the early morning looking for it, late as it was, and the distance being about 7 miles, together with being very ill from a severe cold I could not make more exertion had my life depended on it and unfortunately it was near noon before I got as far as the police barracks where I learned the sentence of the Court.

Your Worship I hope will accept this true statement and if it lie in your power will I trust remit a part of the fine more especially as I am only a poor Pensioner . . . Sir I would have written this Request before this but I have been too ill to even hold a pen . . .'¹⁷

Hyland could make good use of a pen as well as a sword and the 20 shilling fine was halved.

North of Hyland's allotment, at P14, James Cunningham, his wife, Mary and his children, James and Jane Eliza, moved onto their land in September, 1882.¹⁸ Cunningham had been a Sergeant in the 60th Regiment and had arrived in the Colony on the convict ship, *Merchantman*, in 1864. Now, at the age of 50 years, he set to building his cottage and cultivating the land. The work was slow and hard and Cunningham took 3 years to complete the cottage. In 1885, the year that the roof went on his cottage, James Cunningham died of a heart attack at the age of 53 years.

To the north of Lake Coogee John Gilbride had applied in 1876 for allotment P11 which lay on the other side of Koojee Road from his crown grant, and 5 years later Barnard McGrath applied for allotment P3 on the western bank of the Lake.¹⁹ Barney McGrath, 51 years old and a bachelor, was in no hurry to occupy his land and continued to live at the Fremantle light-house where he was employed as assistant light-keeper. In the next few years McGrath found that his room at the light-house was very damp during the winter and that it was used for storage each night by the heliograph operator who maintained communications between Fremantle and Rottnest. McGrath

started to build his cottage at Lake Coogee during his day-time rest periods and moved there in 1884, tending a small orchard and garden until his death in 1902.

For some of the pensioner guards allotted land at Lake Coogee the land was seen as an entitlement which they might as well have but certainly not as a place to live. A farmer's life was not to be compared to the cheerful companionship of the life at the Fremantle Barracks and in many cases their wives could not be persuaded to move. The wives of the pensioner guards caused many an eyebrow to be raised in colonial Fremantle, the younger colleens sported a dramatic style of black eye make-up and some of the older wives smoked a jaunty clay pipe. Stories were told by Fremantle womenfolk, who had invited a pensioner guard's wife into their homes, of being frozen in mid-sentence when a wad of chewing tobacco whistled across the room into the fireplace.²⁰

Henry Dyson Naylor, assigned to Location P8 in 1876, found little to tempt him away from life in Fremantle. Naylor had arrived on the *Norwood* with his wife and four children and found a home away from home at the Pensioner Barracks in Fremantle. Naylor had had his horse shot from under him during the Charge of the Light Brigade and had deep sabre wounds and clusters of medals to show anyone who cared to ask of his days with the 13th Dragoons. Six years after being assigned his Lake Coogee grant Naylor was still promising to improve it but found more congenial employment as a butler in Fremantle.

For others of the pensioner guards allotted land at Lake Coogee there was surer money to be made in the employ of the Colonial Government or the Convict Establishment. Michael Fitzpatrick, John Cadden, John Connolly, Stephen Lucas and John Litton found steady work as warders at the Fremantle and Rottnest prisons, as orderlies at the Colonial Hospital and the Perth Poor House and handling explosives at the Fremantle magazine. Few of the pensioner guards lived to see the turn of the century and the stone cottages of the tiny settlement at Lake Coogee lay abandoned as their memorials.

On the west of the Lake Coogee settlement work continued slowly on the Rockingham and Koojee Roads. The first metalled section of the Koojee Road, which was constructed during 1877, had been freshly metalled and restored and the

whole 9 mile length of the Fremantle and Rockingham Road, from the boundary of the Fremantle townsite to the 10 mile well²¹ had been put in a state of good repair by grading and fresh metalling by the end of 1878. The Fremantle District Roads Board had not recovered from the withdrawal of convict labour and each year saw a decrease in its works' programme. Between 1877 and 1880 the Board met infrequently and in 1880 had to report that that year's programme had consisted of employing two men for 17 weeks repairing the Canning Road and another two men for 37 weeks making necessary repairs to the Rockingham Road. The amount received from the Government for the year had been £140.²²

The work of the Fremantle District Roads Board from 1871 to 1880 had provided the Cockburn District with a few usable roads and the pensioner villages at Lake Coogee and Willagee Swamp had shown that the soil would support closer settlement. The scene was set for the beginnings of the first sustained settlement in the Cockburn District.

NOTES

- ¹ Minutes of the Fremantle District Roads Board, February 6th, 1871. B.L.
- ² The Sound's Road linked Fremantle to the Canning Districts then ran south to Albany. The line of the road remains in part today extending eastwards from Fremantle along South Street, across the top of North Lake then in a south-easterly direction towards Kelmscott.
- ³ The original Rockingham Road is today's Cockburn Road.
- ⁴ Minutes of the F.D.R.B., December 28th, 1871.
- ⁵ Rica Erickson, *Old Toodyay and Newcastle*, (Toodyay Shire Council, 1974) pp.251-2.
- ⁶ Walter Spiller, Reg. No. 3844, Register 19, Convict Records. B.L.
- ⁷ Minutes of the F.D.R.B., August 9th, 1872.
- ⁸ The original Koojee Road is today's Mayor Road.
- ⁹ John Gilbride's grant was Cockburn Sound Location 154 which lies south of Troode Street and east of Hamilton Road..
- ¹⁰ F.H. Broomhall, *The Veterans. A History of the Enrolled Pensioner Force in Western Australia 1850-1880*, (Unpublished manuscript at the B.L.) P270 of separate Index.
- ¹¹ Abraham Hake's grant was Cockburn Sound Location 159, lying north of Russell Road between Wright and Coogee Roads.
- ¹² Abraham Hake, Reg. No. 3871, Register 19, Convict Records. B.L., and *Government Gazette*, April 29th, 1862.
- ¹³ F.H. Broomhall's work, *The Veterans*, describes in detail the story of the pensioner guards in Western Australia. A separate biographical index provides brief details about each of the 2,000 pensioner guards from the date of his arrival in the Colony.
- ¹⁴ *Inquirer*, September 23rd, 1885, p.2b, c, d.
- ¹⁵ *The Convict System*, Vol 5. 1851-1852, Earl Grey to Governor Fitzgerald, December 21st, 1850. B.L.

- ¹⁶ Cockburn Sound Location P17 is now the property of the Anderson family and lies south of Russell Road on the present Rockingham Road.
- ¹⁷ C.S.O. Official Inwards Correspondence 1425/31, John Hyland to Resident Magistrate, Fremantle, May 19th, 1882. B.L.
- ¹⁸ Cockburn Sound Location P14 is now the property of Stan Sawle and lies at the corner of Russell Road and the present Rockingham Road.
- ¹⁹ Barney McGrath's cottage still stands in recognizable form on Cockburn Sound Location P3 and can be seen across the lake from Fawcett and Russell Roads.
- ²⁰ Merle Bignell in *First the Spring*, (University of W.A. Press, 1971) gives a good picture of the way in which the families of the pensioner guards fitted into the communities of the Colony.
- ²¹ The 10 mile well on Cockburn Road was located on R.G. Meare's original grant, Cockburn Sound Location 13, and can be placed approximately by extending the line of McLeod Road westwards to the coast.
- ²² Minutes of the F.D.R.B., December 30th, 1880. B.L.

CHAPTER 7.

BEGINNINGS OF A COMMUNITY, 1880-90

The Fremantle District Roads Board decides not to levy rates: First settlers at Hope Valley: Immigrant Grants at Coogee and Lake Yangebup: Speculators at the new Clarence Townsite: Sale of the Woodlands Estate and litigation over Robb's land: Revised land regulations and settlement at Bibra and Thomsons Lakes.

The 1880s in the Cockburn District saw a rapidly growing population, the end of the old order of master and servant and the beginnings of the community which exists today. Two enduring settlements of small farmers sprang up at Hope Valley and at Jandakot and families whose descendants still live in the Cockburn District put down their roots.

By 1882 Joshua J. Harwood was in his second year of office as Chairman of the Fremantle District Roads Board, Walter Easton and Lucius A. Manning had joined its members and the composition of the Board was still predominantly that of Fremantle businessmen. The Board's meagre revenue came from an annual Government Grant, supplemented by what they could raise from cart and dog licenses, and it had become obvious that the Board must look for new sources of revenue if it was to be able to carry out its responsibilities.

During two meetings in June, 1882 the Board applied itself to the problem of new sources of revenue. Other Road Boards had been canvassed for suggestions and the Board considered in turn the practicability of toll gates on its roads, a tax on timber and a tax on cattle before rejecting these possibilities. Then was raised the thorny question of levying rates, a tax on land holdings. Between them the seven Board Members owned about 3,000 acres of land in the Cockburn District and this suggestion brought them to the edge of their chairs. The existing cart and carriage licences taxed the Pearse brothers,

with 2,000 acres, and Abraham Hake, with 20 acres, almost equally and the Board members saw no reason to alter this policy. Hake's cart cut up the District's roads no more or less than the Pearses' carriage and it was right and proper that they should be taxed equally. W.S. Pearse expressed his opinion that it would be better if a tax were levied upon timber, dogs and cattle, but that "it would be in the highest degree impolite to impose a tax upon land." The Chairman, J.J. Harwood read the feeling of the meeting well enough and pointed out that it would be impossible to levy rates in the Fremantle District, that the cost of collecting the amount that could possibly be raised by this means would amount to as much as the amount realized. Lucius A. Manning brought the debate to a quick and inevitable conclusion by moving that revenue be raised by doubling the present rate of licences for carts.¹

While the Board's policy on rates persisted, as it did for nearly another decade, there would not be the revenue to build the roads needed for closer settlement of the District. The empty Clarence Townsite remained as a silent reminder to travellers on Rockingham Road of the District's early promise and apart from the occasional wood cutter its vast acres remained undisturbed. In 1882 Sergeant McKay of the Fremantle Police unwittingly brought the deserted townsite to the attention of the Government again when he laid information against Henry Lucas for cutting firewood on a declared townsite.² Opinions on the status of the deserted townsite were sought from the Surveyor-General, the Colonial Secretary and the Attorney General as the Superintendent of Police decided whether to proceed with charges.

The Surveyor-General advised that a Plan for the Clarence Townsite was adopted by the Governor-in-Council on April 19th, 1836 but no lots had been surveyed or sold within these boundaries as town lands. Apart from laying out pensioner lots inside its eastern boundary, nothing more seemed to have been done about it. The Colonial Secretary gave the opinion that Lucas couldn't be proceeded against unless the townsite was vested in the hands of trustees because truly speaking it was waste lands although a declared townsite existed there. The Attorney General gave the opinion that mattered most to Henry Lucas and said that as nothing had been done to improve the land what harm was done by allowing a licence to

cut firewood upon it. He reasonably added the argument of how was Lucas to distinguish between the land just inside the boundary of the townsite from that outside it? Henry Lucas wasn't charged and the Clarence Townsite wasn't forgotten; six years later a further attempt was to be made to inhabit it.

Between 1882 and 1886 a small community began to grow south of the ten-mile well, between Thomas Peel's 250,000 acres and the sea. This small community came to be named *Hope Valley* after the property of its original settler and few places have been so aptly christened. The first settler in Hope Valley was George Postans who gained the freehold on his 100 acre selection in 1882.³ George Postans had been one of the first convicts to land in the Colony, arriving by the *Scindian* on June 1st, 1850. Two years previously, at the age of 16 years, he had been convicted of two charges of housebreaking and had received a sentence of 20 years and transportation to Australia. Soon after being received by the Convict Establishment at Fremantle each convict was brought before the Chaplain who filled in an entry in the Character Book which was referred to by the authorities when considering sentence remissions and applications for ticket-of-leave. The Prison Chaplain made weekly comments in these pages and was not to be crossed in his search for signs of proper Christian humility and contrition. As each of the convicts shuffled before the Chaplain they muttered the answers he wanted to hear. As a character reference they often gave the parson of their home village, he being a safe distance away, and on being asked the cause of their crime usually gave the standard answer of back luck and bad companions.

Eighteen-year-old George Postan's entry stands out of these dreary pages as evidence that his spirit was far from being broken. Answering the preliminary questions he gave his parents' names as Samuel and Emma Postins⁴ from a small village near Hereford and then proceeded to give as good as he got in the questions that followed. When asked if he considered his habits to be sober and industrious his short reply was '... too industrious else I wouldn't be here!' When asked for a character reference he replied with a brief grin 'Try my prosecutor!'⁵ The Chaplain must have decided that there was little point in waiting for Christian humility to come to George Postans and recommended his ticket-of-leave 15

months later. During the years that followed Postans put his hand to any work that was offering and as soon as he had established himself married a comely widow, Harriet Lewington, who had been born in the Colony soon after its foundation. On his farm in Hope Valley George Postans lived to see his eleven children marry the settlers that followed him and ended his days as the patriarch of the small community he had begun.

To the north of Postan's farm another of the original settlers in Hope Valley, Angel de San Miguel, took up his grant of 100 acres.⁶ Miguel has been born in the Spanish seaport of Bilbao in 1848 and reared in the fertile valley of Alava, one of the Basque Provinces in Northern Spain. In May, 1869 he came to the Colony by the *Robert Morrison* as a workman with Bishop Salvado and went to work at the Monastery and farm at New Norcia. Shortly after his arrival at New Norcia Miguel ran away from the Monks and made his way south to Fremantle. In the early 1880s Miguel settled on the block at Hope Valley and married Mary, second daughter of George Postans.⁷ Here Angel de San Miguel worked and prospered and started the family whose descendants live in the Cockburn District today.

Another of George Postan's daughters, Emma, married John Mortimer who took up the 100 acre block next to Miguel's in July, 1886. John Mortimer had worked on a pearling lugger at Broome and had come south to Fremantle to try his luck on the land. John and Emma Mortimer lived in Fremantle for two years after their marriage, selling milk from their few cows and saving to buy land. Once on their block at Hope Valley the Mortimers began the long task of clearing the block and supported themselves by cutting jarrah 'knees' for shipbuilders and splitting she-oak shingles. John and Emma Mortimer's nineteen children were reared on the Hope Valley farm and swelled the numbers of the growing settlement.

Between George Postan's selection and the coast the Armstrongs, Walter John and Andrew James, had taken up four blocks totalling 800 acres. This coastal land had some good swamp areas between its sandy limestone hills and the Armstrongs decided they could make a living from it. The Armstrongs were descendants of Captain Adam Armstrong who had arrived on the *Gilmore* with Peel in 1829 and had

pioneered the Mandurah district. After taking up his block Walter John Armstrong married Beatrice White and raised a family of ten children. Armstrong supported his family from the orchard and garden which he planted and by cutting jarrah 'knees' for the shipbuilders at Fremantle.⁸

In 1883 John Forrest, now Surveyor-General, was appointed to the newly established Immigration Board and he began to promote vigorously an assisted immigration scheme which aimed at putting men on the land in the Colony's empty spaces. The English emigrants who responded to this scheme had their fare rebated and received free grants of up to 150 acres provided that they made the required improvements to the land allotted to them. During the last half of the 1880s it was the Colonial Government that made the running and local governments were kept short of funds. At the beginning of 1883 the Fremantle District Roads Board was advised that its annual Government grant had been cut to £80 and its members resigned in a body. This action drew some response from the Government and the Colonial Secretary promised an additional grant of £40. At a Special Meeting of Electors the Board was reconstructed under the chairmanship of J.J. Harwood and all of the members were returned to continue with their thankless struggle.⁹

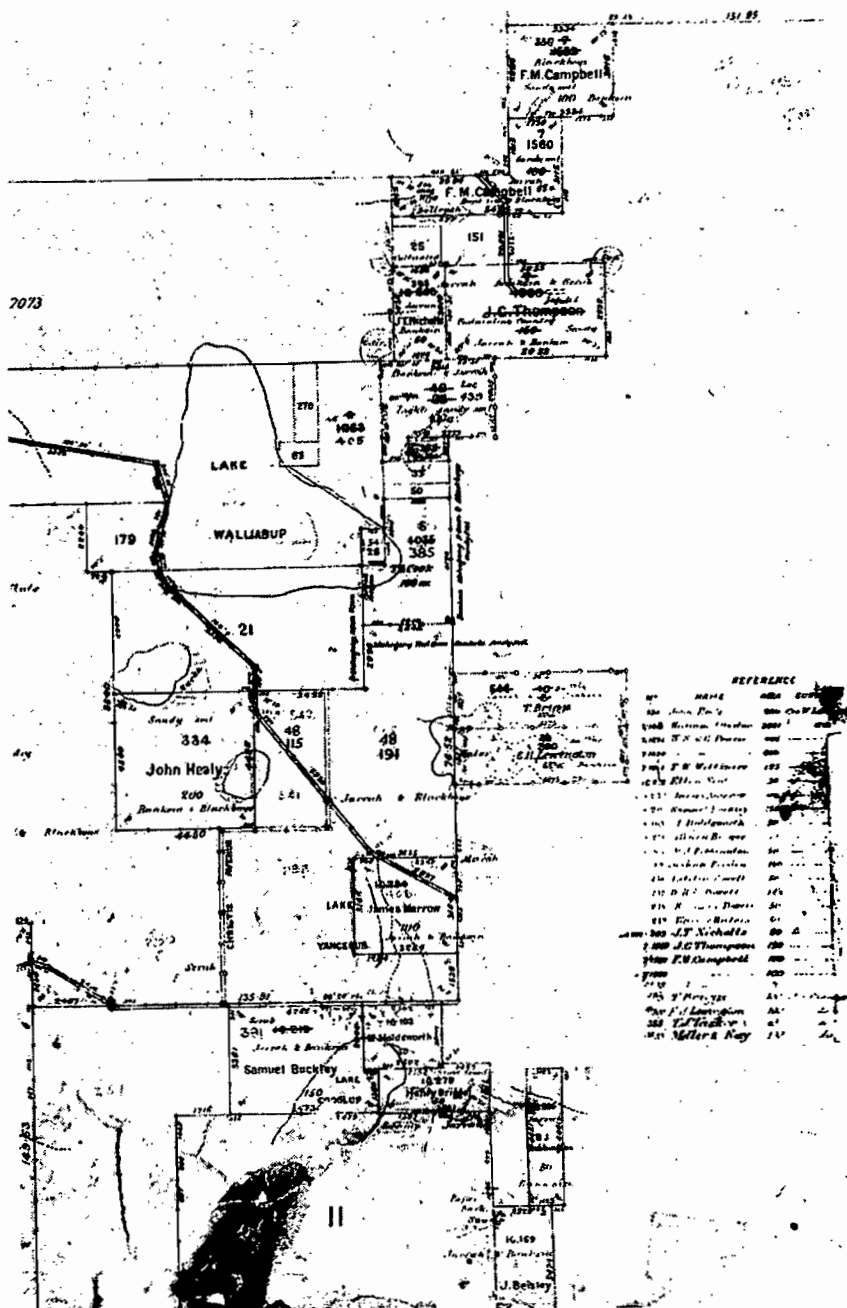
During the 1880s the scheme of assisted immigration brought about forty new settlers to the Cockburn District¹⁰ as unoccupied land was allotted to them. The central north-south belt of pastoral lands was still locked in large holdings and the immigrant grants were allotted to the west of this belt, on the coastal limestone ridge, or to the east of the central belt, along the verges of the chain of lakes. Along the coastal ridge five immigrant grants were allotted between the Manning Estate and the Clarence Townsite, three of them to the Powell family. Walter Powell, his wife Letitia and his sister and brother, Blanche and Baden, had arrived in the Colony by the *Fitzroy* in June, 1882. Walter Powell spent 3 years in Fremantle as manager for Wilson and Foley, wine and spirit merchants, before applying for his grant and continued to travel daily to Fremantle for some years afterwards.¹¹ South of the Powells, Wallis Waters and Thomas Wiltshire each took up their immigrant grants in the same year.¹²

Between the Clarence Townsite and Hope Valley another

ten immigrant grants were allotted on or near the Rockingham Road and Emma Lucas, J. Cunningham, John Rhodes, Thomas and Susan Brenchley, Henry Briggs and Eliza and Helen Cave were amongst those who took them up. As with most land development schemes there was a degree of speculation and many of the immigrants did not live on their blocks but developed them ready for sale to settlers who followed them. South of the Sound's Road, along the eastern verges of the chain of lakes, another ten immigrant grants were allotted. To them came James Nicholls south of Samuel Caphorn's old selection, James Barrow on Lake Yangebup, Samuel Buckley, M. Holdsworth and Henry Briggs around Lake Coolup, and W.J. Turnbull and Walter Lambert. Once again few of these grant holders settled for long in the District, remaining long enough to improve and sell their land. After 10 years of operation this scheme of assisting English immigrants onto the land ceased and its benefits to the Cockburn District could be assessed. The District had gained few permanent settlers but the immigrants had cleared the way for closer settlement, particularly in the Jandakot area. Along the District's two major roads, from Fremantle to Rockingham and from Fremantle to the Canning Districts, new land in small blocks had been cleared and fenced waiting for new settlers.

A further Government initiative to bring people to the District was the sale of town lots at the Clarence Townsite in 1888 but the results of this scheme were to disappear almost without trace. An advertisement in the *West Australian* in July, 1888¹³ by John Forrest, Commissioner of Crown Lands, advised that 94 Suburban Lots averaging about 4 acres each had recently been laid out at Clarence and were now open for purchase at an upset price of £2 per acre. The lots offered for sale straddled the limestone ridge between Fairbairn Road and the southern end of Sparks Road and were bordered on the west by the old Rockingham Road and the east by the pensioner lots on Lake Coogee.

The resurrected Town of Clarence was to provide suburban land for the growing Town of Fremantle and at the same time provide a centre for the new agricultural lands to its east. Sales were brisk and all lots were sold within 4 years. Public and private organizations looked to the future and lots were bought



Early Land Grants at Bibra Lake, 1890.



A. Rocke and W. Pearce with maize crop at Bibra Lake, 1904.



Garden cultivation at Bibra Lake, 1904.

Gathering at Pearce home, Bibra Lake, 1903.



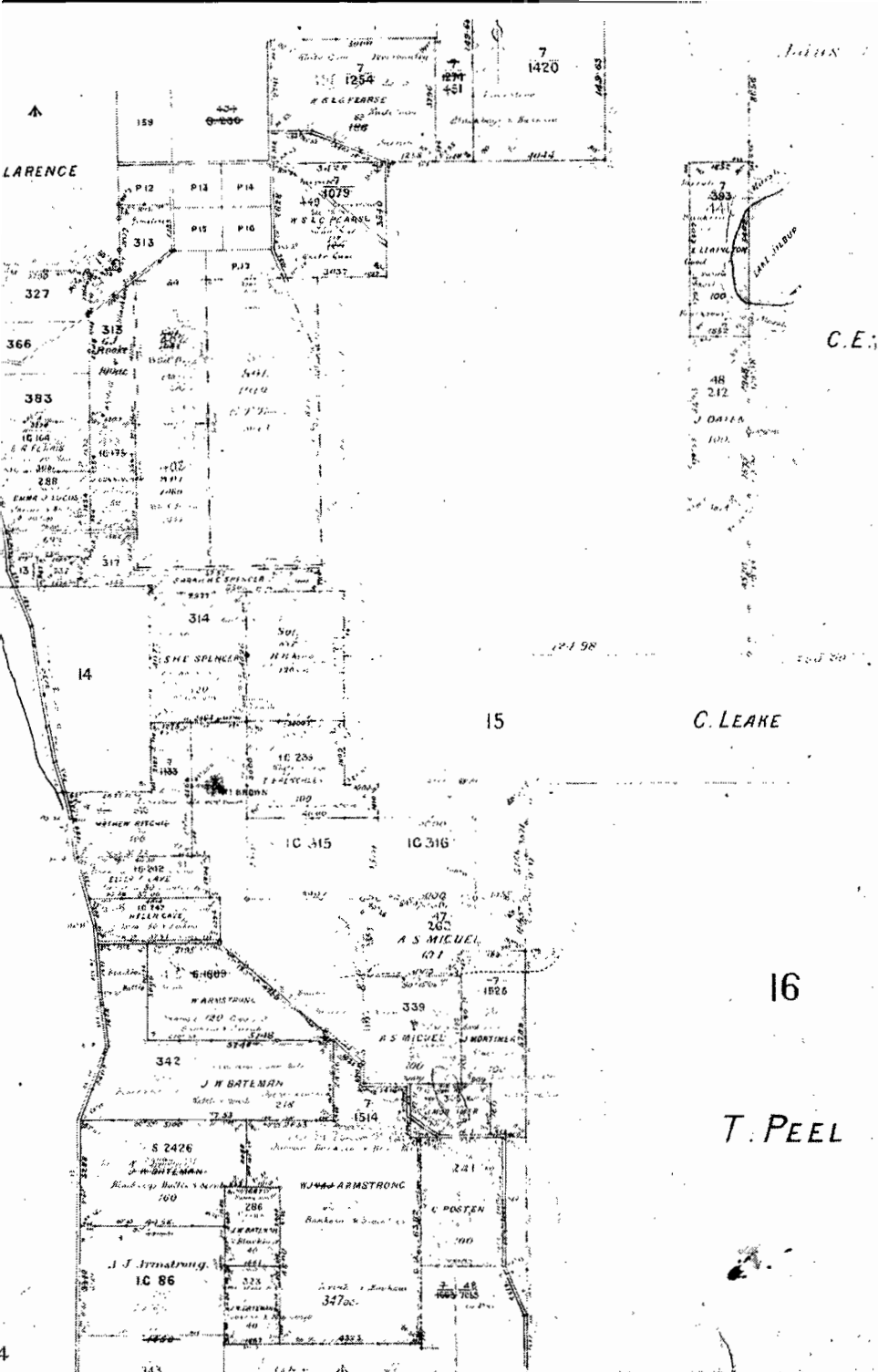


Gadd, Meller and Pearce families, Bibra Lake, 1906.
Market gardening on the Meller property, 1906.



Best decorated horse and dray, Bibra Lake picnic, 1904.





Early land grants at South Coogee and Hope Valley, 1880.

for a branch of the Agricultural Bank, a Courthouse, a Catholic Church, an Agricultural Hall and the headquarters of the Fremantle Jockey Club. Two of the original settlers, John Gilbride and Abraham Hake, bought lots adjoining their grants either as an investment or with an eye to eventual retirement. The bulk of the lots, however, over half of the whole Townsite, were bought by speculators and real estate agents. Doctors D. Kenny and A. Jameson of Mosman Park bought nine lots, E.W. Mayhew, a Chemist in Fremantle, bought four lots, Henry Albert, butcher of Fremantle, bought three lots, Lewis and Simpson, land agents, bought seven lots, and Thomas Molloy, John Maher, Alex Stephens and John Hooley accounted for another nineteen lots between them. These gentlemen must have wanted a substantial return on their investment in low-priced Crown Land and must have been prepared to wait for it and 11 years after the lots had been released only five people were living on the Clarence Townsite.¹⁴

The late 1880s saw the fading of the old order of master and servant in the Colony and the beginnings of the break-up of the large land holdings in the central belt of the Cockburn District. In 1886 the Convict Establishment was disbanded and the 200 convicts remaining were handed over to the control of the Colonial Government. At the time less than 100 convicts were under actual control, the rest being ticket-of-leave, under conditional pardon, or at liberty. The convicts had served the Colony well and between 1849 and 1863 the population of free settlers had risen from 4,000 to 16,000 people and the area under cultivation had risen from 7,000 acres to 33,000 acres.¹⁵

In the Cockburn District Edward Troode was the first to sell one of the estates built up during the convict era. The *Woodlands* estate¹⁶ was advertised for sale in 1886 and its description gives some idea of its extent:

'This splendid property within three miles of the Town of Fremantle and a mile of the winter shelter for shipping in Owen's Anchorage is now open for sale or to let.

The estate in its entirety consists of 150 acres — a great portion of which is magnificent garden soil and well watered. A substantial 10-roomed stone built dwelling house with coach house, stable and other out-buildings

stands upon 5 acres of cleared land. Altogether there are about 20 acres thoroughly cleared and fenced, 10 acres of which are under fruit trees of every description — including 40 orange and lemon trees in full bearing, and the remainder under couch grass.

Besides other cottages on the estate, there are two for the workmen on the orchard.^{'17}

Edward Thomas Troode retired from his position as Chief Clerk with the Customs Department in Fremantle 5 years later and retired to Albany where he died in 1911.¹⁸

In 1887 Lucius A. Manning lost a sizeable part of his estate when the Supreme Court ruled against his claim to George Robb's abandoned 2,000 acres at Hamilton Hill. A Bunbury publican, John Fielder, had sought to sell the part of Robb's land that he had occupied and Manning promptly took up the challenge by issuing a warning to intending buyers in the press:

'CAUTION. The public are hereby warned against purchasing or dealing with any portion of Cockburn Sound Location No. 10., as advertized for sale on the 19th by John Fielder, he being a trespasser on my land.

Lucius A. Manning.^{'19}

Manning's claim to the title of Location 10 had been rejected by the Commissioner of Titles two months previously and he now took the matter to the Supreme Court. In December, 1887 Manning sought to be registered by the Court as the owner in fee simple of some 2,000 acres of land, known as Cockburn Sound Location No. 10 near Fremantle. The Court was told that it had originally been granted to a person named Robb and that Manning, claiming he had been in exclusive beneficial possession for over 12 years, claimed the land under an alleged possessor's title.²⁰ Three years later the case was carried to the Privy Council which upheld the decision of the Supreme Court to reject Manning's claim. The *West Australian* in its leader of March 12th, 1890, reflecting the opinion of the times, applauded the Privy Council's decision and declared that this attempt to jump land was out of place in the Colony and more applicable to the technical points of law obtaining in England.

Another of the large estates in the Cockburn District, still intact in the 1880s, was the *Winterfold* estate of John Healy. The *Winterfold* estate comprised 300 acres north of Healy Road, most of today's Beaconsfield, complemented by 200 acres south of Bibra Lake and 1,000 acres in central Spearwood.²¹ The *Ravenswood* estate had been left by Captain John Thomas to the care of his sons in 1876 and on the death of his wife in 1888 Captain Thomas moved to Fremantle to live with his daughter, Jane Grose. There he continued to take an active interest in the affairs of the Town and in 1899 married again at the age of 83 years to Elizabeth Tracey, a widow of 57 years. The original grant holders in the District were rapidly passing on to be replaced by new landowners. William Ledgerd's Location 2 at Lake Coogee had passed into the hands of W.J. Bateman, the White brothers' twin locations at Bibra Lake had been bought by John A. Cook and at North Lake Samuel Caphorn's original grant was now owned by George Dixon.

On March 2nd, 1887 land regulations were proclaimed which were designed to get the land into the hands of people who were prepared to develop it. Sir John Forrest had fashioned the revised regulations to prevent land being taken up and left unimproved and to settle as many families as possible on blocks which would provide them with a living.²² The main features of the regulations were the reduction of annual instalments on conditional purchase blocks with an extension of the time for payment to 20 years, and a distinction between conditional purchase with residence and without. The regulations encouraged settlers to take up land by conditional purchase lease with residence and stipulated that within 6 months settlers must take personal possession of the land, reside upon it and fence at least one-tenth of its boundaries. Providing that these and other improvements had been made a Crown Grant could be issued after 5 years from the beginning of the lease.

The revised regulations proved to be popular and a steady stream of settlers entered the Cockburn District in 1887 and 1888. The populations of Perth and Fremantle were by now reasonably large and there was a shortage of land suitable for market gardening north of Perth, so some of the new settlers were looking for suitable garden land. South of the Sound's

Road the deep, grey sands of the Jandakot area gave way to a rich peaty soil on the edges of the many lakes and swamps and it was to these depressions that the settlers came.

In January, 1887 James Hammond took up the lease on a 100 acre block south-east of Thomsons Lake.²³ This selection had a small lake in its north-west corner and Hammond judged it to be good ground. James Hammond was a skilled craftsman and had lived in America building fine pianos until his eyesight started to fail. His firm sent him to England for specialist treatment but no help could be given so, deciding to re-build his life Hammond sailed for Australia and took up the land at Jandakot soon after arriving at Fremantle.²⁴ At Jandakot James Hammond and his sons Chris. and Syd. established a thriving market garden which has produced continuously for 90 years and still flourishes today.

In April, 1887 Joseph Meller, who had recently arrived in the Colony from Manchester, took a conditional purchase lease on 100 acres of land, east of Bibra Lake, which contained good swamp land.²⁵ Meller built a mud brick home on today's Hope Road and began to establish a market garden on the edge of the swamp that lay at the centre of his block. Other settlers followed Hammond and Meller in quick succession taking up land to the north and south of these original selections. William Gadd acquired two large blocks north of Leeming Road in 1887 and cut timber from them for many years. Edward Lewington, a brother of Harriett Lewington, took up first a 100 acre lease north of Yangebup Lake then moved to another west of Thomsons Lake three years later. John Ramsay and Walter Lawrence took up two adjoining blocks mid-way between Bibra Lake and Yangebup Lake in January 1888 and established a market garden and orchard and, some years later, Walter Lawrence built the first hotel in Jandakot, the *Forrest Inn*, at the corner of Forrest and Mason Roads.

In 1887 and 1888 two brothers, Anham and Thomas Henry Briggs, acquired 560 acres of land in four blocks east of Forrest Road.²⁶ These blocks contained some good swamp land and the market gardens that the Briggs brothers began there were to establish them as one of the largest producers of garden stuff in the Colony. In October, 1888 Wilfred and Harold Warthwyke bought 200 acres of land at Jandakot to the east of Thomsons Lake,²⁷ and Harold Warthwyke began to clear the land while

his brother worked in Fremantle to provide an income. Wilfred Warthwyke had been born at New Cross, near London, in 1866 and had continued at school to the age of 15 years before joining a prominent commercial house in London. At the age of 21 years he landed at Fremantle and bought the block at Jandakot the following year. While his brother developed the block Wilfred Warthwyke took over the books and general accountancy work for Symon, Hammond and Hubble of Fremantle. In 1894 he joined the rush to the eastern goldfields and returned to Fremantle 5 years later to buy an estate agency and supervise the farm at Jandakot. Warthwyke's talents and enthusiasm were found many uses in the growing community and he served as President of the Jandakot Progress Association, as a member of the Fremantle District Roads Board and played as cellist with the Fremantle Orchestral Society.²⁸

By 1890 settlement in the Cockburn District had made a secure, if somewhat slow, beginning. The District and the Colony of which it was a part grew slowly and surely, unaware of the great developments which were soon to burst in upon them.

NOTES

- ¹ Minutes of the F.D.R.B., June 6th and 27th, 1882. B.L.
- ² C.S.O. Records, Official Inwards Correspondence 1878-1882, Resident Magistrate, Fremantle to the Colonial Secretary, September 11th, 1882.
- ³ George Postan's selection was Cockburn Sound Location 241 which lies south of Hope Valley Road between Hardy Road and Abercrombie Road in the locality of Caledonia.
- ⁴ George Postan's surname is spelt variously as Postins and Postings throughout the convict records.
- ⁵ George Postins, Reg. No. 17, Register 21A, Convict Records. B.L.
- ⁶ Angel de San Miguel's grant was Cockburn Sound Location 339 which lies north of Hope Valley Road and east of Hearder Avenue.
- ⁷ Angel de San Miguel, entry in General Index, B.L.
- ⁸ Information from Mrs J. Ormerod, daughter of W.J. Armstrong, 25 Cowcher Way, Medina.
- ⁹ Minutes of Special Meeting of Electors, F.D.R.B., January 17th, 1883. B.L.
- ¹⁰ Register of Immigrant Grants No. 154. B.L.
- ¹¹ The Powell family's immigrant grants, nos. 256, 257 and 258 are now Cockburn Sound Locations 416, 417 and 418, opposite the Coogee Beach Reserve.
- ¹² Wallis Water's immigrant grant is now Cockburn Sound Location 259 and that of Thomas Wiltshire is Cockburn Sound Location 260.
- ¹³ *West Australian*, July 20th, 1888, p.2b and 3a.
- ¹⁴ Rate Book of the F.D.R.B. for 1899. Cockburn Town Council.
- ¹⁵ *The Convict System*, Vol 8, 1865, p.55. B.L.

- ¹⁶ The Woodlands Estate, in central Spearwood, was bought by J.B. Mell and then by the Watson family.
- ¹⁷ *West Australian*, January 11th, 1886, p.3.
- ¹⁸ *Western Mail*, January 7th, 1911, p.34b.
- ¹⁹ *West Australian*, December 19th, 1887, p.1b.
- ²⁰ *West Australian*, December 20th, 1887, p.3b, c, d.
- ²¹ John Healy's home, at the end of Strang Street, can still be identified by its distinctive turret.
- ²² Sheila Rowley, *Land Settlement in Western Australia from 1890 to 1942*, (Unpublished Thesis at the University of W.A.), p.7.
- ²³ James Hammond's selection, Cockburn Sound Location 458, straddles Hammond Rd on the north of Russell Road.
- ²⁴ Dolly Greenham, *The Incorruptible Heart*, (Christie Bros, Perth, 1970.), p.63.
- ²⁵ Joseph Meller's selection, Cockburn Sound Location 439, is bounded on the north by Hope Road and on the west by Meller Road.
- ²⁶ Anham and Thomas Briggs bought Cockburn Sound Locations 544, 563, 626 and 847 which form a wedge between the standard gauge railway line and Forrest Road.
- ²⁷ W.G. Warthwyke's block, Cockburn Sound Location 545, is bounded on the south by Bartram Road and on the north-east by Beenyp Road.
- ²⁸ J.S. Battye (Ed.), *The Cyclopaedia of Western Australia, Vol 2*, (The Cyclopaedia Co., Perth, 1912.), p.851.

CHAPTER 8.

JANDAKOT, THE PROVING GROUND, 1890-1910

*Gold-rushes to Western Australia: Special
Agricultural Areas surveyed: The Jandakot
Agricultural Area: Free Homestead Farms at
Jandakot: Market gardeners from Brighton, Victoria:
Chinese market gardeners at Bibra Lake: Dairying at
Bibra Lake: Plank roads: Agitation for an Armadale-
Fremantle railway link.*

The two decades spanning the years from 1890 to 1910 marked a period of rapid growth and change in Western Australia. From 1885 to 1893 a series of gold-rushes to Hall's Creek, Roebourne, Peak Hill, Kalgoorlie and Coolgardie had doubled the Colony's population then doubled it again. In 1890 Western Australia had rejected its colonial status for responsible government and, with Sir John Forrest as Premier of its first parliament, new vigour and optimism marked its administration. Forrest was determined to hold the newcomers in Western Australia and set about using the revenue from the goldfields to develop the almost empty 64 million acres of the South-West Region.

The task of surveying new land and providing suitable farming blocks for the thousands of newcomers to Western Australia was stretching the resources of the Lands and Surveys Department to the limit and Government and private surveyors were falling far behind the demands of settlers who were selecting land faster than it could be surveyed. To allow surveyors to get ahead of selection in certain accessible and readily saleable areas the Lands and Surveys Department declared Agricultural Areas along the main railway lines and near large towns. These Agricultural Areas were withdrawn from public selection until survey and subdivision had been completed and were then advertised for selection.

This expedient proved to be popular with settlers and the new Agricultural Areas were filled soon after they were opened for selection. North of Perth Moora and Mullewa came into existence, along the Eastern Railway Meckering, Tammin and Doodlakine sprang up and along the Great Southern and South West Railways Beverley, Narrogin, Kafanning, Harvey, Boyanup and Preston found places on the map. In these early Agricultural Areas everything was tried out, wheat at Bunbury, fruit at Katanning and dairying at Narrogin as the new settlers tested their land and began to form thriving communities.¹

In the Cockburn District an Agricultural Area was declared at Jandakot and thrown open for selection on January 1st, 1890. The Jandakot Agricultural Area took up all land in the Cockburn District not already held under Crown Grant, about three-quarters of the District's total area. On the west its boundary met the pastoral runs of the Pearse brothers, the old pensioner guard blocks and the large holdings in central Spearwood, roughly following the line of Stock Road. Jandakot Agricultural Area lots threaded their way between earlier Crown Grants from Thomsons Lake to North Lake until they met on the north the original grants extending south from the Swan River. To the south Thomas Watson's original grant at Wattleup and Thomas Peel's 250,000 acre grant provided the Agricultural Area's boundary. To the east the Jandakot Agricultural Area extended beyond the Town of Cockburn's present boundary to meet the large original grants on the Canning River. The Jandakot Agricultural Area included 530 lots of up to 160 acres, of which 140 lots fell within the current boundaries of the Town of Cockburn.

The Jandakot Agricultural Area lay about 8 miles from Fremantle and apart from the fertile, peaty soil around its lakes and swamps consisted entirely of heavily leached grey sands which carried a low open forest of Banksia, Prickly Bark and occasional Jarrah trees. For the new settlers who came to the Area Jandakot was to be their proving ground. Its proximity to Fremantle made the land easy to get on to and just as easy to get off again when the going got hard. Successful cultivation of the land demanded farming skills far greater than in the wheat belt, and in the absence of a railway the dragging of produce through its thick sands in a heavy dray was a soul-destroying task. Of the hundreds of newcomers who came to the Jandakot

Agricultural Area those who survived its rigours, who proved themselves on the Jandakot sands, stayed to establish Jandakot as a rich market gardening area which fed the shooting population of Fremantle and Perth.

From 1890 to 1892, the first two years of selection in the Jandakot Agricultural Area, selectors took up lots under conditional purchase leases to the west and east of the chain of lakes which extends from North Lake to Banganup Lake. In their choice the selectors followed the original settlers of Jandakot and quickly occupied the lots around the lakes which contained good swamp land and were closest to the existing roads. The first selectors of J.A.A. lots were original settlers who bought land adjoining their grants or who converted their grants to J.A.A. lots. Joseph Meller bought an adjoining lot to his property at North Lake and at *Redgum*, west of Miguel Road, John, William and Henry Dixon converted their 320 acres to conditional purchase leases. Between Bibra Lake and Thomsons Lake Harold Warthwyke, John Ramsay and Walter Lawrence acquired J.A.A. lots near their properties and west of Thomsons Lake Edward Lewington converted his two grants to conditional purchase leases.

Where the Jandakot Agricultural Area extended into the old pastoral leases in Spearwood, Munster and Wattleup the remaining pastoralists bought up lots to extend their runs. William and George Pearse bought seven J.A.A. lots, totalling 740 acres, adjoining their land in Henderson and a Victorian pastoral company, J.E. McDonald and G. McA. Scales bought up 5 lots, totalling 560 acres, adjoining the Pearse brothers.

Some of the early selectors took up J.A.A. lots as adjuncts to their metropolitan business interests or as an investment. To the west of Kogalup Lake Joseph and Levi Baker bought a 180 acre lot as a paddock for fattening the stock which went to their Fremantle butchering business and Arthur Davies, a Fremantle Undertaker, bought three lots west of the lakes. In Jandakot, south of Forrest Road, Robert Wolfe bought four lots totalling 520 acres. Wolfe, a retired Lieutenant-Colonel from Surrey, had bought the City Hotel in Perth and used his Jandakot land to provide food for the hotel's table. Wolfe's property at Jandakot included a large piggery which had sties, bacon sheds and out-buildings covering about 20 acres.

During these first two years of selection about eighteen

J.A.A. Lots were taken up by new settlers in the District completing the occupation of most of the best land. Among these settlers were Frederick Simpson and Kenneth McKenzie at Bibra Lake; James Mather, John Wearne, Frederick Wedge, Herbert Locke and John Tapper at Jandakot; Michael Gilbride, Augustus Falke, John McMurray Lyon and G.W. Stubbs at Success; Frederick Kraemer at Atwell, Jeremiah O'Farrell at Banjup and John Oaten at Wattleup.

The first concern of the new settlers at Jandakot was to have usable roads linking their farms to Perth and Fremantle and to provide for their needs a new Roads Board District was gazetted in November, 1891. The new Jandakot Roads Board District was excised from the huge Fremantle Roads Board District taking away about two-thirds of its total area and leaving as the Fremantle District's new eastern boundary a line extending from Meller Road to Frankland Avenue. A Roads Board of seven members was elected early in 1892² and under the Chairmanship of William Nicholson the Board set about carving roads into the District. The first road built by the Jandakot Roads Board was Nicholson Road which provided a link between the centre of the District and the Albany Highway at Cannington. Other roads gradually followed until each of the J.A.A. Lots fronted onto one of the roads that formed a grid over the whole Jandakot Agricultural Area.

By 1893 the tremendous influx of people into Western Australia was reaching its peak and Sir John Forrest introduced a further measure to hold this population once the goldfields had declined. The Homestead's Act of 1893 provided for a free Homestead Farm of 160 acres for any male over the age of 18 years, not already in possession of land in Western Australia. The selector had to pay a fee of £1, reside on the farm for 5 years and carry out certain improvements in that time. It was expected that selectors would later add blocks to their holding on conditional purchase terms. In the Cockburn District the remaining Lots in the Jandakot Agricultural Area were thrown open to selection as free Homestead Blocks and were quickly taken up. All of the new Homestead Blocks were east of the J.A.A. Lots already occupied, further away still from markets and existing roads and situated on the poorest of the Jandakot sands. Notes from a surveyor's fieldbook give a contemporary account of the country which the new settlers

took up:

'Lot 18: 131 acres. Banksia oak, occasional Jarrah timber, poor sand soil. $\frac{3}{4}$ open swamp, large Titree and blackboys. Lot 53. 133 acres. Paperbark and Banksia, poor sand plain.

Lot 194. 224 acres. Poor sand ridges, Banksias, blackboy and occasional jarrah.

Lot 204. 105 acres. Blackboy and large Titree, fair swamp land. Banksia and occasional jarrah.'³

The turn-over of leases on the Homestead Blocks was very rapid and only a few original lease-holders held their block for long enough and made the improvements necessary to gain the freehold of the block. Of fifty Homestead Blocks selected between 1893 and 1898 in the Jandakot Agricultural Area 2 changed hands nine times, 6 changed hands six to eight times, 12 changed hands four to five times and 30 changed hands two or three times.⁴ The bulk of the applicants for free Homestead Blocks were tradesmen and labourers returning from the goldfields to scan the morning paper in Perth hotels and lodging houses for another opportunity at making their fortune in the Golden West. For some, like Henry Branch, the acquisition of a Homestead Block was insurance to take out before setting off for the goldfields, something to fall back on.

After this flow and ebb of settlers to the Homestead Blocks at Jandakot there remained, like rocks in the sand, those settlers who had the skills and tenacity to wrest a living from the Jandakot sands. Thirteen Homestead Blocks had been taken up at Jandakot, on the site of the present Airport and of these selectors John Coffey and Otto Haring remained. At Banjup seventeen Homestead Blocks were selected and Robert Keene, John Irvine, Frederick Ribe, George Morgan and George Bosworth remained as settlers. At Success Henry Aubin and Carl Gustafson joined the settlers and of the twelve blocks selected in Atwell those of Smith Turner and John Bosworth were retained and improved.

During the years from 1893 to 1898 when the Homestead Blocks were attracting settlers to Jandakot the number of permanent settlers was increased by selectors who took up land under conditional purchase terms. William Pearce and Arthur Bray selected J.A.A. Lots north of Hope Road, Daniel

McCarthy, John Calder, Henry Scott and Joseph Treeby selected Lots at Jandakot, and Ernest Atwell and John Mather selected Lots near the new Jandakot Townsite on Forrest Road.

At Jandakot, as in other Agricultural Areas, the early settlers tried a variety of crops on their new blocks. During winter the high ground on the blocks was planted with wheat or oats and during summer, as the swamps receded, the low ground was planted with maize or with vegetable gardens. Clearing was not difficult and as the low forest was cleared the settlers carted dray-loads of timber into Fremantle for use as firewood by households, bakeries and charcoal burners. Water was to be the continuing problem for the Jandakot settlers both in its lack and in its presence. Well-digging in the deep Jandakot sand was a difficult and dangerous job which took a great deal of time and effort and many early settlers took their household water by wading into the black swamp water and filling a bucket from the pockets of "white water" which bubbled up from springs in the swamp-bed. On many blocks large areas of swamp took up a good part of the land and settlers put themselves to the back-breaking job of digging deep drains to run the water off.

On Forrest Road Joseph Treeby and his wife, Emma, and his eight children, newly arrived from South Australia, took up a J.A.A. block in the late 1890s. Joseph Treeby had growing sons to help him and soon cleared enough of the block to start a vegetable garden there. In one corner of the block a large area of swamp was taking up much of the land and Treeby decided to drain it into another swamp about a mile to the west of his block. Leaving his family to work the garden Treeby began digging a 10 feet-deep trench which inched its way along the mile course he had surveyed. As he dug Treeby made a step at the 5 feet level then worked on down to the level that would take the water away. At the bottom of the trench he would then throw the sand up onto the step, climb up on to the heap he had made and throw the sand the rest of the way to the surface. The drain never worked. All of the levels had been taken by eye and they must have been wrong. Joseph Treeby climbed wearily back into the trench to try again but was struck down by a heart attack and died at the age of 52 years.

The Treeby family stayed on at Jandakot, working the

market garden seven days a week. The three girls worked alongside their brothers in the garden, made their own clothes and helped with the weekly baking of bread. Three days a week the younger children would go to school, two days at Jandakot and the third at Bibra Lake. Mrs Fredericks served as the one teacher for both schools which were held in the Halls at both places. To get to the Jandakot school the Treeby children would walk the four miles from their home but the eight miles to the Bibra Lake school would often be covered by hooking a ride on top of a dray loaded with wood. The older Treeby boys stayed home to work the garden and put up post and rail fences from the timber they cut off the block. In the early years neighbours were few and the family's only regular contact with others came twice a week when Afghan camel drivers whipped and cursed their teams along Forrest Rd pulling waggons of timber from Armadale to Fremantle.⁵

By 1899 almost all of the Jandakot Agricultural Area Lots had been taken up but room was made for new settlers as selectors transferred or abandoned their leases. Between 1899 and 1903 new settlers continued to come to Jandakot and during this period most stayed to develop their blocks and add their names to the growing list of Jandakot settlers.⁶ During this later period of settlement Jandakot gained a number of settlers who brought with them that commodity most urgently needed in the Area: experience in the intensive cultivation of sandy soils. These seasoned, practical farmers had come from the chief market gardening areas of Victoria, and in particular from the coastal town of Brighton, in the wake of Victoria's declining goldfields and falling prices of vegetables and dairying products.

The market gardening district of Brighton on the shores of Port Phillip Bay had been developed in the 1850s to provide vegetables, meat, milk and animal fodder for the diggings and for the booming City of Melbourne. The soils of the Brighton area were thick, grey wind-drifted sands which in hollows had become enriched by decaying vegetable matter and which carried an open forest of gum, she-oak and titree. The market gardeners of Brighton found that these Sandringham Sands responded to intensive cultivation and heavy applications of stable manures averaging 10 tons per acre and the size of an economic unit of cultivated land shrank from 60 acres to 5 acres

and even an acre or two could be farmed with success. This type of intensive cultivation relied on high prices for its success and in the Melbourne of 1853 cauliflowers were 2 shillings each, eggs 5 shillings a dozen, milk 2 shillings a quart and oaten hay £160 a ton.⁷

During the 1890s falling prices and the rising cost of land forced many gardeners out of the Brighton District and, as other Victorians followed the gold-strikes to Western Australia, they followed the soaring prices of market stuff to new gardening areas near Perth. At Jandakot the Brighton gardeners found cheap land and soils almost identical to those they had left which responded quickly to their experienced hands. In a few short years the Jandakot area was providing about 80% of the vegetables sold in the Fremantle Market and a large proportion of those sold in the Kalgoorlie Market,⁸ providing Western Australia with one of its richest market gardening areas.

As the Jandakot Area boomed new roads and closer settlement laid the basis of the Cockburn District's first large community. The Fremantle District Roads Board now had a manageable area to service and the composition of the Board ensured that roads would lead to the newly developing areas. The period when the Board was dominated by Fremantle merchants had come to an end in the early 1890s and by 1900 the Chairman, Robert Holmes, had large grazing properties around Thomsons Lake, Walter Powell represented the South Coogee settlers, James Hammond, George Willis and J.A. Hicks represented the Jandakot settlers and Arthur Davies and Henry Dixon looked after the interests of the settlers at Bibra Lake.

During the year 1900 the works' programme of the Fremantle District Roads Board reflected the new prosperity of the Cockburn District and the happy state of the Government Treasury. To a greatly increased annual grant to the Fremantle District Roads Board were added two special grants of £1,000 for the completion of Canning Road and Forrest Road. Russell Road and Warthwyke (now North Lake) Roads were completed, Hamilton and Beenyp Roads were commenced and the whole of Rockingham (now Cockburn) Road was reconstructed in conjunction with the new Rockingham District Roads Board.⁹ The function of these new roads was to

link the Jandakot gardening area and the smaller gardening area at South Coogee to the Fremantle Markets.

Jandakot retained its rural nature as its population increased and each settler lived on the block that he farmed, making frequent trips to the Fremantle Markets and finding in Fremantle all he wanted in the way of shops and a place to have a pot or two after the day's business was completed. A townsite was proclaimed at Bibra Lake in 1897 near the junction of Hope and Baker Roads. It was named Marmion and then Walliabup and streets were laid out and named after the original petitioners.¹⁰ No lots were sold, however, and the Walliabup Townsite now lies squarely in the path of the Roe Freeway. At Jandakot a townsite was proclaimed south of Forrest Road in 1909 and Buckley, Maclaglan, McKinnon, Spencer, Sullivan and Tichborne Streets were laid out and named after Jandakot settlers. Once again, only a few lots were sold and the Jandakot settlers indicated that if they wanted a town, Fremantle would do.

On the north of Forrest Road, opposite the vacant Jandakot Townsite, James Hicks had bought and subdivided J.A.A. Lot 154 which he named the *Bodella Estate* and this area became the de facto townsite of the Jandakot Area. On the 2 and 4 acre lots William Cook, Henry Maxwell, Andrew Buss, Joseph George, Alex Green and Max Dreier had established market gardens by 1902 and George Robinson and George Harber had begun a large flower nursery. Among the market gardens a baker set up business as well as running a garden and in the years that shortly followed railway crews built homes and supplemented their wages from the gardens that surrounded them. Obviously there was little to attract a family to a small town lot when their neighbours were leading a semi-rural life.

By 1903 the Jandakot Area was reaching its peak and new settlers competed for the leases of transferred or abandoned holdings. Newspapers described the prospects of the Area in glowing terms and on August 1st, 1903 the *Morning Herald*, a Perth newspaper, devoted a four-page illustrated supplement to boosting the Jandakot Area. The reporter had obviously spent the best part of a week in the area, taking a photographer with him, and has left a detailed account of the Jandakot Area:

'I returned from a trip through the Jandakot district most

impressed with its settlers, its soils and its possibilities for close settlement . . . the swamps, as may be imagined, contain a rich deep alluvial black soil, while the intermediate ground which obtains between the pure sandy soil and the swamps contains an element of fertility which makes it extremely valuable. It seems almost like romancing to say that between Fremantle and Armadale there stretches an agricultural area of 37,000 acres of land which is competent to support nearly 1,000 families in comfort.

There are 202 distinct owners of whom over 100 personally reside on their holdings and make their living by what they can win from them. I came across several cases of men who are raising from [the] low-lying lands more than £200 worth of vegetables per acre, per annum . . . The soils which seem to give by far the best results are those which can be worked both summer and winter, soils which fringe the edges of the swamps proper, but which are not subject to flooding. From these I had abundant demonstrations that the skilled gardener can win immense returns of garden stuff from intense culture. Such lands cannot be surpassed.'¹¹

John Charles Anderson was one of the experienced gardeners who came to the Jandakot Area and quickly made his selection pay. Anderson came to Western Australia in 1898 from the Brighton District in Victoria where he had spent many years as a market gardener. On his block on Forrest Road Anderson lived on his own in a tent for several weeks assessing the land and clearing a site for a home. His sons then joined him and the family cleared about an acre of land at a time. As each acre was cleared the timber cut from it was carted into Fremantle and sold as firewood, providing enough money to buy a dray load of stable manure which was back-loaded to the block to fertilize the newly cleared land. This being done the new land was sown with potatoes and the Andersons moved on to clear the next acre of land. When the potato crop on each section was half grown the same piece of ground was planted with tomatoes with the result that when the last of the potatoes had been dug a half-grown crop of tomatoes was making good progress.

The Jandakot Agricultural Area.

(From the *Morning Herald*, August, 1st. 1903.)



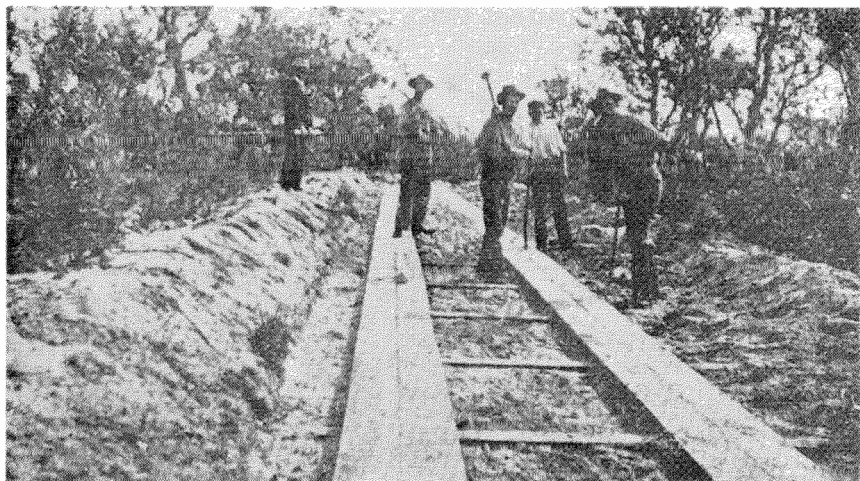
With axe and grub hoe, the new selector who would succeed applies himself vigorously to the task of clearing the timbered lands of Jandakot. Holdings which now produce heavy yields of garden stuff have only been brought to their present state of perfection by insistent and intelligent industry. The labor is hard, and oftentimes monotonous; the reward to the diligent is always sure and sweet.



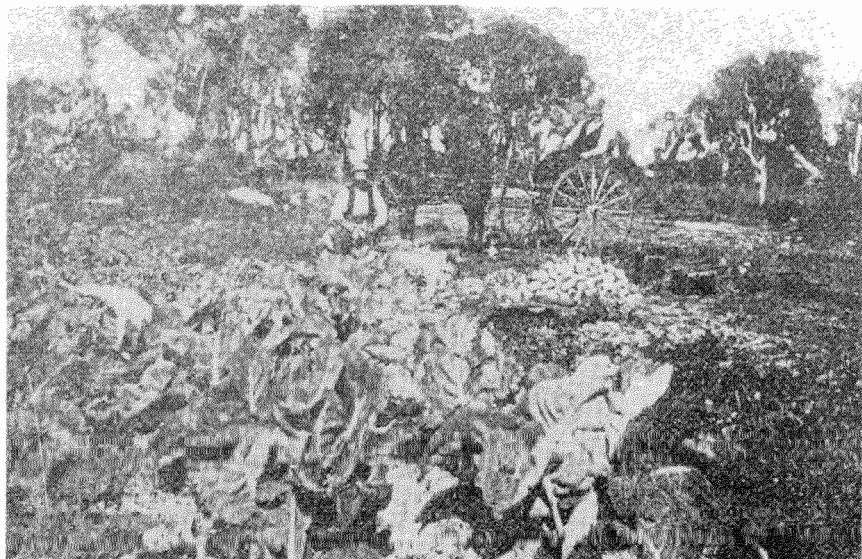
One of the first operations undertaken by the new settler is the fencing of his holding. In the above selection Mr. W. Shepherd, a Jandakot settler, is seen hard at work fencing the 88-acre lot which he purchased from the original selector. Although only 10 months on the land Mr. Shepherd—who hails from the North of Ireland—has already three acres of garden in full profit, and succeeded in having for sale a fine crop of tomatoes within six months of his taking possession of the land. As the picture suggests, there is abundance of fencing material on the Jandakot area.



The Jandakot settlers make a point of converting into firewood the timber they cut down in clearing their holdings. This is carted to Fremantle, as shown in the above picture, where it is sold. A back load of stable manure is invariably carried, as successful market gardening demands the heavy fertilising of the soil.



Road-making in the Jandakot area is a most expensive undertaking. The simplest form of single track road costs £1,050 per mile to construct, and is built mainly of timber, which is brought from near Armadale by rail and road, a distance of 40 miles, to the scene of the picture, which is about nine miles distant from it in a direct line. The road shown above is 7ft. 6in. wide, and consists of two sets of three planks—9in. by 3in. wide—spiked on to 9in. by 3in. sleepers, positioned 6ft. apart. The centre is filled in with limestone brought from near Fremantle, which stands wear poorly and entails heavy expense in repairs. In the picture one plank on each side has yet to be added before the road is complete.



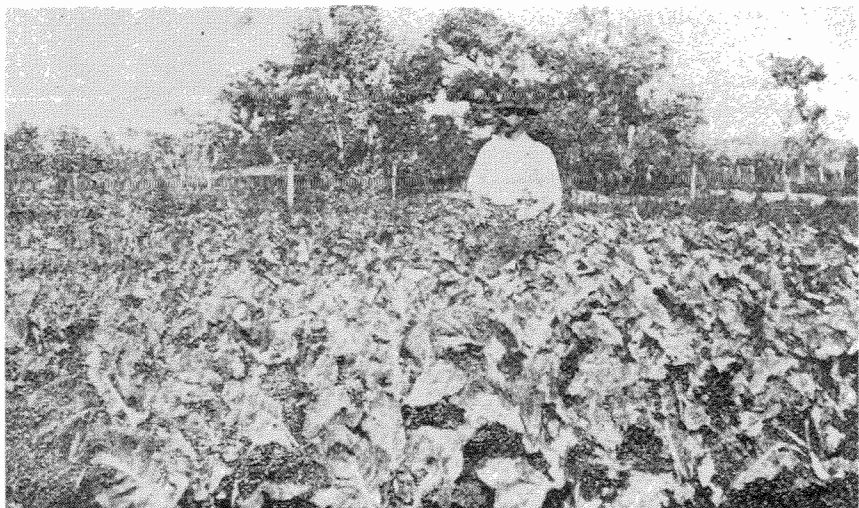
Mr. J. Ramsay has 154 acres at Jandakot, which he has recently commenced to improve. Already three acres are under a crop of mixed garden stuff, including cauliflowers and swede turnips, which are making splendid progress. Our artist fortunately came across Mr. Ramsay whilst he was busily engaged preparing some of his produce for market, and was thus enabled to make an interesting picture.



Mr. Semple is a Jandakot settler, who with determined industry has turned what is by no means one of the best lots in Jandakot to good account, in which work he was nobly aided by Mrs. Semple. As the picture indicates garden products of the finest type are abundantly produced at Ecclefechan, the name which Mr. Semple has given his homestead. This sturdy settler is deserving of all praise for the splendid work he has done, and for the fine returns which he is winning from the most inferior lands that prevail at Jandakot. It is interesting to note that Mr. Semple gives a good account of the so-called Jandakot "sandy ridges" from which by intelligent treatment he has reaped seven tons of potatoes to the acre.



Mr. J. Treeby and his family of nine find abundant employment on the splendid garden lands of their holding, the centre of which is a lake during the winter months. In order to release the surface waters from this portion of his garden, Mr. Treeby and his lads have undertaken extensive drainage operations, which so far have been partially successful. This settler has about 30 acres of garden under cultivation, from which he cuts splendid samples of vegetables. The herculean efforts which Mr. Treeby and his family have made to improve their land and render it wealth-producing are worthy of all praise. How bravely the average Jandakot settler has toiled in order to make a home can only be faintly appreciated by those who personally inspect the holdings.



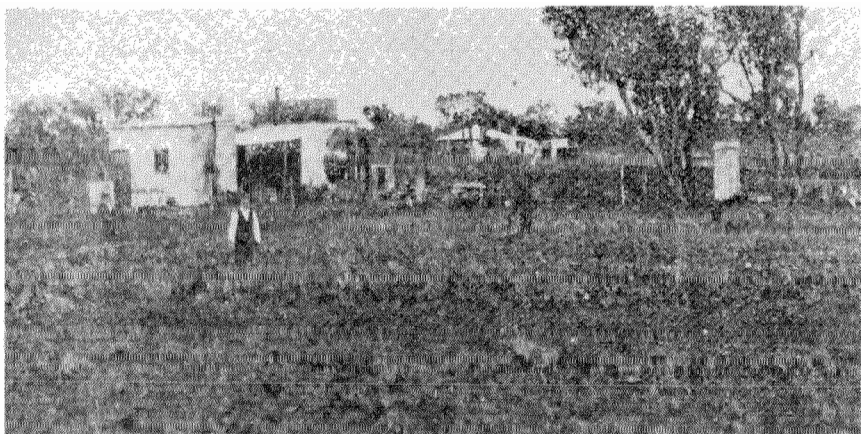
One of the successful farmers of Jandakot is Mr. Carlson, who, in raising garden stuff, employs eight men on 15 acres. The above picture represents Mr. Carlson standing in a bed of cauliflowers, which, under proper treatment, thrive luxuriantly on the Jandakot soil. The soils which are worked by this gentleman are typical of some 10,000 or 12,000 acres of moist land in the 37,000 acres of the Jandakot area. The settler who has 10 acres of such land can make an excellent living from it.



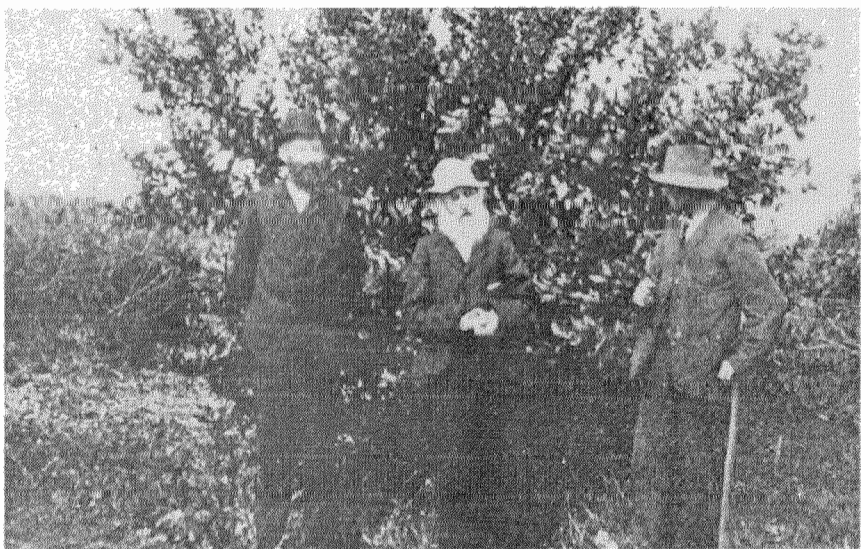
MEMBERS OF THE JANDAKOT ROADS BOARD.

Front Row.—F. Ribe, J. A. Hicks (chairman), A. Skeet.

Back Row.—J. C. Anderson, jun. (secretary), R. Taylor, F. Moennich, G. J. Morgan, G. Harber (auditor).



Another prominent Jandakot resident is found in Mr. George Willis, who has erected a comfortable home on his fine holding, which is centrally situated and fronts on to Forrest-road. This settler has reared a fine family of ten, who are all greatly interested in the agricultural processes to which the local soils so readily respond. Mr. Willis made his home at Jandakot largely on account of his boys, whom he rightly desires to see imbued with a love for the soil. In addition to a large clearing on the higher lands—in which winter crops grow successfully—Mr. Willis has a five-acre garden on the lower-lying portions of his holding. Here he has erected a steam pump, the water raised by which enables intense cultivation to be thoroughly carried out during the summer months.



Mr. Warthwyke, the old gentleman who stands in the centre of the above picture, is one of the pioneers of Jandakot, and a worthy and much-respected resident. The lemon tree in the background affords striking proof of the fruit-growing capacity of the Jandakot soils. The tree is but six years old, and bears prolifically. Mr. Warthwyke is supported on his left by his son, who takes the keenest interest in all that makes for the advancement of the district.

During his first year on the Jandakot block John Anderson cleared 2 acres of land from which he took 9 tons of potatoes and 6 tons of tomatoes bringing him in £240 for the year off 2 acres of ground. He had started the venture with a capital of £50, of which £30 went in the purchase of a horse and dray, and his experience and skills had enabled him to establish a prosperous garden very quickly.¹² The Brighton market gardeners were familiar with the soils at Jandakot and were ready to advise new gardeners on the many points in market gardening: the use of the right seeds, the proper time to plant, the best fertilizers, the best rotation of crops and the arranging of their maturity so that the work of the garden should be even and continuous.

Other gardeners were doing equally as well as John Anderson and under their experienced hands the Jandakot sands produced prolifically. Thomas Briggs had 30 acres of low-lying swamp land producing summer crops of cauliflower and was taking off £1,700 worth of produce in a year. Robert Semple, on a poorer block that had been previously abandoned twice, was producing potato and cereal crops so well that he had taken on men on wages and A. Carlson was profitably employing eight men on the 15 acres he had in cultivation. George Willis had erected a comfortable home on Forrest Road and had installed a steam pump which enabled summer cultivation to be carried out on the higher parts of his land as well as on the swamp fringes. Samuel Murphy was carrying out gardening, fruit growing and poultry raising on 4 acres of cultivated land and was waiting on better roads before extending his garden. Jeremiah O'Farrell had cleared 213 acres out of his 409 acre holding and was confident enough in the area to send back to Ireland for his relatives to join him. From his land he was taking £16 an acre from the barley which he grew and sold as greenstuff in Fremantle. When the barley crop was off he found that the green stubble made an admirable manure for the potato crop which followed.

The Victorian gardeners had brought to Jandakot, along with their gardening skills, a lively prejudice against the Chinese market gardeners they had encountered in Victoria, and at a public meeting had declared their intention of keeping the Jandakot Area free of Chinese gardeners. This sentiment, which was general in Western Australia at the time, was given

effect in immigration restrictions and land laws which prohibited Chinese from owning land in Western Australia. *The Morning Herald's* reporter noted with approval the resolve of the Jandakot settlers:

'I was particularly delighted with Jandakot because it lends strong support to the policy of a white Australia. Chinamen are not wanted at Jandakot, and except in the case of one Mongolian the whole of the population is white . . . I could not help mentally contrasting the position of affairs at one home where I was entertained with that which would have been experienced at a Chinese institution. The settler I refer to had a fine home and some sturdy boys and girls. A piano and a violin told of rational recreation. The appointments of the home indicated a high grade of civilization, while a new little buggy and other outside equipment spoke for the material comfort of the inmates and of their social intercourse with their other white neighbours. As most people know the kind of hovel that the ordinary Chinaman calls his home, there is no need for me to say anything about this side of the picture.'¹³

The non-Victorian settlers, however, were not as enthusiastic in keeping 'John Chinaman' moving and at Bibra Lake a small colony of Chinese gardeners took root on land leased from its owners. In 1897 John Cook leased his 35 acre block to Ah Gong on very reasonable terms. The terms of the lease asked for a peppercorn rental for the first 16 years, £10 a year for the next 10 years and £20 a year for the 10 years following that. Immigration restrictions prevented Ah Gong from seeing out this generous lease and he returned to China in 1901 after ensuring a transfer of the lease to his successors. In October, 1901 Ming Wah, Ah Foo and Wing Shing took over John Cook's lease and continued to work the productive garden. On an adjoining block Lee Sun worked a garden alongside that of Arthur Bray and William Pearce and north of Joseph Meller's block Hi Lory leased 21 acres from George Dixon. One of the largest Chinese gardens at Bibra Lake was run by *Quong Fad*, a group of about thirty Chinese gardeners. This group spread some confusion amongst the authorities who dealt with them. The Quong Fad who delivered vegetables to the Fremantle

Markets was not the same Quong Fad who applied for a cart licence to the Roads Board, nor was he the same Quong Fad who bought chaff from Greenslade's produce store.

The Victorian market gardeners, who had seen vegetable and produce prices soar then crash in the Brighton District, did not expect the high prices they gained from the Fremantle Markets to continue indefinitely, and several of them saw dairying as the long term industry for the Jandakot Area. Western Australia was importing almost all of its dairy products from Victoria and South Australia and opportunities were wide open for local producers. The Jandakot swamps yielded abundant crops of lucerne and maize which provided green fodder and for some settlers it was just a matter of time before a local butter factory would be built. The pioneer dairy farmers at Jandakot were the Currie brothers who settled on 40 acres of Von Bibra's original grant on Bibra Lake at the turn of the century. Von Bibra's grant had passed through several hands before it was bought by Mary Ann Tapper for £365 in 1895. On this fertile piece of land Mrs Tapper and her son, Daniel, had built two houses and cleared about 20 acres on which a market garden and orchard were planted. Mrs Tapper sold part of the block to Duncan Currie and his brother who had recently arrived from Victoria. The Currie brothers were experienced dairymen and at their *Victoria Dairy* they ran 104 cows of which the 67 cows in milk yielded 10 quarts per head daily. From the fertile lake-fringes they cut barley and oaten hay in the winter and in summer they depended upon prolific crops of maize which grew to a height of 8 feet. The Currie brothers considered the Jandakot District superior to Gippsland for producing milk and were enthusiastic about the future of the Area.

A constant problem for the Jandakot settlers was that of hauling their produce to market in heavy drays through the Jandakot sands. Some farmers were faced with three-quarters of a mile of sand between their garden and the road and it could take three horses an hour to pull a ton of produce through the stretch of sand. Once on the road one horse could comfortably pull the same load. In the western parts of the Cockburn District roads were made from limestone metal which was quarried as close to the road-building site as possible. East of the chain of lakes in Jandakot there was no limestone and the

cost of carting it to the area was prohibitive. The practical alternative was a plank road which formed a bridge across the sand. In the centre of the chain-wide road reserve a bed was prepared and, at 6 feet intervals, sleepers were laid. The sleepers were 9 feet long, 9 inches wide and 3 inches deep. To each end of the sleepers three planks, 9 inches wide and 3 inches deep, were spiked to make a platform for the wheels of a dray, and between the planks limestone rubble was compacted to give the horses a firm footing. The cost of the plank roads was £1,050 a mile of which nearly £600 was absorbed by the cost of cartage of material. The plank roads served the Jandakot settlers very well. They wore better than limestone roads, which were quickly cut up by dray wheels, and could be constructed more quickly. They were not without disadvantages, however, being strictly one-way and as two drays approached each other they would have to swing their left wheel into the sand leaving one wheel only on the planks. This manoeuvre could cause one wheel to go down in soft sand or to become jammed between planks that had worked loose and a ton of produce could be spilled from an overturned dray onto the road side.

By the turn of the century it had become clear to the Jandakot settlers that, in order to fully develop their holdings, the district would have to be serviced by a railway. The South Western line had linked Bunbury to Perth in 1893 and the settlers urged the Government to build a link from this line direct to Fremantle. On this issue the Fremantle and the Jandakot District Roads Boards were at loggerheads. The Fremantle District Roads Board, led by Robert Holmes, urged a Mundijong-Fremantle link which would take the railway west of the lakes through Henderson, Munster and Spearwood servicing the Fremantle District from north to south. The Jandakot District Roads Board, led by James Albert Hicks, urged an Armadale-Fremantle link which would thread diagonally across the Jandakot District and Hicks was confident that the Government would not by-pass the closely settled Jandakot District in favour of 'absentee owners of large unimproved estates.'¹⁴ J.A. Hicks was descended from the Leeder family who had arrived on the *Rockingham* in 1830 and had a prosperous Land Agent's business based on his *Bodella Estate* at Jandakot. Hicks was always ready to acknowledge that a Jandakot route for the railway would not hurt his own

pocket but worked with energy and conviction for the interests of the whole Jandakot community and served it well on this and other issues.

In March, 1902 the Jandakot Agricultural Society held its annual show. The show a gala event and demonstrated the strength of the Jandakot community and the optimism with which the settlers looked to their future. The Jandakot settlers showed on this occasion that they had a good understanding of practical politics and made the show the centrepiece of their campaign for an Armadale-Fremantle railway link. A contemporary newspaper account shows how they went about it:

'Forrest Road presented a remarkably animated appearance last Wednesday. "It was more like a race meeting than an agricultural show", a lady remarked on her return to Fremantle after a drive behind one of the fastest horses in the district. There were stylish dog carts, sulkies, Abbott's buggies and Victorias as well as spring carts, omnibuses and even the humble dray. The fine trotters of Martin Murphy, George Beard, Robert Holmes, Tommy Newman and other lovers of a good horse all extended themselves, and cut out the pace in a most exhilarating fashion. The road was very dusty and showed unmistakably how dry the season had been.

There was a great roll up of members of Parliament and Walter Kingsmill, Minister for Railways and Acting Premier had a busy time of it. While the horses were going over the burdles he was replying to a deputation about the Railway to Armadale but he contrived to keep an eye on the jumps all the time he was speaking. C.H. Rason, Minister for Works, had been driven around a portion of the district prior to the show by Bob Holmes, Chairman of Fremantle Roads Board and Dr Adam Jameson, Minister for Lands, cheered the hearts of settlers by telling them that the present Government intended to take up their interests.'¹⁵

The guest list included other Cabinet members, members of the Upper House, the Leader of the Opposition, the Head of the Land's Department, the Manager of the Land Bank, the Resident Magistrate and George Throssell, the previous

Premier who had made a few as-yet-unfulfilled promises to the settlers. The Agricultural Committee had invited everyone who mattered in the Government and set about giving them a great day out before pressing the District's needs upon them. Mr Higham, M.L.A., president of the Agricultural Society welcomed the acting Premier and other Ministers and briefly reminded Mr Kingsmill of a promise made by the former Premier to enlarge the hall and improve the grounds. The Armadale to Fremantle Railway Committee had a calico banner setting forth the claims of the district and members of Parliament introduced deputations, presented petitions and read a large number of supporting telegrams on behalf of the settlers. A previous Premier, Mr George Throssell urged the settlers to 'agitate! agitate! agitate!' *The Umpire* advised, in an editorial aside, to take the Hon. George Throssell's advice to agitate but not to give that gentleman the box seat at any deputation.¹⁶

The campaign for a Jandakot railway route was successful and by 1905 the line from Fremantle to Jandakot was started, to be completed in 1906 and extended to Armadale in 1908. An immediate benefit of the line was that large quantities of animal manure from the South Western agricultural districts were brought cheaply to the Jandakot District to maintain its intensive cultivation. Roads in the District were converted from plank and sleeper to limestone construction as metal was brought in from Coogee and Spearwood by rail and all settlers benefited from the quick and cheap link with Fremantle.

The discovery of gold in Western Australia, the rapid growth of Perth and Fremantle and the introduction of intensive cultivation in the Jandakot Agricultural Area had caused a remarkable population boom in the eastern part of the Cockburn District, a boom which was not to be equalled in the District until modern times.

NOTES

- ¹ Sheila Rowley, *Land Settlement in Western Australia*, pp.9-10.
- ² The original members of the Jandakot Roads Board, elected in 1892, were William Nicholson (Chairman), James Newton, R.H. Chase, W. Woodhead, John Campbell, George Imlah and William Clements.
- ³ Surveyor's Fieldbook. Jandakot District 1911. Battye Library.
- ⁴ Jandakot Agricultural Area Location Book and Lease Book held at Deeds Branch, Lands and Surveys Department, Perth.

- ⁵ Information from Mrs Olive Hammond, daughter of Joseph Treeby, 1 Adrian St, Palmyra.
- ⁶ Among the settlers who came to Jandakot at the turn of the century were: George Power, Thomas Power, John C. Anderson, William Shepherd, Robert Johnson, William Owgan, A. Carlson, Louisa Wakely, Thomas McGellin, Thomas Buckingham, Frederick Jones, Robert Semple, George Willis, Ludwig Anderson, Theresa Tichborne, J. Taylor, E.H. Tomkinson, A. Von Carlhausen, John Diederich, George Touchell, Herbert Wright, George Kemp, William Maclagan, Charles Harrison, George Davis and James Gordon.
- ⁷ For a vivid picture of market gardening in Victoria during the gold-rushes of the 1850s see Weston Bate, *A History of Brighton*, (Melbourne University Press, 1962)
- ⁸ Minutes of Appeal Court, F.D.R.B., April 18th, 1944. Evidence given by A. Rocke, Sworn Valuer and Land Agent.
- ⁹ Minutes of the F.D.R.B., March 7th, 1900.
- ¹⁰ The original petitioners for a townsite at Walliabup, after whom the streets were named, were Clamp, Robertson, Martin, Bucknell, Needwell and Gilchrist.
- ¹¹ *Morning Herald*, August 1st, 1903. Illustrated Supplement, p.1.
- ¹² Ibid, p.3.
- ¹³ Ibid, p.1.
- ¹⁴ Ibid, p.3.
- ¹⁵ *The Umpire*, March 1st, 1902. p.3.
- ¹⁶ Ibid.

CHAPTER 9.

SOUTH COOGEE, THE NURSERY, 1890-1903

New settlement at the abandoned village: Orchardists and Vignerons at Lake Coogee: Anderson, Newman and Sawle families: The Coogee Agricultural Society's Show: Coogee School.

During the period 1890 to 1903 when the Jandakot District was established a smaller, but no less vigorous, community was growing at South Coogee in the south-western corner of the Cockburn District. To the north and south of Lake Coogee roads from an earlier period had been extended to join Rockingham (now Cockburn) Road to the Jandakot Agricultural Area and along Yangebup (now Mayor) and Russell Roads a small community took root. The settlement at South Coogee was different in nature as well as size to the Jandakot Area: it was not Government sponsored, drew less from the eastern goldfields for its settlers and had nothing of the forced, hot-house growth of the Jandakot Area. The South Coogee settlement began on the site of the abandoned village of the pensioner guards and spread slowly onto the adjoining Clarence Townsite which had lain vacant since the time of Peel's settlers. This time the seed struck and the South Coogee settlement continues to thrive today with its most productive holdings being worked by the descendants of the original settlers from the 1890s.

In the mid-1890s traces of the settlements of the early 1880s remained at South Coogee. John Gilbride was dead but his widow remained on the Clarence Town Lot that Gilbride had bought and tended 2 acres of vines with the help of her son, Michael, who was farming in the Jandakot Area. On the west of the Lake Barney McGrath lived on his army pension and pottered about the acre he had under cultivation and south of the Lake Abraham Hake had moved from his original grant to

a smaller pensioner block adjoining it where his 2 acres of orchard were enough to keep him going. In a stone hut amongst the tall tuart trees on Russell Road the old ex-convict, Walter Spiller, was coming to the end of nearly half a century of self-imposed solitude.

One of the first settlers at South Coogee was Alexander Anderson who came to the District in the early 1890s. Anderson had arrived on the *Oriana* in June, 1886 bringing from Scotland his wife and four children, Agnes, Wally, Jim and Alex.¹ Anderson had been a coal-miner in Scotland and spent his first few years in Western Australia working in Fremantle and sounding out the possibilities of coal-mining in the South-West. At South Coogee Anderson and his family moved into an abandoned pensioner guard's cottage south of Russell Road and took up 20 acres of good swamp land with the intention of planting a market garden. The block was only partly cleared and was studded with limestone outcrops and the Anderson family spent many hard, anxious months clearing the heavy timber and trenching the limestone from the block. Eventually a vegetable garden and orange orchard were established and the Anderson family began taking produce to the curb-side market in Fremantle. In later years the Andersons started a small fruit and vegetable shop next door to Scots' Church in Fremantle and Mrs Anderson and her children would deliver baskets of vegetables throughout the town.²

North of Lake Coogee on Yangebup (now Mayor) Road, John Gilbride's Crown Grant of 40 acres, and his pensioner lot of 20 acres, were bought by William Allen and Albert Stock. On this property the partners built a second house and put in 7 acres of vines, 5 acres of garden and 2 acres of orchard to establish a flourishing property. In 1894 the Newman family joined the Andersons on Russell Road bringing with them valuable experience in fruit growing. Alfred Newman was the son of an old, established family of nurserymen and orchardists at Houghton, near Adelaide and bought Abraham Hake's original grant south of Lake Coogee early in 1894. Newman and his wife, Annie, moved into Hake's three-roomed stone cottage, which had been built from the limestone trenched from the block, and added an orchard of stone fruits to the vines that Hake had on the block. In 1896 Walter Newman joined his brother at South Coogee and worked with him for 12 months

before going onto his own block. Walter Newman had spent 3 years on his father's nursery at Houghton and another 3 years on an orchard in South Australia before coming to South Coogee and added his skills to those of his brother. In 1895 Walter Newman leased an abandoned pensioner lot from the Pearse brothers and put in 4 acres of orchard and a small vegetable garden. In 1900 Walter Newman moved to Herne Hill where he soon had 45 acres under vines and was producing grapes for drying and for table use. Two other Newman brothers, Charles and Harry, also nurserymen, came to Western Australia and established nurseries which continue to today.

Alfred Newman was the only one of the brothers to remain at South Coogee and he quickly assessed the potential of the land. Vines did well along the limestone ridge west of Lake Coogee but were not a commercial proposition on the lower ground on Russell Road, so Newman concentrated on stone fruits and grew marrows, beetroot, pumpkins and beans between the rows of fruit trees. The cultivation of the vegetables between the fruit trees proved to benefit the trees and the Newmans were soon carting abundant produce to the Fremantle Markets.³ Twice a week, Tuesdays and Fridays, Newman would rise at 4a.m. to hitch his horse to the dray and leave for the Fremantle Markets which opened at 6a.m.

At the Fremantle Markets each gardener unharnessed his horse, stabled it, then set out his produce on and around his dray to sell it in small or large quantities as required. There was no centralized auction system of selling in these early days and each gardener had to keep his eyes and ears well tuned to the bustle of buying and selling that went on around him. If business was brisk they might be ready to collect their mail and stores, or harness up to drive around to one of Fremantle's large stables for a load of manure by noon. Sometimes the day's selling had gone very well and the gardeners would cross to the Freemason's Hotel, which had been doing a steady trade since 7a.m., and swap a foaming pint or two while they discussed the day's market. Often it was late afternoon before the gardeners' drays plodded their way back along the limestone road trailing lazy plumes of white dust across the lengthening shadows.⁴

Other settlers soon followed the Andersons and Newmans to the old pensioner lots on Russell Road finding good swamp

land with access to the road. Opposite Alfred Newman's block Frank Whitham had 5 acres of fruit trees and a market garden and north of Abraham Hake's small block Edward Reynardson soon established 8 acres of vines and an acre of garden. Farquhar McKenzie took up John Cadden's old pensioner lot on the lake-side and cultivated 2 acres of vegetable garden down to the water's edge and next-door to Whitham's James W. Bryant had a productive orchard and garden. On Rockingham Road, where the old Immigrant Grants extended southwards to Naval Base, Joseph Nancarrow had built a six-roomed stone house and was working a large poultry run and further north, opposite Woodman Point, Frank Boyle had begun a small dairy.

Towards the end of the 1890s the Sawle family moved into the District taking up James Cunningham's old pensioner lot on Russell Road. Richard Sawle had left his native Cornwall and travelled to Queensland before crossing over to Western Australia to try his luck. With him he brought his wife and a son, Thomas, and he set to making the partly cleared block pay. To support himself while an orchard was being established Sawle ran pigs and cultivated a small garden. The pigs were put in amongst the tall whitegums on the block and, apart from being thrown a few handfuls of wheat, were left to forage for themselves. As the pigs rooted for couch grass roots they loosened the earth and stones in their run and ring-barked the smaller trees giving Sawle a good start when he came to clear the area.

Establishing a property at South Coogee was slower, harder work than at Jandakot and early progress was usually slow. The land carried tall stands of solid tuart trees and held a lot of stone to test the perseverance of the settlers. Sawle's property faced the cattle runs of John Ferres and the Pearse brothers and one of his first tasks was to build solid fences against straying stock. Eventually Sawle had 5 acres of stone and citrus fruit producing, and a small market garden. The early irrigation of the South Coogee orchards was primitive, water being pumped by hand then piped and channelled to the rows of trees, but insect pests and plant diseases were rare and abundant crops of fruit and vegetables were taken from the District.⁵

North of Lake Coogee on the higher ground of the limestone ridge the settlers cultivated vines in preference to fruit trees and

there the District took on a mediterranean appearance as heavy bunches of purple grapes ripened next to the white road and the glistening waters of Cockburn Sound. South of Mayor Road Charles Trebley had 8 acres of prolifically bearing vines and produced excellent table grapes from them. Next to Trebley Henry Rogers built a comfortable house for his family and put in 5 acres of vines and orchard. Francis Whately established a market garden on John Connolly's old pensioner lot west of the Lake and next to Mrs Gilbride Martha Meadley lived in a cottage surrounded by an acre of vines. On Location P18, which straddled Mayor Road, four settlers gained a living from its 20 acres. John Saunders had 8 acres of the block on which he grew an acre of vines and ran a piggery and Frederick André had 3 acres on which he grew vines and a small vegetable garden. Next to them William Jerrat had 6 acres of orchard and vineyards and on the remainder of his 9 acres Gee Lee and Hi Hook cultivated a vegetable garden. As was the case at Jandakot the Coogee settlers lived a completely rural life and felt no need for a township in their midst. Market days in Fremantle provided all that was needed in the way of stores and for emergency shopping the settlers had Moses Luber's small shop, on Mayor Road, which was surrounded by his orchard and market garden.

The focus of the community and its only local meeting place was the new Agricultural Hall on Rockingham (now Cockburn) Road. A Clarence Townsite Lot, No. 23, had been reserved for the Hall in the 1880s and in 1898 the Hall was completed at a cost of £310 of which £250 was provided by a Government Grant. By 1898 the small community was ready to stage its first Agricultural Show. The Coogee Agricultural and Horticultural Society had Alfred Newman as its President, William Allen was the Secretary and these gentlemen, with their committee of Henry Rogers, Alexander Anderson, Edward Lewington, J. Christy and Albert Stock had been hard at work to mount an impressive display of local produce. Trestles and benches were laden with apples, pears, quinces, nectarines, peaches, pomegranates and oranges and plump bunches of grapes added their colour to displays of marrows, pumpkins, cucumbers and carrots.⁶ From 1898 Coogee Agricultural Shows were held annually and provided an opportunity for bringing the needs of the District to the ear of

politicians as well as reviewing its progress. Government Ministers were given a bone-jarring ride along the rutted road from Fremantle to Coogee and pushed for the extension of a railway or more money for roads while their bruises were still fresh. At the day's end the displays were cleared away and a good string band from Fremantle played favourite selections during the Society's annual social and dance. Miss Powell from the new Coogee Hotel looked after the catering and as the children skidded across the floor which had been waxed with candle-ends, their parents clustered in groups around the Hall to gossip over the day's events or compare what the season had brought them.

Large families were the order of the day and for the children of South Coogee school provided a daily meeting place. The first school was opened in 1893 at the home of William Allen and was conducted by Miss Agatha McGuckin⁷ before being transferred to the Agricultural Hall in 1898. In June, 1900 Miss Camile Marie took charge of the school and its twenty-six pupils and a school roll at November, 1900 shows her charges:

'INFANTS:	Victor Carroll Alfred Marie	Cecil Luber Fred Whately
SECOND INFANTS:	Frank Powell Alfred Newman	Josephine Allen Dora Jerrat
FIRST STANDARD:	Sydney Carroll Muriel Jerrat	Matilda Marie Marie Reynardson Nettie Allen
SECOND STANDARD:	David Eadie Myer Luber	John Oaten Bertie Smith
THIRD STANDARD:	George Allen	George Kermode
FOURTH STANDARD:	Daniel Luber	May Carroll Vida Reynardson
FIFTH STANDARD:	Joseph Allen	John Anderson Laura Carroll
SIXTH STANDARD:	Katie Allen	'8

In 1902 the school was transferred from the Agricultural Hall to the first Departmental School which was built on the block behind it. The swamp lands and the sandy soils of South Coogee, and the lack of medical facilities, contributed to seasonal complaints which affected almost all children in the District. During the winter months Whooping Cough could keep over two-thirds of the children away from school and during summer thick swarms of flies spread conjunctivitis to almost every child. Mothers coped as best they could with patent medicines and home-cures and few children suffered permanent effects. The numbers at the school grew slowly to about fifty pupils until the Spearwood School opened in 1914 then settled at about thirty five children who cut through the paddocks and skirted the swamps during summer or made the long daily walk around the roads to school during winter.

The slower, more certain growth of the small settlement at South Coogee lay in contrast to the short-lived boom at Jandakot and the settlement was to survive and become the nursery of market gardening skills in the Cockburn District for the next half-century.

NOTES

- ¹ *West Australian*, June 26th, 1886. p.3d.
- ² Dolly Greenham, *The Incorruptible Heart*, pp. 62 and 64.
- ³ Information from Frank G. Newman, son of Alfred Newman, 222 Russell Rd, South Coogee.
- ⁴ L. Lambert, *The Birth and Growth of the South Coogee District*, (Unpublished thesis, 1962, Rooney Library, Perth.) pp. 15-16.
- ⁵ Information from Stan Sawle, grandson of Richard Sawle, 218 Russell Rd, South Coogee.
- ⁶ *West Australian*, Feb 24th, 1898. p.5b.
- ⁷ L. Lambert, *The Birth and Growth of the South Coogee District*, p.16.
- ⁸ School Journals 1902-1954, South Coogee School, Munster.

CHAPTER 10.

HAMILTON HILL, FEEDING THE CITY, 1895-1905

Increased Metropolitan population: 'Canvas Town' at Plympton: New harbour at Fremantle: The Dixon family: Lime-kilns and building tradesmen: 'Sunnydale' orchard: Life at Davilak: New industries on the coast: Bullock paddocks and explosives magazines: Race meetings at Woodman Point: Joseph and Levi Baker.

During the gold-rush period of 1895 to 1905 the populations of Fremantle and Perth grew very rapidly bringing a heavy demand for food-stuffs and building materials and in the Cockburn District new settlement and new industries sprang up to meet this demand. At Fremantle Owen Anchorage was jammed with tall-masted sailing ships and people poured into the Town to take lodgings or camp on any available vacant land. At Plympton, a short distance off East Street, a 'Canvas Town' sprang up and fifty to sixty families lived in sack tents without running water and using a bucket sanitary system. In 1895 a case of typhoid was reported from this camp, which sprawled a few hundred yards away from the Fremantle reservoir, and the Fremantle Board of Health added this to their growing list of problems.¹

At the Port the Long Jetty at Cliff Street had become completely inadequate for handling the increased shipping and the Forrest Government directed its new Engineer, C.Y. O'Connor, to prepare plans for a new harbour. Forrest favoured a plan which included opening a passage through the Success Bank at Owen Anchorage and building a wharf at Catherine Point which would be connected by rail to the Customs House and goods shed at Cliff Street. Forrest believed that this could be achieved at a cost of £150,000, about half that of the scheme proposed by O'Connor.² O'Connor's plan

prevailed and in 1897 this inner harbour at Fremantle was completed. Behind Victoria Quay a railway workshop was established which built and maintained the waggons for the State's new lines. The workshops were known as the 'Railway Farm' and as they grew they provided a valuable source of employment for the Fremantle District. The growing number of Italian immigrants who arrived at Fremantle found that the Railway Farm offered work which would help them raise a stake and their employers quickly recognized them as hard workers. *The Umpire*, a Fremantle weekly which covered sporting and general news, commented on this development:

'... it would appear that Italians just arrived from the land of oil and macaroni are invading the railways. At any rate, Mr J. Reside M.L.A. will ask in the House this afternoon if it is true that 30 to 50% of the men employed on the 'farm' at Fremantle are newly-arrived Italians; also that many English-speaking men working there for some time have been dismissed.'³

The Umpire had few inhibitions in its reporting and James Thomson, its proprietor and editor, harried the politicians of the day with great gusto as well as airing local grievances with a measure of irreverence.

In the Cockburn District's north-west corner new settlement and industry grew to support Fremantle's burgeoning growth and new settlers joined those at Jandakot and South Coogee in the task of feeding the city. In 1899 George Robb's original grant, which stretched from Hamilton Hill to North Lake, was subdivided into forty-two sections and this newly available land was rapidly taken up. Among the first of the settlers in this new area was the Dixon family who bought thirteen sections totalling about 560 acres, over a quarter of the huge subdivision. The Dixons had been an old Fremantle family of butchers and cartage contractors since the 1840s and the newly opened land allowed the spreading family to move from the confines of Fremantle. The Dixons selected the best of the arable land in the subdivision which centred on a large swamp near Baker's Reserve and on the land between North and Bibra Lakes. At Hamilton Hill Henry Septimus Dixon had 24 acres around Ommanney Street of which 5 acres on the swamp produced a thriving market garden. East of Carrington Street

he had a further 27 acres which remained vacant. Horace Dixon's selection linked that of his brother's to Rockingham Road and on it a market garden and cereal crop flourished. To this 25 acre holding Horace Dixon added a further 50 acres around Ingram Street and Regan Street. James and Alfred Dixon completed the selection of the fertile swamp land with two smaller holdings on Rockingham Road to which they added less fertile land at Frederick Street and Ralston Street.

At the Lakes John and Robert Dixon had selected 300 acres of good ground between North Lake and Bibra Lake. John Dixon had sold his bullocks and cartage business to buy his selection and by 1900 he and his wife, Elizabeth, were rearing their young family of Stan, Charles and Dorothy on the market garden he had established there. On the higher ground Robert Dixon found he could make a good living cutting firewood for householders in Fremantle and next to the Dixons another gardener, James Brown, shared the black soil on the lake fringes.

On the high ground between, and to the north of, the Dixons' selections the land was high above the water table and did not permit intensive cultivation. Between North Lake Road and Coolbellup Avenue Henry Albert selected 470 acres which he fenced for grazing and *Albert's Paddock* remained as rural land for 20 years until it was subdivided as the *Bibra Lake Estate* in 1920. West of Coolbellup Avenue Walter Hicks selected an 80 acre wedge of land which ran up to Winterfold Road and from it he carted pit-sawn timber to the builders at Fremantle. Next to Hicks Michael Healy had added considerably to his father's *Winterfold Estate* by selecting the remainder of the subdivision between Healy Road and Winterfold Road, an area of 420 acres. This land was not put under cultivation and served as bullock paddocks for many years.

The building industry in Fremantle was growing and racing to keep up with the demand and by 1900 it had started to spill over into Hamilton Hill. At *The Peak* on Forrest Road Frederick Outram built a lime-kiln and another was built by Samuel Vagg near Sawle Street. Lime was used extensively in making mortar by the building trade and was quarried and extracted throughout the Cockburn District. At the lime-kilns a gradient was made to the top of the kiln and alternate layers

of firewood and limestone were packed in from bottom to top and the kiln was then closed with galvanized iron. After 48 hours of continuous burning the bottom of the kiln was opened and the lime was extracted, to be bagged ready for carting.⁴ Many of the small sections of the new subdivision, along Forrest Road, were bought by people who worked in Fremantle's building trades and wanted room for a small vegetable garden around their homes. Henry Burnett, a master plasterer, bought a 9 acre lot; Ernest Torr, a mason, had an acre of vegetable garden; William Gaudie, a plasterer, had an orchard and vineyard on his 6 acre selection; Richard Rendell, a builder, cleared 5 acres of his block and put in a market garden; and William Thomson, a carrier, had enough room on his block for his home, stables and 2 acres of feed. Some of the smaller sections were not much more than a quarter of an acre and were used as residential blocks only. Henry Woods, a labourer, built a two-roomed stone house on his section and William Rendell, a shoe-maker bought an adjoining block.

Other settlers on small sections followed the Dixons' lead and worked their blocks to supply Fremantle's demand for food-stuffs. Thomas Smith took up a small block on Carrington Street and a larger one east of Follington Avenue and began a dairy and on Fortini Court John Rawlingson built a three roomed stone house and a dairy. West of Follington Avenue, where the Hamilton High School now stands, Fawcett and Smith had a 60 acre property on which they cultivated an extensive market garden. Further to the east James Clarke had a piggery and 6 acres of crop near Curan Street and Henry Scott had 5 acres of garden north of Blackwood Avenue.

At the western end of the subdivision of Robb's land, between Healy Road and Recreation Road, two large sections were bought by Alex Chamberlain and by the Manning family. Alex Chamberlain was one of the group of Fremantle shipwrights whose sheds on Marine Terrace were the hub of the State's boat-building industry. Chamberlain had been building boats since 1870 and had got his first large order when the Shark's Bay pearling grounds opened up. From his two sheds on the corner of Howard Street and Marine Terrace Chamberlain built over a hundred 12 ton pearling luggers completing up to twenty in a year. The luggers were built with

painstaking care and were highly regarded for their speed. On many occasions the newly completed luggers were raced from Fremantle to Broome and Chamberlain's boats usually headed the fleet, averaging better than 10 knots over the voyage. After one such race Chamberlain was delighted to receive a letter from Sir Thomas Lipton, the perennial challenger for the America's Cup, asking him to make a set of sails for the *Shamrock*. Chamberlain's business expanded quickly and he built a motor launch for the Governor and several sleek racing cruisers on the Swan River including the *Sulituan* for the Manager of the Swan Brewery. By 1900 orders for pearling luggers had fallen off and, after a strike at his yard, Chamberlain lost an order for a three-masted schooner for South Australia. Rather than lose further orders he closed the yard and took up the selection at Hamilton Hill. East of Hardey Street, only a few yards from where Sidney Smith had built Robb's farmhouse in 1830, Chamberlain established the *Sunnydale* orchard and built a new home. This property was a show-piece of the district for many years catching the eye of travellers as they emerged from the cutting on Forrest Road into the new rural lands of Hamilton Hill.⁵

Opposite the *Sunnydale* orchard white gates marked the entrance to *Davilak* the home of the Manning family. The Mannings had bought the south-west corner of Robb's subdivision to link their property to Rockingham Road and to add to the Manning Estate. Lucius Alexander Manning had died in 1892 and his widow, Florence, was living in Singapore where she married Charles Strode-Hall. At the *Davilak* homestead Alfred Manning ran the Estate and lived with his sisters Azelia and Olive and his younger brother Lucius Charles. For 13 year old Lucius Manning the Estate provided an ideal playground. Climbing the hill behind the homestead the boy and his friends could see the sailing ships crowding Owen Anchorage and on the beach at their feet lay the old wrecks of two whalers. Taking a large plank from the wrecks the boys would paddle out to one of the ships and climb the anchor chain to clamber over the rigging. The crews of several of the ships had deserted to go to Coolgardie and many of the ships had only a caretaker on board.⁶

The diary of Olive Manning⁷ gives a brief glimpse of life at the *Davilak* homestead at the turn of the century. Each day

Alfred Manning attended the Estate's Fremantle office and several nights in each month saw to his duties as a Fremantle Municipal Councillor. Lucius usually had friends at the house and the boys would be off all day, sometimes camping and shooting at Bibra Lake for days on end. 25 year old Olive Manning managed the household in her mother's absence and coped with the daily round of household chores.

Her diary reveals a lonely, introspective girl suffering from indifferent health and made melancholy by the illness and death she witnessed about her. Her youngest sister 'Dottie' had started a slow decline towards an early death and several of her friends had contracted typhoid, two of them losing infant children. The one bright spot in her life was 'The Boy', Frank O'Connor, who courted her between his surveying trips to the goldfields. Frank O'Connor was the son of C.Y. O'Connor and spent much of his time away from Fremantle as an Engineer with the Government Railways. His appearances at Davilak, lean and sunburnt after months on the goldfields, punctuated an otherwise dreary existence for the girl he was to marry.

Servants were hard to get as they wouldn't live in the country districts and Olive Manning filled each day making up beds, helping with the mangling in the laundry and making tomato sauce and jams. The dairy was her special responsibility and each week she would make up to 8 pounds of butter to store in the Coolgardie Safes on the kitchen verandah. Outside the house there was the orchard and vegetable garden to attend to and each evening the geese had to be rounded up from the lake. The Mannings kept open house and most nights of the week there would be guests to dinner to be fed, made conversation with and entertained by accompanying their singing around the piano. It was usually midnight by the time the last trap clattered down the drive towards Fremantle and Olive Manning could retire to wake the next morning tired and unable to face the day.

There were breaks in the daily routine, time to practise the piano or violin, to sit in the library and sew or to read the latest copies of *Home Chats* that a friend sent from England. On fine days Olive Manning would saddle-up *Moonlight* and ride down to Coogee to visit Emily Rogers or into Fremantle to see Leah Solomon, sometimes going on to Cottesloe to bathe. On one afternoon's ride to Coogee *Moonlight* began to plunge and

stagger and dropped dead beneath her, leaving her to walk home with a tear-streaked face. There were occasional visits to Fremantle, to the dressmakers, to see the Cookes or Dr Hope and his family, or to the O'Connors where Mrs O'Connor always became flustered with the young girl who might be going to join her family. There were highlights in the year; a Ball at the *Victoria Hall*, a visit to the *Saladin* in Fremantle Harbour to have dinner with the Captain and the festive launching of O'Connor's new dredge the *Platypus* but overall it was a very quiet life and the winning of a chocolate cake at a street-stall raffle could bring great excitement.

Olive Manning's diary gives a strong sense that life at Davilak was very much life in the country. The household produced almost everything that appeared on its table and the family members ranged far along poor roads for their social life, along the river road to Claremont, across to Bibra Lake and south to Coogee. Changes in the seasons and spells of bad weather were brought vividly to the senses in the open countryside at Hamilton Hill. Behind the homestead winter gales ripped across Owen Anchorage and Olive Manning was always alive to the dangers of ships at sea. One diary entry reads:

11th. Oh *such* a day—The wind was something too violent to describe—the sheets flapped to bits. Oh the wind! I expect some ships are on shore.

12th. Yes — there were two wrecks at Rockingham, one probably lost crew and all—the other they saved half the men.⁸

The subdivision of Robb's land at Hamilton Hill opened up valuable rural lands in the north of the Cockburn District at the beginning of this century and, at the same time, the coastal strip between Fremantle and Coogee took on the industrialized character that it bears today. This area became Fremantle's back-yard and any product that smelled, grunted, bellowed or was likely to blow up in your face was confined to the coast south of Fremantle. A drive south from Fremantle to Coogee in the year 1900 would not be much different from one undertaken today. The alignment of Cockburn Road was nearer the coast, following the line of South Terrace and the railway line, but many things would be the same.

On Mandurah Road, just south of Island Street, the Fremantle Smelting Works poured smoke into the sky as it processed lead and base bullion from Kalgoorlie. The Fremantle District Roads Board had a drawer full of complaints about this early pollution and got little change in its approaches to the management of the works.

'Regarding the production of smoke and fume from our works. As long as lead smelting is carried on, so will these be the result. You may as well ask the Astronomer Royal to change the currents of air around Fremantle as ask us to condense these, and I am sorry that it is beyond our powers to minimize their production.

By the way, you do not state where the wholesale destruction of vegetation is taking place. Are you certain it is due to the above?'⁹

Next to the Fremantle Smelters stood the timber and galvanized-iron slaughter house of Copley and Co. processing sheep and cattle on the same spot where John Wellard had slaughtered sheep for the Convict Establishment in the early 1850s. Over the road, at the corner of Hampton Road and Rockingham Road, horses and drays were hitched to the water troughs outside the Newmarket Hotel as gardeners paused on their way home from the Markets. South of the Newmarket Manning's paddocks stretched from the crest of the limestone ridge down to Catherine Point and in this area a traveller could be brought up short as stray camels crossed the road. A quarantine area, which consisted only of a roughly fenced paddock, had been set up to receive the camels arriving from South Australia for the goldfields and as many camels grazed outside the fence as within it. At night the stray camels preferred to settle down on the limestone bed of Cockburn Road and many a traveller's horse shied in fright as the black mounds on the white road lurched to their feet bellowing in protest.¹⁰

Further south, at Robb Jetty, the slaughter houses of Forrest, Emanuel and Co; and Connor, Doherty and Durack blotted out the sea and stock-yards extended back to the road. The supply of meat to the Metropolitan Area and to the goldfields was almost entirely in the hands of these two companies and import restrictions stopped competition from Eastern States' supplies. Prices were very high and politicians and newspapers

complained bitterly of the "Kimberley Meat Ring" which they blamed for the excessively high price of meat. Alexander Forrest, the Premier's brother, and the Emanuel brothers had extensive pastoral properties in the West Kimberleys and controlled the shipping of all stock from that District to Owen Anchorage. Connor, Doherty and Durack were the pioneer pastoralists of the East Kimberleys and they controlled all shipping from that area. At Fremantle Alexander Forrest had an interest in the wholesale butchers firm of J.J. and R.H. Holmes and many people considered that this was too tidy an arrangement by far.

The two companies chartered vessels to carry stock from the Kimberleys to Owen Anchorage and, before the jetty was built, cattle were slid down a greased chute at the ship's side into the sea to be rounded up by stockmen in small rowing boats and swum ashore to yards on the beach. There was no cold storage at the slaughter houses and stock had to be pastured until it was ready for slaughter and thousands of acres of the Cockburn District were turned into a vast stockyard. Forrest, Emanuel & Co's paddocks extended along the limestone ridge from the Newmarket Hotel to Coogee taking up the western half of the Manning Estate and continued inland to include John Healy's 1000 acres in central Spearwood and John Ferres's 400 acres in Munster. Connor, Doherty and Durack's paddocks stretched from Lake Coogee over to Lorimer Road blanketing part of Munster, almost all of the Henderson locality and part of Wattleup as they spread across the Pearse Estate. At Thomsons Lake the 2,500 acres of the Holmes brothers' property completed the eastwards extension of the holding paddocks.

Between the coast and the Jandakot Agricultural Area three quarters of the Fremantle Roads Board District was used as holding paddocks leaving small enclosures of cultivated land at Lake Coogee and at Hamilton Hill. For the settlers who were ringed by these paddocks of sheep and long-horned, half-wild cattle travel along the District's few roads was a chancy business. John Mell had the unsettling experience of coming over the crest on a narrow, fenced road into a mob of cattle, one of which charged his sulky and injured his wife. He complained to the Roads Board that cattle coming off the steamers should have a man riding in front, but stockmen, like all good generals, led from the rear.¹¹

In 1898 a railway from Fremantle to Robb Jetty was opened and the two slaughter houses continued to expand to meet the demand for their products. Forrest, Emanuel & Co added a boiling-down works to the slaughter house, a bone mill, a blood manure factory and skin-drying sheds. Connor, Doherty and Durack expanded into a factory for the preparation of sausage skins, a boiling-down and gut-scraping works and a piggery.¹² Next to the slaughter houses at Robb Jetty an explosives magazine was built in the sandhills and Sandover & Co, Strelitz Bothers, Elders-Shenton & Co and Dalgety & Co unloaded explosives to shake loose the ore on the goldfields. At about 6 o'clock one morning, at a house 8 miles away from Robb Jetty, Fred Smith heard a resounding crack and ran into the back-yard sure that someone had thrown a stick of dynamite over the fence. Dynamite it was, but at Robb Jetty. Thomas Whelan, the night watchman, had noticed a light glowing through the stones that surrounded one of the huts at the magazine and going to investigate had been blown to pieces as the magazine went up.

South of Robb Jetty, at James Rocks, J.C. Hutton & Co had a piggery, a slaughter house and a bacon factory and further south again, on the opposite side of the road, T.J. Briggs and J.R. Rowland had been working a lime-kiln for several years. This kiln, a few hundred yards north of Mayor Road, still stands in recognizable condition and is clearly visible from the road. South of Jervoise Bay, near the groyne and boat ramp, another lime-kiln operated before the turn of the century and from this kiln a shallow draught, two-masted vessel carried 300 bags of lime at a time up the coast to cross the bar at Fremantle on the tide and run up-river to Perth before the afternoon breeze.¹³ The limestone from the Coogee area was a popular, durable building material and, in 1902, the Coogee Lighthouse was built from stone quarried on the site.

In 1903 the railway was extended from Robb Jetty to Woodman Point and the explosives magazines were moved there, further away from Fremantle. Next to the magazine an animal quarantine station had been opened in 1897 to receive cattle from the East Kimberleys where red-water fever and cattle tick had broken out, endangering the whole pastoral industry. The site chosen for the new magazine at Woodman Point was the old headquarters of the Fremantle Jockey Club

whose summer race meetings at the course had drawn good crowds from Fremantle, Jarrahdale and Pinjarra for many years.

On Race Days the fast steamer *Gannett* ran excursions from the River Wharf near the Fremantle Railway Station and a 2 shilling ticket would get you to Woodman Point and back. The track was in beautiful condition and its furlong-long curves banked down to 3-furlong straights which were as flat as a billiard table. The whole track had been levelled over a uniform width of 66 feet and had been planted with couch grass. A windmill and reticulation pumps watered the course and the committee had extended the saddling paddock and built a well appointed bird-cage of twenty-four stalls. R.H. Holmes, the President of the Club, H.G. Luttrell, the Secretary, and the committee of George Plant, Tom O'Beirne and Samuel Vagg spared no efforts in mounting an attractive programme and the nominations for the Autumn Meeting in 1898 included Fremantle's most fancied runners. B.T. Daley, a Fremantle cartage contractor and a great lover of horses, put up *Playboy*, H.J. Saunders followed with *Trio* and *Mentor* and J. Sowden with *Orphan*. Levi Baker, the Fremantle butcher, entered *Aggie* and *Bluebell II*, Thomas Allen entered *Queen's Toast* and Tom O'Beirne, the New Zealander owner of the Club Hotel, entered *Commander*.¹⁴ Racing was keen at Woodman Point and many of the starters did well on the Perth Course notably Tom O'Beirne's *Australian* which went on to win a Perth Cup in 1901.

When the Club closed down they still had to their credit about £800 which was placed in trust with the President, R.H. Holmes. Holmes wasn't sure what to do with the money so handed it over to the newly established Fremantle Golf Club to help get it on its feet. A short distance north of the old Woodman Point race course the Powell family were living opposite the Coogee Reserve. Walter Powell had opened the Coogee Hotel in 1901 and modelled it on hotels he had seen on the French Riviera. The single-storey building was surrounded with gardens and playing fountains and it soon became known as the Honeymoon Hotel of Western Australia. Next to the Hotel Powell built a race course and encouraged the Fremantle crowd to keep coming by presenting substantial trophies. Each year he presented the Coogee Cup and amateur

riders lined up with the Fremantle jockeys to compete for it. One of the most successful amateur riders, and the despair of the stewards, was Maudie Tozer from Banganup Lake. Maudie Tozer won the Coogee Cup twice in one meeting, winning it first-off and again when the race was re-run after complaints of interference.

Maudie and her mother, Liz, squatted on Louisa Wakely's block at Banganup Lake rearing horses and cutting wood and blackboy for charcoal burning. The two women employed woodcutters, often a runaway sailor, but did all the carting themselves. A common sight on Russell Road was Liz and Maudie bringing three cart-loads of wood along the road with Maudie in the lead, a horse tethered behind her cart and Liz bringing up the rear.

At Hamilton Hill the meat industry extended inland when Joseph and Levi Baker bought part of Robb's land on Rockingham Road from the Dixon family. On this block the Baker brothers built a slaughter house to supply their chain of butcher shops in Fremantle, Cottesloe and Claremont. Joseph and Levi Baker had been orphaned at the age of 18 months and taken into the Perth Poor House. Some time later they were adopted by Mrs John Dixon, wife of the Fremantle butcher and grew to be independent, hard-working young men. The twin boys never attended a school and learned the butchering trade as apprentices to the Chester Brothers in High Street, Fremantle. In the year 1900, at the age of 32 years, the Baker brothers formed a partnership and opened their first butcher shop at the corner of South Terrace and Hampton Road. As their business expanded the brothers built the slaughter house at Hamilton Hill and bought out the wholesaling firm of McIntosh, Fry and Morley who had a chain of thirteen butcher shops between Fremantle and Perth. At their Hamilton Hill slaughter house the Baker brothers added a boiling-down works and a piggery, killed cattle, sheep and pigs, and made a variety of small-goods, employing a large number of people from the new District.¹⁵

In 1889 a large tract of land south of the subdivision of Robb's land was declared a reserve, to be placed at the disposal of the Fremantle Municipal Council. This area of about 900 acres was used as commonage between Blackwood Avenue and Phoenix Street and the Fremantle sewage farm was placed

south of Phoenix Street, between Bullfinch Street and Sudlow Road.

Thus, by the beginning of this century, the settlement of the Cockburn District had taken a shape which met the demands of a rapidly growing metropolitan area. To the east of the District was the greatest concentration of population and at Jandakot the gardeners engaged in intensive vegetable cultivation. In the south-west corner the orchardists and vigneron of the smaller settlement at South Coogee added to the produce at the Fremantle Markets and at Hamilton Hill vegetable gardens, dairies and lime-kilns provided food and building materials for the city. Between Fremantle and Coogee the meat for the metropolitan area was killed and throughout Spearwood, Munster and Henderson a vast expanse of holding paddocks pastured the stock from the Kimberley Districts.

NOTES

- ¹ F.D.R.B. Inwards Correspondence 1893-1897, Local Board of Health Report to F.D.R.B., April 24th, 1895. B.L. Ac. No. 1151/6.
- ² John K. Ewers, *The Western Gateway*, Second Revised Edition, (W.A. University Press, Perth, 1971.) p.94.
- ³ *The Umpire*, February 1st, 1902, p.3b.
- ⁴ *National Estate Study. A Report Prepared for the Town of Cockburn*, (Technic 10 (W.A.) Pty Ltd, Perth, 1975.) p.41.
- ⁵ Information from Joseph Chamberlain, son of Alex. Chamberlain, 108 Clontarf Road, Hamilton Hill.
- ⁶ Information from Lucius Charles Manning, interviewed by John Slee on January 10th, 1975.
- ⁷ Diary of Olive Manning, written at Davilak, January 18th, 1899 to January 1st, 1900. In the possession of Mrs F. McDaniell, 34 Cliff St, West Perth.
- ⁸ In July, 1899 two sailing ships, the *City of York* and the *Carlisle Castle* were wrecked off Fremantle on the same night with the loss of many lives.
- ⁹ F.D.R.B. Inwards Correspondence 1898-1900. From the Western Australian Smelting Co Ltd, Owen's Anchorage, November 11th, 1899. B.L.
- ¹⁰ F.D.R.B. Inwards Correspondence 1893-1897. From Chief Inspector of the Stock Department, September 11th, 1896. B.L.
- ¹¹ F.D.R.B. Inwards Correspondence 1898-1900. From J.B. Mell, March 2nd, 1899. B.L.
- ¹² F.D.R.B. Licenses for Use as Premises 1902-1907. B.I.
- ¹³ L. Lambert, *The Birth and Growth of the South Coogee District*, p.17.
- ¹⁴ *The Umpire*, December 4th, 1897, p.2c.
- ¹⁵ Information from Mrs. Eileen Reeves, 1 Bateman Street, Fremantle and Mrs J. Hamilton, 58 Webster Street, Nedlands.

CHAPTER 11.

BEGINNINGS AT SPEARWOOD, 1895-1912

North-West pearlers invest in land: The 'Woodlands' and 'Spearwood Gardens' subdivisions: New settlers follow the gold-rushes: Establishing a new block: Clearing and well-sinking: A woman's lot: Children's chores.

In the Cockburn District the area which offered the greatest potential for closer settlement was the Spearwood Basin — that tract of land between the coastal limestone ridge and the inland chain of lakes. The area was close to Fremantle and through its centre ran a chain of swamps and fertile, peaty soils from which extended red, limestone sands. The Spearwood Basin carried a medium forest of tall tuart trees and its limestone bed covered an almost limitless supply of clear underground water. This part of the District had been denied to new settlers since 1864 when it had been held first under large pastoral leases and then as large freehold estates by a handful of families. Closer settlement had been forced eastwards of the area to Jandakot, southwards to South Coogee and northwards to Hamilton Hill.

By the 1880s the grip of the large land-owners on the centre of the Cockburn District began to loosen and during the decade of the gold-rushes rising land prices and the pressure of a rapidly increasing urban population brought changes in ownership and the breaking up of the land into small holdings. In the mid-1880s Edward Troode began to break up his *Woodlands* Estate prior to his retirement to Albany. Troode, a native of Plymouth, England, had come to the Colony in 1853 and had joined the Convict Establishment in Fremantle in June of that year. Two years later he transferred to the Customs Department as a junior clerk and worked his

way up to the position of Chief Clerk during his 37 years of service with the Department.¹

During his years in the Customs Department Troode invested carefully in land in the central Cockburn District and built up an estate of almost 500 acres. Troode's *Woodlands* Estate was bounded by Hotspur Street, Rockingham Road, Yangebup Road and Hamilton Road and near Hamilton Road stood his large homestead which was surrounded by gardens and orchards. Prior to his retirement in 1891 Troode sold 200 acres along Rockingham Road to James Morrison, a stock agent from Guildford, 100 acres south of Hotspur Street to George Thompson, a cordial manufacturer, 10 acres west of Sussex Street to George Smart and the homestead block of 40 acres to John Barker Mell.

Morrison and Thompson were investors looking for land close to Fremantle suitable for subdivision but George Smart and John Mell were settlers aiming to cultivate the land and live on their new holdings. George and Catherine Smart put up a temporary home on Mell Road and began to establish an orchard and garden. The Smarts were the first of the small land holders to settle in the Spearwood locality and their second son, Dave, was born at their home in 1898.² The *Woodlands* homestead became the home of John Mell and his family. Mell was one of the many newcomers to Western Australia who had followed the mineral strikes across Australasia at the end of the last century matching their skills and energy to the opportunities that sprang up. Born in England Mell had lived in Auckland, then Broken Hill, before coming to Fremantle in the 1890s. At *Woodlands* Mell and his wife Maria raised seven children, the oldest boys, Walter and Edward, working the property while Mell worked as a draftsman for the Swan Brewery.³

At about the same time as Troode was disposing of his Estate investors began buying up adjoining parcels of land to take advantage of improving land values. Prominent amongst these investors were pearlers from the north-west grounds whose confidence in the future of pearling had been shaken by a very bad season in the mid-1890s. George Streeter, a partner in the Broome pearling firm of Streeter and Male, bought the *Glen Mia* Estate from George Ellis in 1894 for £250. Ellis, an aging bachelor, had been suffering from tuberculosis for some years

and was unable to work the property which he had held since 1859. The *Glen Mia* Estate comprised 130 acres between Mell Road and Troode Street and had originally been purchased by Ellis to secure the water rights for his pastoral lease in the District.

East of Rockingham Road lay a block of 50 acres centring on the site of the Phoenix shopping centre. This block had been held as an Immigrant Grant by Ellen Scott since 1885 but had never been developed. In the late 1890s the block was bought by Jarvis Hoult who had luggers and a pearling ground in Shark's Bay as well as business interests in Fremantle. Another pearler to buy land in the central Cockburn District was Captain Frank Biddles who was a master pearler at King Sound and a partner in *Thangoo* Station. Captain Biddles retired to Fremantle and built *Ivanhoe* in Ord Street, ⁴ one of the finest homes in the State, and added to his investments by buying 25 acres of the *Woodlands* Estate between Kent Street and Spearwood Avenue. At about the same time Thomas O'Beirne, owner of the Club Hotel in Fremantle, invested in a 100 acre block between Owen Road and Hotspur Street centred on the grounds of the Phoenix Primary School.

In 1897 the two largest parcels of the *Woodlands* Estate were subdivided and offered for sale by their new owners. James Morrison subdivided his 200 acres into thirty-eight garden lots of about 5 acres each. Morrison named the subdivision the *Spearwood Gardens* estate and named the new roads which bordered it Spearwood Avenue (now Rockingham Road), Garden Road and Troode Road. At about the same time George Thompson subdivided his 100 acres into twenty 5 acre lots and advertised them as the *Woodlands* estate. To service the lots two new roads were built down and across the centre of the subdivision and were named Sussex Street and Kent Steet after the English counties.

Of the two new subdivisions *Woodlands* was nearer to Fremantle but *Spearwood Gardens* included a low-lying area of rich swamp land and the new settlers quickly showed their preference for the more fertile lots in the latter area. By 1900, when the Fremantle District Roads Board built Hamilton Road to link the new subdivisions to Fremantle, all lots had been sold in both estates but it was in the *Spearwood Gardens* estate that people first chose to settle. In 1900 the only resident

in the *Woodlands* estate was Bill Strand who had put up a hessian and sapling hut and planted an acre of vegetable garden on his Kent Street lot. In *Spearwood Gardens* thirteen people had moved onto their blocks by 1900 and others were soon to follow.⁵

As the gold boom in Western Australia approached its peak in 1898 and the new harbour was opened at Fremantle new settlers continued to pour into the State from every part of the Globe. Western Australia became a magnet for thousands of restless, energetic young men ready to chance everything in this remote corner of a remote continent. South of Fremantle the newly opened gardening land in the Spearwood Basin was ideally placed to attract those newcomers who sought their opportunities on the land rather than on the gold trail. Others who passed through Fremantle to the goldfields and built up a modest stake there found on their return to the Port that good blocks were still available at Spearwood. The close proximity of the new Spearwood subdivisions to the State's gateway ensured that the area gained its share of the wealth of human resources attracted to Western Australia by the discovery of gold.

One of the first settlers in the new Spearwood Gardens subdivision was a young Irishman, John Walker Dowse. Dowse had left his County Wicklow home near Dublin in 1891 to follow the gold trail across Australia. Arriving in Victoria he found that the gold boom had ended so, crossing to Fremantle in 1894, Dowse joined the goldseekers who went by train to the head of the line at Southern Cross then walked the rest of the way to Kalgoorlie. On the goldfields Dowse spent 2 years prospecting and sleeper cutting before deciding that this was not where his fortune lay and returning to Fremantle. Here, the young Irishman felt again the pull of the land and found employment with Alf Newman at South Coogee, learning the skills of gardening and fruit-growing. By 1898 Dowse was ready to strike out alone and bought for £75, 15 acres of good swamp land fronting onto Rockingham Road. By 1900 Dowse had built a two-roomed weather-board and iron home on his block and was able to send to Victoria for his fiancée, Sarah, to marry her in St. John's Church, Fremantle, and start a new life on his block at Spearwood.⁶

In 1898 Niels Thorsager, a 29-year old merchant seaman

from Aarhus in Denmark, paid off in Boston and paused to ponder his future. In was 4 years since he had seen his sweetheart, Frederikke, and at their last meeting her parents had refused her hand until he agreed to give up the sea. Frederikke, 12 months his junior, was employed as cook in one of Denmark's fairy-tale castles and practised her domestic skills with the pride of a true artist. It was a time for swift decision and Thorsager took passage for Fremantle arriving in June, 1898. After working in Fremantle for several months Thorsager took up a block in Spearwood near John Dowse, put up a tent and sent back to Denmark for Frederikke to join him.

On October 4th, 1898 Frederikke arrived at Fremantle earlier than expected and with no one to meet her. Her first thought was to sail on to Adelaide where she had an uncle but another passenger, Theo Hansen, who spoke English persuaded her to put her luggage ashore and take a cab to the address in South Fremantle where her letters to Niels had been collected. At the boarding house in South Fremantle the landlady took the situation in at a glance and sent a message to Mrs Albert Stock at Coogee to find Niels and fetch him to Fremantle before the boat left for Adelaide. In 4 days of hectic activity at Coogee Frederikke made her wedding dress, helped cook for the reception at the Coogee Hall, met her new neighbours and walked down the aisle at St. John's Church, Fremantle to marry the man who had proposed to her 4 years earlier. At Spearwood she soon had the weatherboard cottage that Niels had built looking like a home but was sure he had brought her to a wilderness and waited for the attack by Aborigines that she knew must come.⁷

Further north where the railway line now crosses Rockingham Road Phillip Hawkes, a New Zealander, took up a Spearwood block in the following year. Hawkes had met his friend and partner, Alex Trouchet, while travelling in Mauritius and the two men decided to try their luck in Western Australia. Trouchet, a chemist, bought a shop on the corner of Barrack and Wellington Streets in Perth and supplied the capital for Hawkes to develop the block at Spearwood. After an early attempt at gardening Hawkes ventured into the importing and breeding of high class poultry. By 1901 the partners were advertising for sale Minorcas, Andalusians,



Thorsager family, Spearwood, 1912.



Joe Malacari (Jnr), Mrs Malacari, Joe Malacari (Snr).

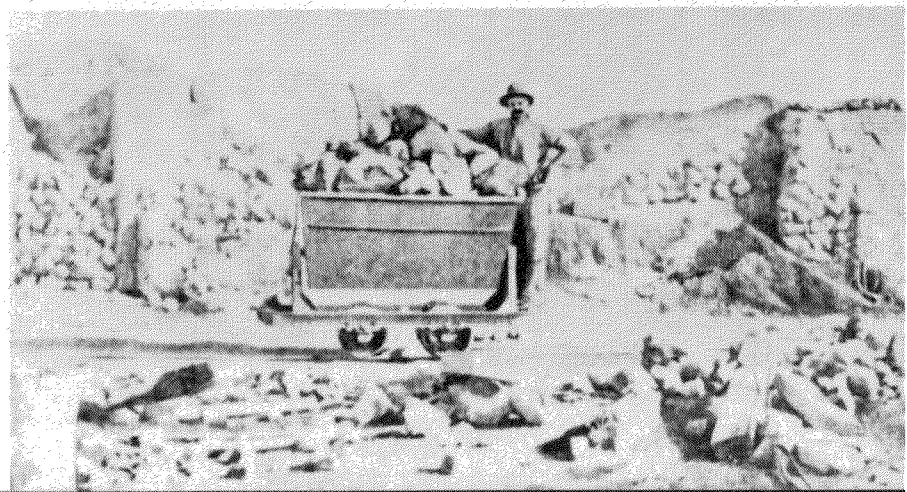


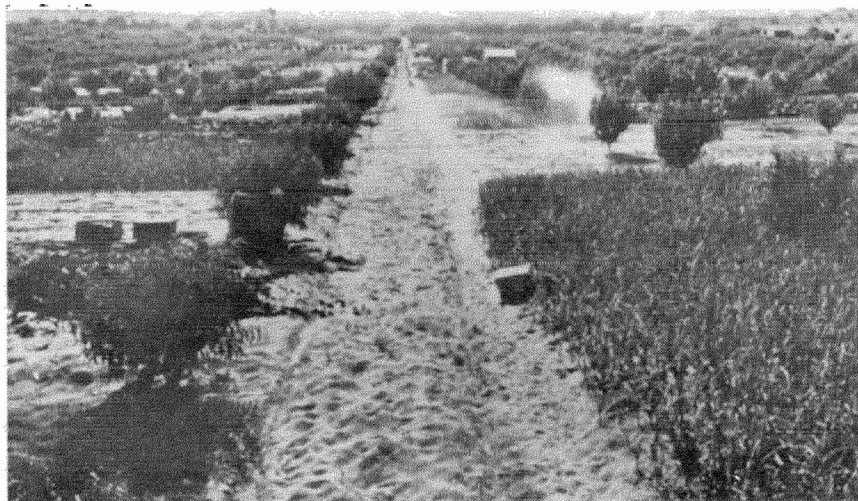
Original explosives magazine at Robb Jetty, 1900.



Quarantine Station at Woodman Point, 1901.

Lime kiln operated on Cockburn



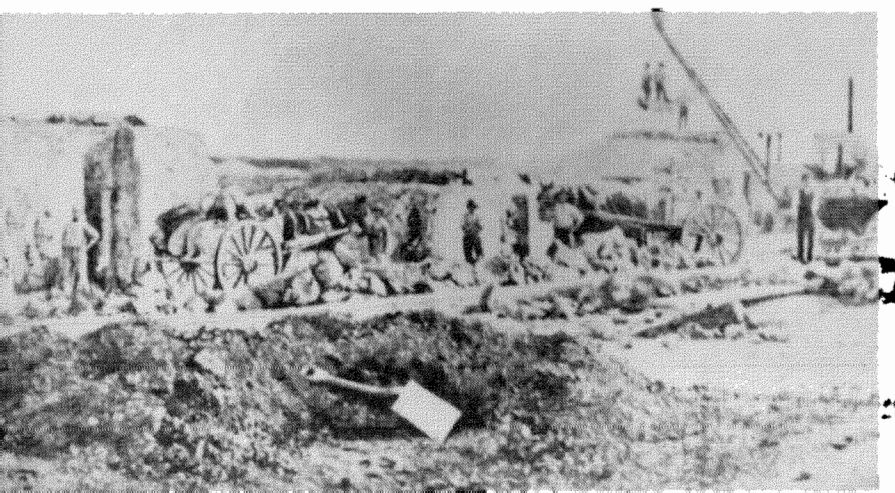


Mayor and Brindle's place, Spearwood, 1912.



Fremantle Smelting Works, 1901.

by Briggs and Rowland, 1904.





Niels and Frederikke Thorsager, 1894.



Mr and Mrs Thorsager, 1926.

Brown Leghorns, White Leghorns and Indian Runner Ducks.⁸ A later, more profitable venture resulted in the establishment of the *Spearwood Vineyard* which became a show-place of the District and was exporting prize winning grapes to England by 1912.

North of the *Spearwood Gardens* new settlers began to take up their blocks along Kent and Sussex Streets in the *Woodlands* subdivision.⁹ One of the first to join Bill Strand was John Cooke who had followed the gold trail across the north of Australia. Cooke had left his farm in Victoria to go prospecting in the Northern Territory and had crossed to Western Australia in 1886. At the Three-Mile in the Kimberley District Cooke opened a store and continued prospecting in his spare time. In the 1890s the gold strikes in Kalgoorlie brought Cooke to Fremantle where he established a general grocery store on Mandurah Road. By 1900 Cooke had bought a block at the corner of Kent and Sussex Streets on which he built his home and established a poultry farm and orchard.¹⁰

In 1904 Cooke sold his Spearwood property to Andrew Bailey who had come over from Victoria the previous year. Bailey had left his home in Talbot, Victoria in 1899 to join the Australian volunteers who served with the British Army in South Africa against the Boers. On his return from South Africa Bailey was not prepared to settle back into his home town and decided to try his luck in the West. After 12 months prospecting at Kalgoorlie Bailey found his way to Spearwood where he bought John Cooke's property. Bailey brought his new bride, Alice, back from Melbourne and set about establishing a garden on his block.¹¹

For those with little capital the purchase and development of a gardening block at Spearwood was a long and arduous task requiring the land-owner to work full time for someone else during the day then knock off and start working for himself at night and on the weekend. When the Malacari family moved onto their Spearwood block in 1905 Joseph Malacari found his ample capacity for hard work tested to the full. When he was aged 10 years Joe Malacari and his mother were the only members of the family to survive a cholera outbreak which swept through their home village of Ancona on the Adriatic Coast. With the bread winner of the family gone the young Malacari signed on as Ship's Boy with a trading vessel that lay

in the port and spent the next 15 years at sea. In 1885 Malacari paid off at Fremantle and met his wife, Maria Wilkins of Toodyay. The young couple moved to Melbourne where Malacari found work on the wharf and Maria had her first two children.

By 1890 the great Maritime Strike had closed the docks and 50,000 men were out of work in the four eastern colonies. Malacari saw no future for his family in Melbourne and signed on as a stoker with a ship crossing to Fremantle. In Western Australia work was offering at the new Swan View Tunnel and Malacari joined the work gangs who were hauling rock away from the hillside. Malacari had a trader's instinct as well as the ability to work around the clock and he was quick to notice that the work gangs matched their Saturday night blow-outs with a relentless Sunday morning thirst. On Saturday afternoons Malacari would trudge over the hills to a Darlington vineyard and on Sunday mornings he had demijohns of wine to sell to those who were gripped with the despair of a dry Sunday.

By 1900 Malacari was working on the wharf at Fremantle, was a foundation member of the new Lumpers' Union, and was living with his family at Holland St, East Fremantle. It was 30 years since he had seen his mother and she had at last agreed to use one of the several tickets sent to her and join the family at Fremantle. One day in November of that year found Malacari at work on a ship's winch unloading barrels of sulphur onto the dock when he heard that, in a cabin below, there was an old lady of the same name on her way to Melbourne. Racing below Malacari saw an old lady sitting on a trunk knitting socks who looked up at him without recognition. Rolling up a sleeve to reveal an ugly childhood scar Malacari thrust his arm at her and shouted 'Mama! Is it you?' Scooping up his mother and her luggage he ran down to the dock and bundled her into a cab answering the Wharf Superintendent's cry of, 'Joe. What about the winch?' with 'You work the winch — this is my Mama!' In 1902 Malacari heard of a block for sale at Spearwood — the owner's wife wouldn't come down to it because she was sure the Aborigines would kill her — and putting a tent on the block began clearing it when he was not at work on the wharf.¹²

As the subdivisions around the swamp land filled at the beginning of the century the higher ground to the north was

cut up into gardening blocks. Tom O'Beirne's 100 acres was subdivided in 1905 and the twenty-one lots were advertised as the *Hamilton Road Estate* in the same year.¹³ This subdivision was bounded by Owen St, Rockingham Road, Hotspur Street and Hamilton Road and its first settlers started to build their homes along Hamilton Road.

The first family to move onto their block in the Hamilton Road estate, John and Margaret Owen, were to prove not only that their Spearwood block had potential but that the growing metropolitan area held opportunities for the education of their children that were not to be found in the old country. John Owen had left his home in Caernarvonshire, Wales in 1890 to work as a labourer in Melbourne and had met and married his wife, Margaret there before coming to Fremantle in 1894. At Fremantle the Owen family lived in the Canvas Town at Plympton before moving to Beaconsfield when John Owen found employment as a storeman with Henry Wills and Co. Margaret Owen was ever ready to push for something better for her husband and her children and in 1905 the family took up the Hamilton Road block as a dairy farm. John Owen had some experience of dairying from his home district in Wales but had no capital and no assets except the capacity for hard work.

In the next 11 years John and Margaret Owen worked together at all the laborious, daily tasks of dairy farming and saw their business grow to its peak of thirty cows and two milk-carts serving a large delivery round in Beaconsfield and South Fremantle. Margaret Owen was also mentor and guide to the eight Owen children raised on the Hamilton Hill block and she made sure that each of them made good use of the limited opportunities for a higher education that existed at that time. After completing their primary schooling at the White Gum Valley and Hamilton Hill schools the Owen children went on to Fremantle Boys and Princess May schools, won scholarships to Scotch College and University Exhibitions and went on to serve the community as doctors, teachers, public servants and businessmen.¹⁴

By the end of 1905 the last of the swampland in the Spearwood Basin had been taken up and only the red limestone sands remained. George Streeter subdivided his 130 acres as the *Spearwood Extension*, an area bounded approximately by

Mell Road, Garden Road, Troode Street and Hamilton Road,¹⁵ and the twenty-seven lots started to fill. The first settlers on the red sand further back from the swamps were Alfred Mayor and James Brindle from Preston, Lancashire and many shook their heads and 'pitied the poor pommies' as they started to clear their sandy block on Hamilton Road.¹⁶

The concern of the established gardeners was unnecessary, however, as the young partners were to become the most successful growers in the District. In 1903 Mayor, aged 26 years, and Brindle, his brother-in-law, aged 21 years, had left Lancashire for New Zealand. When the ship reached Fremantle the partners decided that they had been at sea long enough and decided to try their luck in the West. Mayor, a cabinet-maker, and Brindle, a master-gardener, had skills that were eagerly sought and they quickly found jobs — Mayor with Zimpels and Brindle with a market gardener at Canning Vale. In 1906 the partners bought two blocks 'off the map' at Spearwood and decided to capitalize on Brindle's gardening skills.¹⁷

Later in 1906 the Barton family, also from Preston, Lancashire, took up a block next to Mayor and Brindle on Hamilton Road. Richard Barton, a widower; his children, Jenny, Bill, Norman and Tom; his brother, William; and his sisters Catherine and Emma had arrived in Fremantle in 1902 and had spent some time living in Fremantle and at Hope Valley before taking up their Spearwood block. On the block Richard Barton built the family home and three years later built another for William Barton and his bride, Hannah, who had come out from Preston to marry him.¹⁸

The first settlers in Spearwood were faced with a daunting task in developing their new blocks and early progress was slow and uncertain. Although the undergrowth beneath the stands of tall tuarts had been cleared by years of rough-grazing each block had a medium-to-heavy cover of timber and the ground was studded solidly with limestone outcrops. The settlers had little capital with which to develop their blocks and their first task was to find outside work to support their families.

Niels Thorsager worked out at post-cutting for several years and returned home each evening to clear the trees from his block and trench the stone from almost the whole of its 5 acres. As the stone accumulated it was carted up to Rockingham

Road where it was used for road-making. For Joe Malacari work on the Fremantle Wharf continued without interruption while his block was being slowly developed. Each day saw young Joe drive his father the 4 miles to Fremantle for the daily pick-up on the wharf and the chance of earning 8 shillings for a 10-hour shift and each evening Joe Malacari returned home to start work on the block. Sixteen large tuarts were cut from the south-east corner of the block with cross-cut saw and axe and the whole of the block was trenched to a depth of 2 feet 6 inches. With the stone from the block Malacari built his home, provided enough to build the Follington and Burnett homes and had enough left over to make a stone wall around most of his block. During a spell when he had broken a leg on the wharf and had been laid-off Malacari had started buying fresh fish, smoking it and selling it from a stall outside Fremantle Town Hall on Saturday nights and this venture continued to bring in extra income when he resumed work.

On Mayor and Brindle's block there was an extra pair of hands and Alf Mayor rode daily to the railway workshops at Rocky Bay while James Brindle and his sister, Harriet Mayor, worked the garden. There was little stone in the block and after twenty-two big tuarts had been cleared from the first 5 acres the garden was quickly established. The Barton family were also fortunate in having more than one breadwinner on their block and William Barton joined Mills and Wares as a storeman while Emma Barton, a nursing sister, worked at hospitals throughout the State.

On the Spearwood blocks the heavy initial work of clearing and trenching was compensated for by the availability of excellent supplies of underground water and the settlers quickly developed efficient means of irrigating their gardens. John Dowse had begun in 1898 by digging 4 to 5 feet-deep soaks at the edge of the swamp and bucketing water out in kerosene tins, before sinking a 30 foot well and fetching water up by bucket and windlass. By 1908 Dowse had erected a windmill on the well and was able to irrigate his garden by pipe and hose to long-arm sprinklers. Niels Thorsager had sunk a 32 foot well on the top end of his block and then found he could obtain an unlimited supply of clear, hard water at a depth of 8 feet further down the block by the swamp. For Joe Malacari progress in sinking his well was measured in Sundays

— the one day of the week left to work on the block. In fourteen Sundays Malacari put down one of the best wells in the District, 33 feet through stone all the way, with dynamite and pick, hauling the rubble up by windlass to the surface. As soon as a reliable supply of water had been obtained the Spearwood settlers were ready to begin planting and manuring the blocks.

The Spearwood settlers generally took their lead from the established gardeners and orchardists at South Coogee and began planting their ground with garden stuff for an early return. Peas were a proven first crop to put nitrogen into the ground and tomatoes, cabbages and a wide range of root-vegetables quickly followed. Lucerne was another reliable crop and was cut fresh on frosty mornings to be sold in 14 pound bundles for fodder. Once the garden stuff was planted the settlers turned their attention to establishing the fruit trees which were to provide them with their main return. By 1912 almost all of the Spearwood Basin was planted in regular rows of fruit trees and the ground between the rows of trees was planted with garden stuff. The regular cultivation and manuring of the garden between the rows of trees brought about a quick growth in the fruit trees and produced fruit which was unequalled in its size and in its flavour.

Between 1906 and 1912 the new settlement at Spearwood continued to grow, due in part to a more vigorous State immigration policy. From 1903 to 1913 the State's policy of promoting immigration from the United Kingdom had brought 55,000 British immigrants to Western Australia, some 33,000 of them assisted, and in 1911 over 9,000 immigrants from the United Kingdom reached this State.¹⁹ The new lands at Spearwood, in close proximity to the Port, gained their share of this influx of new settlers as well as continuing to attract settlers from the eastern states.

As the population of the Spearwood settlement increased so did the number of those settlers who saw their block as a place to build their home, and its produce as a supplement to their income which was earned somewhere else. For Isaiah Wauhop the block at the corner of Phoenix Road and Sussex Street was to be a home-site which was reasonably close to Fremantle and the site of a vineyard to which he could retire when that time came. Wauhop had been born in Victoria in 1860 and had worked underground on the mines at Bendigo until an

explosion had cost him the sight of one eye. This accident changed the pattern of Wauhopp's life completely and he turned to education as his life's passion. After educating himself Wauhopp opened a private school, St George's College, in Bendigo and spread his love of learning to his pupils. During the depression of the 1890s Wauhopp clung to his school by foregoing fees but was eventually forced to close down and came to Western Australia in 1901 to start again. At Fremantle Wauhopp taught at the Fremantle Boys' School and opened the Fremantle Technical College where he taught all Commercial subjects. On his Spearwood block Wauhopp built his home and developed a fine vineyard in the few spare hours of each week not devoted to the schools in Fremantle.²⁰

For Edwin Follington also the Spearwood land offered a place to retire to and the opportunity to try his hand at the orchardist's skills. Follington had come to Fremantle from Ryde in New South Wales and was employed at the Midland Junction Workshops as a coach-builder while he was building the brick and stone bungalow that was to be the family home at Spearwood. His small, stooped figure was a familiar sight on Hamilton Road as he pedalled a heavy bicycle the 5 miles to Fremantle each day to catch the early morning train to Midland Junction.

In 1906 George Congdon, his wife, Mabel, and their first two children arrived in the Spearwood District and took up a 5 acre garden lot just south of Mell Road. George Congdon had left the tin mines of his native Cornwall as a boy and had travelled with his brother to New South Wales where he was attracted to the lead and silver mines at Broken Hill. From Broken Hill Congdon and his wife moved to Kalgoorlie at the turn of the century and he spent the next six years working on the Great Boulder mine before moving to Spearwood. On his block Congdon got a market garden started then turned his attention to the quarrying and carting of stone and road-making under contract to the Fremantle Districts Roads Board. Other Spearwood residents engaged in quarrying or road-making at about this time were the Harvey family, Joseph Tylee and Robert Morton.²¹

In 1907 Robert and Sarah Straughair and their three children, Robert, George and William moved onto their block at the corner of Hamilton Road and Kent Street. Straughair

had come to Western Australia from Victoria in the 1890s and had worked in East Fremantle as a plumber before moving to Spearwood. After settling his family in their new home Robert Straughair followed his trade to Onslow from where he established a business repairing station windmills and tanks. At Spearwood Sarah Straughair established a small shop and the District's first post office and became a driving force in the community life of Spearwood. In 1910 another Preston family, Robert and Eliza Rigby and their daughter, Isobel, arrived in Rigby Avenue. Robert Rigby was an able carpenter and built a comfortable family home before turning his hand to growing a thriving orchard of peach trees which were to take off many District prizes.²²

In 1911 four families from Kent arrived together in Spearwood — the Boons, the Honeysetts, the Hyams and the Packhams — and began to develop their blocks. George Honeysett, a round, brown happy character who usually wore a shearer's vest and Bombay Bloomers and threw his shoes away as soon as he got to Spearwood, bought 2 acres from Bill Strand and established a vegetable garden on it. Frank and Ada Packham were soon established on a market garden also. In the same year the Hines brothers, Arthur, Jim, Bert and Alf arrived in Spearwood from Fremantle and Arthur and Rachel Hines began setting up their home on Hamilton Road. The Hines brothers were skilled carpenters and built the Methodist Church and the Spearwood School as well as many schools in country towns. Arthur Hines was soon able to return to his family at Spearwood and built up a profitable poultry farm.²³ Another new resident in Spearwood at this time was James Arthur Stook who had carried his swag from Adelaide to Perth and had found work on the lime-kilns on Cockburn Road. Stook was a foundation member and Vice President of the Fremantle Lime-Burners' Union and played the tenor saxophone with the Subiaco Lime-Burners' Band. Shift work on cold nights, the intense heat of the kiln, and the back-breaking work of man-handling trolleys of timber and limestone to the top of the kiln had combined to affect Stook's health and he bought two blocks on Garden Road where he established a small market garden.²⁴

In 1908 William Watson bought *Woodlands* from John Mell and commenced building an abattoir on the 40 acre block to

supply his retail small-goods business. Watson had come to Fremantle from Victoria in the 1890s and had established a chain of twenty retail outlets for his small-goods business. From about 1902 Watson had operated a piggery on the site of the present Davilak Reserve and in 1909 he moved and extended his operations to the new site in Spearwood. Watson soon became a familiar sight on Hamilton Road as he rode his large white horse daily from *Woodlands* to his Mouat Street office in Fremantle and was to become a central figure in the life of the new community at Spearwood.

As the settlement at Spearwood grew the new residents began looking for better facilities for their wives and families. Living conditions were primitive and running water, electricity, public transport and prompt medical service were luxuries to be looked forward to. Wives carefully hoarded the supply of rain water that could be caught in one or two tanks and a bath tub full of rain water had to serve the whole family on Saturday nights before being bucketed out onto the house garden. Butter and jellies were kept in a bucket down the well and often the last task before visitors arrived for tea was to quickly winch up the watermelon and jellies from the well to place them on the table. To organize a day's shopping in Fremantle required fortitude and a well-developed sense of humour, especially when young children had to be taken along. Hannah Barton and Harriet Mayor often decided to go to town together and set out from Hamilton Road for the Spearwood Siding, each dragging a pram along the sandy track. Armed with gum-tips to whisk away the persistent bush flies the two young wives would wait for up to an hour for the train to appear before deciding that they had missed it and setting off for home again. As often as not they would have covered half the distance home again when the whistling of the train at the Siding announced its arrival.

A good's service was operating between Fremantle and Armadale by 1907 and sidings were located at South Beach, Robb Jetty, Spearwood, Bibra Lake, Jandakot, Banjup, Skeet's Crossing, East Jandakot and Murphy's Crossing. The 5 mile journey from Spearwood to Fremantle took a mere 30 minutes but the trick was to get on the train at all. Niels Thorsager had arranged for the train to stop at Spearwood Siding to pick up passengers and, after signing the chit

presented by the guard agreeing to travel at their own risk, passengers were allowed to haul themselves up into the guard's van for the trip to Fremantle. Family outings to Fremantle, therefore, were infrequent and usually saved up for important occasions such as Christmas shopping. On New Year's Eve, also, families at Spearwood felt a little more keenly that they were on the outskirts of civilization when mothers would wake their children at midnight and take them outside to hear the train whistles, tram bells and ships' hooters that added to the clamour of the crowds of merry-makers in the streets of Fremantle.

When their children became ill the young wives at Spearwood were thrown largely upon their own resources and the help of older women in the District. Each summer brought clouds of small bush flies to unscreened doors and windows and those that got past the curling, yellow fly-papers caused a flare up of the sandy blight that gummed the eyes of Spearwood children throughout the summer months. Winter time brought with it an annual epidemic of whooping cough that passed on to each member of the family and the dreaded disease of Diphtheria struck indiscriminately at young children. Medical treatment was available at Fremantle for serious illnesses but more often home remedies and patent medicines had to do.

The children at Spearwood were better provided for than in many rural areas in schooling and in 1903 the Hamilton Hill School was opened to take part of the load from the Coogee School which had been open at one venue or another since 1893. Some early entries in the School Journal of the Hamilton Hill School show the preoccupations of that time:

'September 1903: The school opened with 33 children in attendance. Mr. A. Harmer appointed as Head Teacher.

March, 1904: High incidence of sore-eyes and colds.

October, 1904: Roadmen blasting in front of school, broke a window.

October, 1904: One strand of fence broken, fence under strain each time mobs of cattle are driven past.

March, 1905: Case of diphtheria reported (girl). Still much sickness in district.'²⁵

The children of the Spearwood settlers generally enjoyed

school and the chance to mix with their friends and school holidays were not especially looked forward to. Time out of school was far from being time away from work and there were few hours at home when children were left to their own devices. The small jobs on a market garden that children could attend to were without number and every extra pair of hands helped. There were always onions to be topped and tailed, parsnips to be tied in bunches, cauliflowers to be picked free of insects, lucerne to be cut and fed through the chaff-cutter, plants to be weeded, sprinklers to be shifted, wood to be cut, chooks to be fed and pigsties to be mucked out. Spearwood children didn't often have to be urged to school.

By 1912 the Spearwood District had taken root and its settlers could look forward with optimism to the years that lay ahead. The goldrushes had brought a wealth of human resources to the Colony and Cockburn, the closest agricultural district to the Colony's Port, had gained more than its share of this vital stream.

NOTES

- ¹ *Western Mail*, January 7th, 1911. p. 34b.
- ² Information from Mr Dave Smart, 36 Mary St, Mandurah.
- ³ Information from Mrs F.A. Chandler, 30 Maydwell St, Calista.
- ⁴ J.S. Battye, (Ed.), *The History of North West of Australia*, (V.K. Jones & Co, Perth, 1915) pp. 138-9.
- ⁵ The original settlers in *Spearwood Gardens* were:
 Lot 1: Joseph Jennings, gardener.
 Lot 3: Phillip Hawkes, gardener.
 Lot 5: Jack Dyson, traveller.
 Lot 7: Edwin Follington, carpenter.
 Lot 10: Robert Rigby, carpenter.
 Lot 12: Joseph Hague, gardener.
 Lot 13: Daniel Kermode, orchardist.
 Lot 15: Paul Tichener, vigneron.
 Lot 17: Niels Thorsager, gardener.
 Lot 20: John Dowse, gardener.
 Lot 26: David Eadie, gardener.
 Lot 32: Thomas Christy, confectioner.
 Lot 34: Ernest Giles, gardener.
 Rates Book of the F.D.R.B. for 1900. pp.43-5. (Cockburn Town Council.)
- ⁶ Information from Mr Alf Dowse, 41 Beach St, Coogee and Mrs L.D. Pepworth, 37 Waverley Rd, Coolbellup.
- ⁷ Information from Mrs A.C. Turner, nee Thorsager, 50 Point Walter Rd, Bicton.
- ⁸ F.D.R.B. Inward Correspondence, 1900-1903. Battye Library A/N 1151/8.

- ⁹ The original settlers in the *Woodlands* subdivision were:
Lot 1: Andrew Foster, gardener.
Lot 2: Joseph Malacari, lumper.
Lot 3: William Strand, gardener.
Lot 6: W.T. Saunders, plasterer.
Lot 7: Robert Taylor, carpenter.
Lot 8: John Cooke, grocer.
Lot 9: George Crooke, gardener.
Lot 11: William Mortimer, accountant.
Lot 12: George Mortimer, carpenter.
- ¹⁰ J.S. Battye (Ed.) *Cyclopedia of Western Australia*. p. 549.
- ¹¹ Information from Mrs L. Hough, nee Bailey, 47 Hines Road, Hilton.
- ¹² Information from Mr J. Malacari, 3 Clayton Rd, East Fremantle.
- ¹³ The original settlers in the *Hamilton Road Estate* were:
Lot 5: David Clarke, miner.
Lot 6: Florence Rossell, widow.
Lot 12: Isaiah Wauhop, teacher.
Lot 15: John Owen, dairyman.
Lot 16: Johans Ritz, florist.
Lot 18: Alfred Brown, boat-builder.
Lot 20: Sylvester George, pork butcher.
Lot 21: John Havel, pig farmer.
- ¹⁴ Information from Mr Ivor Owen, 31A Money Rd, Melville.
- ¹⁵ The original settlers of the *Spearwood Extension* were:
Lot 11: Andrew Foster, instructor.
Lots 13 & 14: James Brindle and Alfred Mayor, gardeners.
Lot 15: Richard Barton, carpenter.
Lot 16: William Barton, storeman.
Lot 17: James Hines, carpenter.
Lot 18: Arthur Hines, gardener.
Lot 19: George Congdon, quarryman.
Lot 21: Gaelous Cincotta, gardener.
Lot 24: Richard Stephens, labourer.
Lot 25: Joseph Yates, storekeeper.
Lot 26: Charles Moog, butcher.
- ¹⁶ *The Fremantle Herald*, January 9th, 1914. p. 7b.
- ¹⁷ Information from Mr Jack Mayor, Brindle Rd, Parkerville.
- ¹⁸ Information from Mrs Corona Pearce, nee Barton, 37 Irwin St, East Fremantle.
- ¹⁹ F.K. Crowley, *Australia's Western Third*, (Heinemann, Melbourne, 1960) p.158.
- ²⁰ Information from Mrs Grace Grieves, nee Wauhop, 27 Woodhouse St, East Fremantle.
- ²¹ Information from Mrs Olive Davies, nee Congdon, 44 Woodley Cres., Melville Heights.
- ²² Information from Mrs Joyce Holloway, nee Straughair, 357 Rockingham Rd, Spearwood.
- ²³ Information from Mrs Joyce Armstrong, nee Hines, 243 Hamilton Rd, Spearwood.
- ²⁴ Information from Mr E.J. Stook, 272 Garden Road, Spearwood.
- ²⁵ School Journals 7/9/1903 to 27/8/1954. Held at Hamilton Hill Primary School, Rockingham Rd, Hamilton Hill.

CHAPTER 12.

A SENSE OF COMMUNITY, 1912-14

Community life at Spearwood: Subdivision of Healy's Paddock: Travel on the 'Spearwood Express': Schools and churches: The Fruit-Growers' Association: The Fremantle Markets: Enlistment for the Great War.

From 1912 onwards there grew and flourished at Spearwood that elusive quality of a strong community spirit. For the settlers at Spearwood this sense of community with their fellows was enlivened in many ways. There was the satisfaction of having picked a winner in this new district as further settlers came and property values started to climb. For the men there was the camaraderie of new-chum settlers pitting their wits and muscles against new land and for the women there was the security of closer settlement which allowed them to put some of their energy and organizing skills towards gaining the schools and churches that they wanted for their children. Closer settlement also created the need for co-operation in the growing and marketing of produce and new associations sprang up which became focal points for community decisions and social gatherings. Finally, in 1914, there came the heightened feeling of community with one another, and with other British Dominions, as the people of Spearwood prepared to share in the efforts and sacrifices of Britain's Great War.

By 1910 most of the new subdivisions west of Rockingham Road in Spearwood had been filled but the demand for new land in the District had not been satisfied. To the east of Rockingham Road lay the 1000 acres of Healy's bullock paddocks,¹ held under lease by Forrest, Emanuel and Co, from John Healy and in 1911 the first subdivision of this huge block began. The eastern half of the block was cut up first and fifty 5 to 10 acre lots were released on either side of Doolette and Shallcross Streets. In July, 1913 the remaining sixty 5 to 10 acre

lots were released on either side of Gerald and Newton Streets and six blocks on either side of the railway line were held back by the agents and re-divided into seventy quarter-acre blocks which were advertised as the *Spearwood Townsite Estate*.² Healy's paddock was further back from Hamilton Road, the main road to Fremantle, the land was higher and held a great deal of stone and there was very little swamp land to be had so that development of the land was slower and more arduous than in the adjoining Spearwood Basin.

For the families coming on to the new blocks in Healy's paddock in 1912 the possibilities of the new land, rather than its difficulties, were uppermost in their minds and they were buoyed up by the feeling of adventure that touched them all. One of the first settlers to take up land in the new subdivision was William Dodd and those first days are remembered vividly by his son, Stewart Dodd:

'Spearwood is as well known today as any suburb but in 1912 if one strayed beyond a few miles from Fremantle and mentioned the name, the first question asked was "What is it?"

I was a young lad at the time and put the same question to my father when one day he returned to our home in Perth and informed the family that he had purchased a "block" in the area. A week or two later a piano case was delivered in the back yard, then a tent, then tools and other "useful things". The following weekend we hired a horse and cart, loaded the piano-case, tent and enough food for the weekend and set off at first light on Saturday morning.

The route we took was via Canning Road, a quiet and peaceful drive. Beyond Canning Bridge the road snaked its way around the hills and, as the sun rose higher, threw the glare from its pot-holed, limestone surface into our squinting eyes. By the time we reached the intersection of Hampton and Lefroy Roads the sun was well up and the only signs of habitation were two or three houses on the top of the hill behind Daly Street.

A turn left at the Newmarket Hotel put us into Rockingham Road and just beyond the Newmarket we emerged from a cutting to see a few houses on the left

of the road. The first was Chamberlain's with its vineyard enclosed in bird-proof netting and past this were a few weatherboard houses on various acreages. Past the white gates leading to *Davilak* we followed the long sweep of Hamilton Road to the south until we reached the sand track of Railway Parade.

It was some time before we could make a home there, the haulage of materials through the sand, the carting of water by yoke and buckets from the nearest neighbour's well and the distances travelled on weekends made it all very tiring. But, we were only one of the many families who had to battle under similar conditions to become part of a small community where everyone knew everyone and where neighbour helped neighbour.³

As the new subdivision at Healy's paddock continued to fill it attracted settlers whose diverse occupations and backgrounds added further to the energy and enthusiasm which characterized the growing community at Spearwood. One of the first of the new settlers was Angus McLeod who arrived with his family to take up a 20 acre block on Edeline Street in 1912. McLeod had been born in Ballarat, Victoria, and had moved to Kalgoorlie in 1897 before coming down to Fremantle in 1901. Angus McLeod, a tailor by trade, was a politically activated and strongly community-minded man who matched his convictions with good organizing ability and was a force to be reckoned with in any group he joined. McLeod had a successful tailoring business in Fremantle and from his shop came the uniforms for employees of the Fremantle Harbour Trust, the Fremantle Tramways and for officers of the Australian Navy. On most evenings of the week his tailor shop became the venue for meetings of the many community groups to which he belonged. The Western Australian Branch of the Australian Natives' Association, The Fremantle District Roads Board, the Fremantle Fruit Growers' Association, The Fremantle Caledonian Society, The Fremantle Hospital Board had all benefited from McLeod's membership and leadership and, as a foundation member of the Spearwood Parents' Association, he was largely responsible for gaining the new school at Spearwood. Cornelius Kaptyn, a Dutch ex-seaman and a bachelor had been whole-heartedly involved in developing the

grounds of the new school and the name of the association, and consequently of all others in the State, was changed to Parents and Citizens' Association to include him in the membership.⁴

Another arrival on an Edeline Street block in 1912 was Charles Bischoff, his wife Christina, and their five sons, Norman, Albert, Samuel, George and Fred. Charles Bischoff had run away from his home in Germany at the age of 11 years and had joined the Merchant Navy, ending up in Adelaide several years later to settle down, take up a trade as blacksmith and marry an Adelaide girl, Christina Logan. In 1896 Bischoff came across to Jarrahdale where he worked as a wheelwright on the mills and saved to buy a block of land to set his sons up. In 1912 Bischoff bought 10 acres on Edeline Road and planted vines and fruit trees to develop the block, while working on Fremantle Wharf to bring in an income. At the outbreak of War in 1914 Bischoff found that his German name stopped him from getting work on the Wharf and he was forced to live off his Spearwood block and the earnings of his sons. At Spearwood Bischoff found support and understanding from the community and, with two boys fighting in France, was to do more than his share in the community's patriotic efforts.⁵

The subdivision of Healy's paddock was to provide the home for the first of the Southern European settlers in the District and by 1913 Martin Peraldini, Steve Dobra, Antony Vladich and Ted Gerovich had pioneered a path to Spearwood that hundreds of their countrymen were to follow.⁶ Martin Peraldini had been in New Zealand for 8 years and was returning to Italy for a holiday when he was forced to leave the ship at Fremantle because of illness in his family. While waiting for the next ship he saw advertisements for new land at Spearwood and bought a block, to spend the rest of his life there.

By the middle of 1913 a passenger railway service was operating at Spearwood and the settlement started to take on a suburban character as some settlers commuted to Fremantle daily or sent their children to Fremantle high schools. The goods service from Fremantle to Armadale and the South West districts had been operating since 1907 and had been used extensively by local market gardeners to obtain animal manures from the South West in those days of horse drawn farm machinery.⁷ In March, 1913 Phil Hawkes led a



Children at Coogee School, 1912.

Children's party at Bibra Lake, 1914.

(Includes members of the Pearce, Willis, Taylor, Cook, Sayers, Bassett, Rocke, Dixon and Isted families.)






Jack Ingvarson, 1915.



George Aberle, Cairo, 1917.



Spearwood Residents'
WELCOME HOME...

.. TO THE RETURNED MEN FROM THE DISTRICT
Parish Hall :: Wednesday, March 17th

Miss Follington	G. Devries
E. Allen	B. Ellison
F. Allen	A. Follington
J. Allen	P. Hawkes
R. Allen	W. Johnson
W. Anderson	A. Patterson
Capt. Baker	H. Patterson
A. Brown	F. Pritchard
R. Brower	W. Straughair
S. Blamphoy	G. Smart
H. Baynes	G. Smart
R. Coombes	G. Waller
F. Chambers	G. Ward
W. Dodd	B. Ward

JOHN COOKE, J.P. Chairman MISS GREEN, Secretary

Spearwood Residents "Welcome Home".

...Toast List...

OUR KING
The Chairman, Mr. Donn Cooke, J.P.

OUR FALLEN (SILENT TOAST)
Rev. Chaplain Bowen

OUR HEROES
Hon. J. F. Allen, M.L.C.

SONG
Mr. Nicholls

OUR EMPIRE
Mr. S. Roake, M.L.A.

SONG
Master Lindsay Dodds

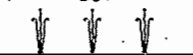
OUR DISTRICT
Mr. Gibson, Mayor of Fremantle

SONG
Miss Carrie Reid

OUR WOMEN FOLK
Mr. W. Wray, J.P.

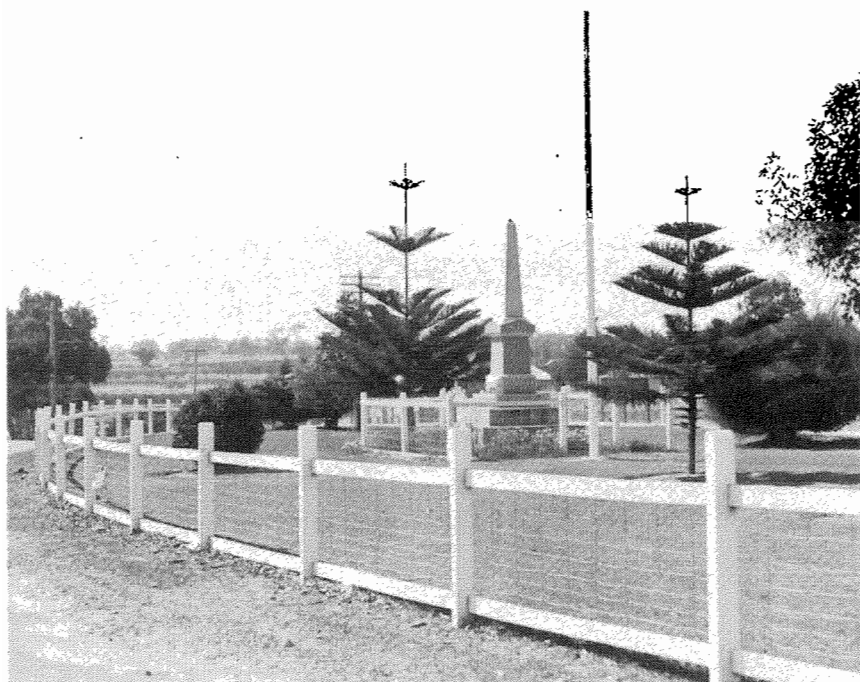
SONG
Mr. Winfield

OUR R.S.A.
Mr. Wm. Carpenter, J.P.



...Fallen...

A. BUTTON
N. BISCHOFF
S. BISCHOFF
A. COX
V. ELLEMENT
W. WATSON
H. WATSON
G. STRAUGHAIR
R. STRAUGHAIR



Spearwood War Memorial, Sussex Street.



Gathering at the Parish Hall, Mell Road, 1916.



Spearwood Soccer team, about 1913.

Christmas Tree at Bibra Lake, 1912.



deputation from Spearwood to meet H.E. Bolton, M.L.A. and urged for the provision of a platform, better shed arrangements and more trains to Spearwood. Bolton assured the group that, '... two extra trains with splendid accommodation would run daily to and from Spearwood and the Port in order that settlers who worked for others by day and themselves by night might travel by train instead of by shanks's pony or the old grey horse.'⁸

The early morning workman's train and the Saturday service to Fremantle provided a regular meeting place for many Spearwood settlers as well as a source of yarns to pass the time of day with. Angus McLeod travelled daily on the 'Spearwood Express' and was ever ready to record the passing parade in his weekly column in *The Fremantle Herald*:

'Passengers on the early morning train on Tuesday witnessed an exciting chase. A bullock broke away from the mob at Robb's Jetty, dashed through the railway fence, and made after the workman's train. The driver of the train had a slight lead at the start and maintained it until he reached the smelting works. Dan O'Connell of Jandakot reckons that if the beast had had its breakfast it would have caught the train; but Hedley Cousins thinks the brute wanted its breakfast and saw Bill Roche.'⁹

McLeod had the knack of pushing the District's claims for better facilities and services with persistence and good humour and the edge to his comments was never too sharp:

'The train for Spearwood-Jandakot leaves Fremantle at 9.30 p.m. on Saturday nights and those attending the pictures have to leave long before the villain is captured and consequently are nervous all the way home.'¹⁰

For the new settlers at Spearwood there was a common bond in the recognition that they were, in the main, new chums to the business of taking produce from the soil and they were as ready to laugh at their own mistakes as those of their neighbours. Phil Hawkes made his first attempt at wine-making, bottled it and sat back with gleaming glassware and fresh cheese to sample his product. Steve Dobra looked in and

told Hawkes to put the glasses away as the wine would take five weeks to ferment and left the dejected Hawkes, improving on the story to insist that Hawkes had fainted and wasn't expected to come around for five weeks. Angus McLeod told the story on himself of having bought a couple of pounds of precious lucerne seed from Hans Ritz and having sown it with meticulous care on a Saturday afternoon. A fortnight later, when the lucerne had not appeared, McLeod asked a neighbour if he thought he had performed the sowing operation properly. Then McLeod discovered that he should have covered the seed to a depth of one inch and not the one foot he had actually done in his thorough-going fashion. His neighbour advised him to get someone to look out for the crop on the other side, as the lucerne was probably making its way 'down under'.¹¹

With settlers living in close proximity to one another and with many of them holding down jobs in Fremantle, weekends at Spearwood were a time of bustling activity with tasks abounding that called on more than one pair of hands to accomplish them. Windmills and tankstands had to be erected, post-holes dug and fences strung and wells had to be blasted through the limestone. Well sinking could be dangerous and most settlers preferred to pay someone who had prior experience. In most cases the block owner's task was to winch the well sinker down to the level where he was working, wait for the signal that the charges had been set, then winch him smartly to the surface. Cornelius Kaptyn sank a few wells on weekends but never quite perfected the art of timing his fuses. On more than one occasion his arrival at the surface coincided with a blast of air and limestone fragments that peppered his backside, and his comment to the shaken settler, 'Was close again, eh?'

The closer settlement of the Spearwood District gave the wives of the settlers the opportunity to meet more frequently and to work together to gain the social facilities they wanted for themselves and for their children. Mrs Sarah Straughair set herself the task of establishing a Methodist Church at Spearwood, the first in the District, and worked with energy and persistence until she had seen the job through. At a meeting in her home in September, 1913 Mr McLeod's offer of a block was accepted for a church site and Messrs Rigby and

Green were instructed to estimate the cost of a hall 20 ft by 40 ft. Mrs Straughair was authorized to collect subscriptions and by June, 1914 the Church was opened for its first service.¹² At a complimentary social held for Mrs Straughair in the new hall a presentation was made of a pair of piano lamps and a marble mounting and the Chairman, Mr Watson, paid tribute to the work of the guest of honour and assured the gathering that the rapid progress at Spearwood was in large measure due to Mrs Straughair.¹³

Angus McLeod, Chairman of the Spearwood Progress Association, had been pressing the Education Department for the establishment of a school at Spearwood and in July, 1914 the opening of the new school was celebrated with a gala day by the residents of Spearwood. Speeches were made by a number of parliamentarians, Mrs Straughair supervised the ladies committee who provided refreshments and John Dowse organised the children's sports meeting. Donations were received from Captain Biddles and George Prout and Letchfords donated 5 gallon kegs of ginger beer and cases of lemonade. The celebrations continued late into the afternoon when, as always, there were animals to be fed and chores to be done and the residents of Spearwood made their way homewards.

As the Festive Season of 1913 approached the people of Spearwood were able to feel that they were part of a vital, growing community. For those active in community affairs the problem was to find a night free of one gathering or another. On Christmas Eve, 1913 one had to decide between attending the Bibra Lake Christmas Tree Festival, the Wesleyan sale of gifts at Mrs Straughair's residence or the Coogee school concert and a week later, on New Year's Day, nearly 1,000 people attended the New Year's Picnic in Smart's paddock.

The community spirit in Spearwood strengthened as the District found that it had a leader and that it had a scribe. Bill Watson, now living at *Woodlands* on Hamilton Road, took the initiative in many community projects and carried them through. The immediate problems of 'Where will we hold the meeting? Who will we get to chair it?' were solved at a stroke by calling upon Watson and fund raising ventures were carried out in the confident knowledge that, 'If we show a profit on the fete, it will go towards the Parish Hall. If we show a loss it will

go towards Bill Watson.' The events of each week were recorded in the 'Spearwood Notes' column of *The Fremantle Herald* by Angus McLeod with a sly good humour and the residents of Spearwood looked forward to reading what their neighbours had been up to. McLeod was the President of the Western Australian Branch of the Australian Natives' Association and, agreeing with the *Bulletin* that one's bias should be 'offensively Australian', recorded the gradual arrival of Southern European settlers in the District with little pleasure:

'Speaking of foreigners, I recently counted the settlers in the district and I find the following interesting facts. There are about 100 settlers in the district, and:

English born represent	30%
Australian born represent	27%
Scottish born represent	10%
German born represent	10%
Austrian born represent	8%
Danes and Norwegians represent	8%
Italians represent	3%
and Irish represent	1%

—not counting wives and families.'¹⁴

If the newcomers proved to be good settlers, however, McLeod was quick to add their achievements to those of their neighbours in the 'Spearwood Notes'. Typical entries in the weekly column recorded that Hansen's bakery was nearly finished; Bill Strand was planting his new place with nectarines and peaches; Bob Morton and his mate set a building record by putting up a comfortable three-roomed house in a weekend; and, an Italian settler in Gerald Street who pitched his tent less than six months ago had erected a four-roomed house, had cleared 14 acres and was now planting 5 acres with vines. McLeod's weekly recording of new settlers and new development in the Spearwood District played a significant part in kindling a strong kindred feeling among its residents.

As the closer settlement at Spearwood continued fruit-fly started to become a serious problem and individual attempts at controlling the pest had little effect. Professional orchardists and part-time amateurs had their trees side by side on the

District's 5 acre blocks and there was little point in baiting your trees if your neighbours did not. It quickly became clear that some united effort was needed to eradicate the pest and the Spearwood settlers began to form an effective district organization. In May, 1913 The Fremantle Council received a letter from Mr A. Bailey advising that it was proposed to form an association of fruit growers for the protection of their interests. A number of district meetings quickly followed and in June, 1913 Mr William Pearce moved that market gardeners also be admitted to the association. The following month Mr William Watson was chosen as President of the newly formed association and a week later a meeting was held in Watson's rooms, High Street, to establish a branch of the Fruit-Growers and Gardeners' Association in the district of Fremantle. William Watson took the Chair and the following officers were elected:

President:	Wm. Watson
Vice Presidents:	W. Pearce, A. Newman, A. Chamberlain, J. Dowse and J. Brindle.
Secretary:	C. Osborne
Treasurer:	F. Simper
Auditors:	H.E. Bolton and W.H. Carpenter
Committee:	W. Pearce, A. Anderson, F. Whitham, J. Dowse, A. Bailey, D. Clarke, A. McLeod, A. Newman, F. Andre and W. Strand. ¹⁵

The Fruit Growers' Association proved to be a highly effective district organization and its influence was felt in most matters affecting the District including its social life. It was not unusual for a Fruit Growers' Association smoke social, held at Watson's tea rooms on a Saturday night, to attract 150 growers and retailers and two or three members of Parliament, indicating that they were a force in the community to be reckoned with. In August, 1914 the Association presented a case and estimates to the Fremantle District Roads Board for extension of power lines to the District. The Fremantle Tramway Board, which generated domestic current to Fremantle from its Powerhouse on the South Mole, estimated that 9 miles of cable would be needed to connect the Newmarket Hotel to John Dowse's garden and on to Chas

Trebley's place in Coogee, but work was stopped by the intervention of the World War.¹⁶

The Fruit Growers' Association was also instrumental in changing the marketing system for their products to one that gave better protection against buyers ganging up against them. From the time of the opening of the Fremantle Markets in 1898 until 1914 the system of marketing produce did not change and usually operated to the growers' disadvantage. A typical early morning at the Fremantle Markets in 1913 would find forty to fifty growers' carts and waggons drawn up into the spacious angles marked out on the floor, loaded with every variety of fruit and vegetable. Among the turnouts would be Armstrong from Rockingham; Newman, Anderson, Corrello and Whitham from Coogee; Semple, Clarke and Hammond from Jandakot; Mayor, Bailey, Honeysett, Rodd and Follington from Spearwood; and Pearce from Bibra Lake. Lines of retailers' vehicles were hitched to the rails in the street around the Market and as the retailers bunched on the footpath to set the prices they would give the growers gathered inside to agree on the minimum prices they would take. As soon as selling began at 6.30 a.m. the growers were faced with a ring of silent buyers who watched the small trading with housewives and boarding house keepers and waited for the growers to break ranks. Inevitably one of the growers cracked and dropped his prices and his fellows were pitched into catch-as-can selling, taking the prices they could get. Alf Newman's voice carried above all those echoing under the high tin roof and Alf Mayor slid sovereign after sovereign into his chamois-lined trouser's pocket. At the end of selling those growers who had fallen behind were left to hitch up their horses and hawk their surplus produce around the streets of Fremantle.¹⁷ Early in 1915 the auction system of marketing was introduced to the markets by Frank Simper, the Secretary of the Fruit Growers' Association. Simper was a rough diamond who held a high reputation among the growers and was known to have their long-term interests at heart. He had worked closely with Mayor and Brindle to develop the 'Spearwood Globe' onion from Spanish plants and was instrumental in arranging the carting of straw manure from North West cattle boats to Spearwood when local manures were in short supply. From 1915 onwards produce was auctioned by Simper at the

Fremantle Markets and the District's growers began to get a fair return for their labours.¹⁸

The final stage in drawing the settlers at Spearwood together into a strongly cohesive community was to occur with the outbreak of the Great War in 1914. Britain's war was unquestionably her Empire's war and the settlers at Spearwood answered the call to arms in numbers out of all proportion to the District's population. About forty men and women were to enlist from the tiny District and the Methodist Hall became the venue for send-off after send-off as young men from the District left for overseas. Angus McLeod echoed the feeling of the times in his 'Spearwood Notes' and wrote in November, 1914:

'George Smart, Walter Boon and Will Straughair have volunteered for the front. Good luck to them. The district should send 50 volunteers at least. These lads may get shot, or they may die in their beds at Spearwood. Anyhow, we all have to die someday, and to die for Australia and the Empire is a noble way of quitting.'¹⁹

The first years of the War saw almost continuous fund-raising efforts by district organizations and every member of the community felt that they had a part to play. The Red Cross held an auction and social at the Methodist Hall, organised by the Chairman, John Dowse, and cash and goods were collected from Hamilton Hill by Sep. Dixon, from Bibra Lake by Joe Bassett and from Coogee by Frank Whitham. As the first casualty lists started to appear in the Fremantle Press support for the war effort intensified and it was not until the closing years of the War that the settlers at Spearwood realized how great the District's sacrifice had been. The Bischoff, Watson and Straughair families had each lost two sons and few families in the District had been untouched by the War's ravages.

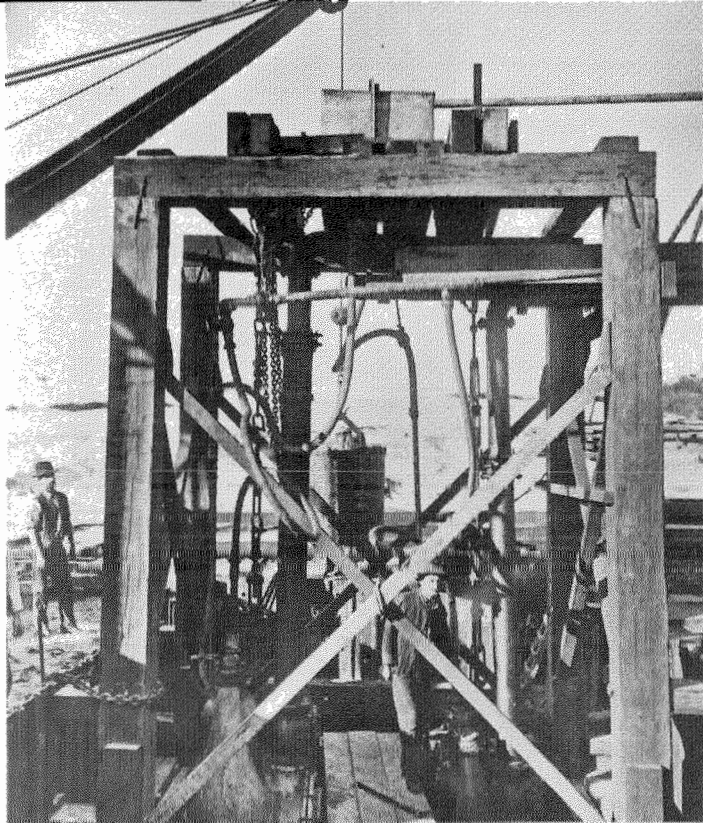
NOTES

¹ Healy's bullock paddocks, Cockburn Sound Location 561, was bounded approximately by Phoenix Road, Rockingham Road, Barrington Street and Stock Road. The lease, at £25 a year, had been transferred from John Fielder to John Healy in 1888 and Healy had gained the Crown Grant on the block for £493 in 1905.

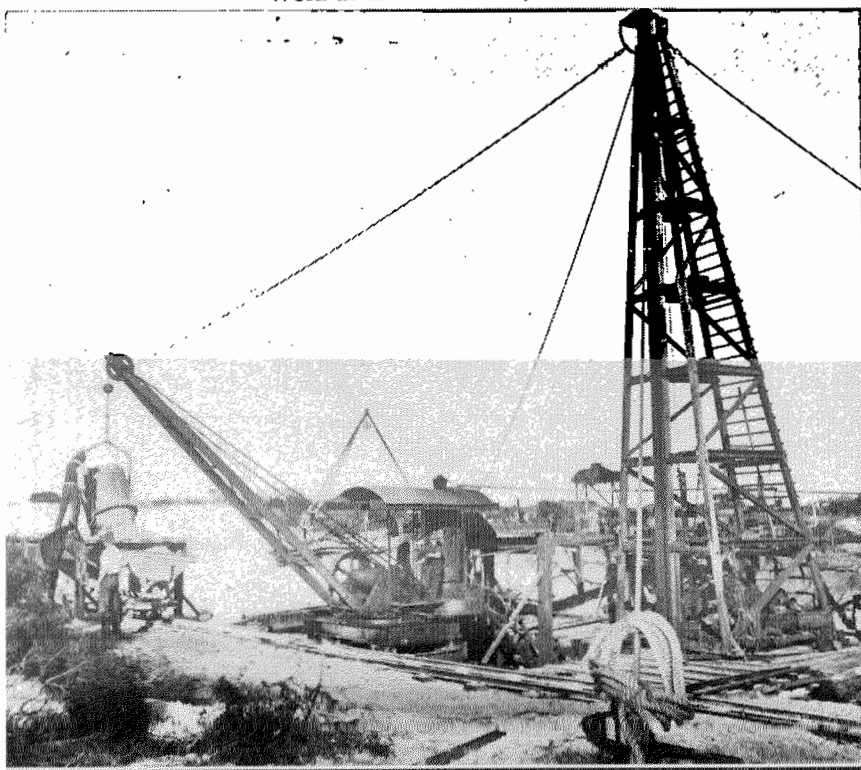
- ² Plan numbers 3176, 3186 and 3488, Land Titles Office, Perth.
- ³ Reminiscences of Spearwood, 1912-1927. Unpublished notes by Mr Stewart Dodd, 116 Glyde Street, Mosman Park.
- ⁴ Information from Mr A.G. McLeod, 8 Coral St, Scarborough.
- ⁵ Information from Mrs Thelma Bertucci, nee Bishop, 338 Rockingham Road, Spearwood; and Mr Norm Bishop, 6 Reserve Road, Spearwood.
- ⁶ Amongst the first settlers at Healy's Paddock, Spearwood were:

Lot 14: Albert Mattingly	Lot 61: Antony Vladich
Lot 27: — de Valle	Lot 67: Alfred Bell
Lot 29: Charles Green	Lot 72: James Winefield & Sam Caphorn
Lot 31: Cornelius Kaptyn	Lot 73: William Smith
Lot 34: Elizabeth Jones	Lot 75: William Dodd
Lot 35: William College	Lot 80: Robert Morton
Lots 44-47: Angus McLeod	Lot 81-1: Joseph Fyfe
Lots 52-53: Martin Peraldine	Lot 81-2: George Waller
Lot 56: Stephen Dobra	Lot 101: Charles Bischoff
Lot 57: Antonia Gerovich	
- ⁷ L. Lambert, *The Birth and Growth of the South Coogee District*, p. 22.
- ⁸ *The Fremantle Herald*, April 18th, 1913, p. 1c.
- ⁹ *The Fremantle Herald*, August 8th, 1913, p. 5d.
- ¹⁰ *The Fremantle Herald*, June 6th, 1913, p. 2a.
- ¹¹ *The Fremantle Herald*, May 30th, 1913, p. 5d.
- ¹² *The Fremantle Herald*, September 29th, 1913, p. 5a.
- ¹³ *The Fremantle Herald*, July 10th, 1914, p. 1b.
- ¹⁴ *The Fremantle Herald*, July 9th, 1915, p. 4b.
- ¹⁵ *The Fremantle Herald*, August 1st, 1913, p. 1d.
- ¹⁶ *The Fremantle Herald*, August 14th, 1914, p. 2d.
- ¹⁷ Market prices on January 5th, 1914 were:

Beetroot — 1s. per doz.	Brown Onions — 7s. per cwt.
Cabbages — 6s. per cwt.	White Onions — 7s. per cwt.
Carrots — 1s. per doz.	Tomatoes — 3s. per case.
Cucumbers — 4d. per doz.	Peas — 1s. per gal.
Beans — 4d. per gal.	Parsnips 1/6 per doz.
Lettuce — 6d. per doz.	Potatoes — 5s. per cwt.
Pumpkins — 5s. per cwt.	Peaches — 7s. per ¼ case
Radish — 6d. per doz.	Apples — 8s. per case
Apricots — 7s. per ¼ case	Rock Melons — 5s. per doz.
- ¹⁸ Information from Mr Henry Powell, 59 Station St, East Fremantle.
- ¹⁹ *The Fremantle Herald*, November 20th, 1914, p. 1d.



Work at the Naval Base, 1914.



[illegible]

Cockburn Sound Naval Base — proposed completed project, 1914.

THE

**BAY
SOUND**

MOIST
COCKBURN

5 MILLIONS
from 36 ft to 60 ft of Water
JERVOISE BAY
HENDERSON
OF FLEET BASE
MONEY TO BE SPENT
TERMS
5 YEARS WITHOUT INTEREST
DEPOSIT \$2 & UNPAID
BALANCE EQUAL MONTHLY
PAYMENTS

TERMS

5 YEARS WITHOUT INTEREST
DEPOSIT \$2 & UPWARDS
BALANCE EQUAL MONTHLY
PAYMENTS

AGENTS

LANGSFORD

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Naval Base land boom at South Coogee, 1913.

CHAPER 13.

THE HENDERSON NAVAL BASE, 1913-15

Early French and British sailing ships in Cockburn Sound: Changing British defence policy: Henderson recommends a Naval Base for Cockburn Sound: Work begins at Woodman Point: Land boom in the Cockburn District: Naval Base switched from Cockburn Sound to Singapore.

Since early in the 17th century the protected waters of Cockburn Sound have sheltered the ships of many nations and have faced the rich trading routes of the Indian Ocean. Dutch merchantmen running before the Roaring Forties to the East Indies were the first to anchor in the calm expanse of Cockburn Sound and two centuries later the ships of French scientific expeditions charted its anchorages. In 1826 the British Government became suspicious of French exploration of our coast and ordered Governor Darling to occupy the western part of the Australian continent. The coast of Western Australia flanked Britain's sea-routes to India, China and its new colonies in Eastern Australia and the occupation of Australia's western coast was essential if Britain were to retain mastery of the Indian Ocean.¹ Shark Bay was proposed as a strategically placed harbour but was rejected in favour of King George Sound because of its climate. Then, 12 months later, James Stirling decided that Cockburn Sound was ideally suited to guard Britain's sea-lanes in the Indian and Southern Oceans and the settlement of the Swan River Colony was begun.

The wisdom of Stirling's decision has not been contested and from time to time other sea-farers have confirmed his opinion. In July, 1838 H.M.S. *Beagle* was sheltering in Owen Anchorage and Captain Wickham took the time to record his appreciation of the security of the harbour:

'As everything relating to the Colony of Swan River

must be of deep interest to you, and as I conceive that nothing is of more importance than that it should be known to possess a perfectly safe and secure Anchorage during the heavy N.W. gales that prevail in the winter, I take the opportunity of stating the opinion formed by all on board the *Beagle* as to Owen Anchorage being a place of most perfect security in any weather.

The *Beagle* arrived here on the 25th of May. The weather was fair until the 31st, when it commenced to blow from N.W. . . . with little intermission . . . until June 10th. During a part of this time, the squalls were occasionally very heavy, and more particularly on the night of June 5th when a part of the new Whaling Jetty was washed down . . .

Throughout this bad weather the *Beagle* rode perfectly easy . . . A small 23 ft cutter was moored astern, and a 26 ft yawl was anchored a short distance from the ship, neither of which required to be bailed out after the breeze, excepting for the rain water that had fallen into them.²

In the years that followed British defence policy changed as the British Fleet gained predominance over all others and the need for Australian naval bases diminished. The British Admiralty considered that local navies, tied to distant bases, would weaken central control and preferred that the colonies and dominions should contribute financially to maintaining the British policy of 'One Flag, One Fleet, One Ocean'. By 1903 there was little prospect for an Australian navy and none for Australian naval bases. As a gesture towards satisfying the growing spirit of Australian nationalism it was agreed that Australia would supply the crews, but not the officers, for four of the ships in the Royal Navy's Australian Squadron.³

From 1905 onwards accepted policies about the naval defence of Australia were brought into serious question and Australians started to move towards gaining their own navy. Germany had begun an aggressive naval armament policy against Britain and in May, 1905 the Japanese Fleet had stunned the world by destroying the Russian Navy at Port Arthur. Britain's naval predominance had clearly been broken and Australians felt the chill breeze of isolation from the

Mother Country. In 1908 all Australian ports were visited by the American Great White Fleet — sixteen white-painted battleships — and Australians marvelled at the might of their neighbour and wondered about their own.⁴

In 1910 the first Federal Labour Government took office and Andrew Fisher pushed ahead with plans for establishing a strong Australian navy. Admiral Sir Reginal Henderson was brought out from England in 1910 to report upon the naval defence of Australia and his recommendations for rapid naval expansion were in accord with the optimistic spirit of nationalism which was then reaching its peak in Australia. Henderson recommended that naval bases should be established at Westernport in Victoria and Cockburn Sound in Western Australia to service the greatly enlarged Australian Fleet that was to be built.

The Australian Fleet was to be divided into two units and that based at Cockburn Sound was to consist of four armoured cruisers, five protected cruisers, six torpedo-boat destroyers, nine submarines, one depot ship and one fleet repair ship with a complement of about 7,500 men of all ranks. 1933 was accepted as the completion date for the overall programme, allowing the huge expenditure to be spread over about 20 years. At the time when Henderson's report was accepted the Western Australian Naval Establishment consisted of four cutters, a large boatshed alongside the fish-market jetty, twelve men at Fremantle and two at Albany⁵ but there was no suggestion in newspaper accounts of the time that Henderson's plan was far-fetched or impractical.

Work began on establishing the naval base in Cockburn Sound and plans were drawn up for a scheme which would take about 15 years to complete and which would cost about £7 million. The Australian Government resumed the whole of Garden Island and a strip of land running along the coast for 6 miles in length and 1¼ miles deep. The Quarantine Station and the magazines at Woodman Point were to be removed and a workforce of over 300 men was recruited to carry out the programme.⁶

The site chosen for the Base was Woodman Point and the area behind it on the old Clarence Townsite. Channels were to be dredged through the Success and Parmelia Banks to a depth of 40 ft and a channel 37 ft deep and 400 ft wide was to be

dredged into Jervoise Bay. Two breakwaters, one 6,750 ft long and the other 8,000 ft long were to be constructed of lime-stone rubble faced with granite rubble and concrete land-backed wharfs and basins were to be built to accommodate jetties for ships in commission, victualling and fitting out wharfs, gun and torpedo wharfs and a floating dock, as well as Destroyer and Submarine basins. The main basin was to cover 110 acres and an outer harbour of 850 acres was to be dredged to a depth of 35 ft. On Woodman Point a 600 acre area was to be the site for naval barracks, recreation grounds, a naval hospital, torpedo and gunnery schools and a boys' training establishment. Further back, on the west bank at Lake Coogee, an area was to be cleared for ammunition and fuel depots.⁷

On May 7th, 1913 the work on the Cockburn Sound Naval Base was officially opened by the Minister for Defence, Senator Pearce. Shortly before 3 p.m. a special train containing a large number of invited guests left the Fremantle Station for the site of the Base. On arrival at the end of the line the guests stepped it out for the remaining three-quarters of a mile to a number of lively airs played by the 88th Infantry Band and arrived at Woodman Point where decorated marquees had been erected and a Guard of Honour drawn from the local Naval Force stood at attention. Speeches were made by Senator Pearce, the Premier and Admiral Sir William Cresswell and the base was officially named the *Henderson Fleet Base*.⁸ Within 12 months 200 men were catching the workman's train from Fremantle to Woodman Point daily and work on the new naval base was in full swing.

For the people of the Cockburn District the first effect of the new naval base works was a rip-roaring land boom as speculators rushed to get in on the rising land market. Each week Angus McLeod recorded with glee the antics and efforts of those who were pushing up the value of land in the District:

'On Thursday no fewer than four persons visited Spearwood and at least three of them were looking for land for church purposes. One settler who was approached said he had already promised his block for a pub.⁹

Chief topic of the week is the remarkable prices realized for Spearwood Townsite blocks. Mr Gershaw paid £26/10/- for a quarter-acre block — others ranged from

£10 to £21. A few years ago it could have been obtained by the square mile for this price.¹⁰

Mr Dave Mitchinson of Coogee lighthouse, whilst on the alert for ships that pass in the night, keeps a sharp lookout for "specs" that pass by day. Instead of his telephone ringing for inquiries about ships and tides it is generally "What price is old Guinan's block?" or "What do you think of Powell's 5 acres?"¹¹

The land boom and the rash of subdivisions around Lake Coogee saw the breaking up of the Pearse brothers' estate as *Pearse's Naval Base Estate* of quarter-acre blocks came onto the market and *Pearse's Koogee Lake Estate* of mixed farming lots quickly followed. Clarence Townsite lots were subdivided as further *Naval Base Estates* and further inland lots on *Healy's Estate* at Spearwood and the Dixon brothers' *Lancefield Estate*, composed of two Jandakot Agricultural Area Lots, were attracting buyers. People from within the Cockburn District didn't rush the early subdivisions as they were cautious of foreshadowed land resumptions and they were proved correct when the resumptions, of nearly 7,000 acres, were greater than expected. At Coogee Chas Trebley, Farquhar McKenzie, Hunter, Mat Love and the Ellement brothers had their holdings resumed and "Coogee was wiped out with the stroke of a pen". The coast-road was closed and the Coogee Agricultural Hall was moved to Rockingham Road, strengthening Spearwood as the new focus of the District.

Each meeting of the Fremantle District Roads Board saw the table covered with plans of proposed sub-divisions and the Secretary, Frank Easton, worked the clock around to keep up with the mountain of work that covered his desk each morning. The revenue of the Board jumped sharply as subdividers provided the money for the roads to service their estates and the Board's works programme geared up to meet the new demands. The Board made several attempts to rate the land resumed by the Commonwealth Government but was advised firmly by the Department of Home Affairs that this thought was not to be entertained.¹² In May, 1914 it became clear that Frank Easton had taken on a killing work-load and the Board decided to appoint its first Assistant Secretary. Stanley Rodd, a member of the Board, resigned from this elected position and was appointed Assistant Secretary to the

Board. In the extra-ordinary election that followed Rodd's resignation many voters thought that Spearwood was getting too great a representation on the Board and a strong Hamilton Hill turnout enabled Sep'. Dixon to beat Jim Brindle by 120 votes to 41.¹³

By 1915 strong doubts were held in the Cockburn District about the possibility of the Henderson Naval Base being completed. Extensive dredging had been carried out and the northern breakwater had started to move out from Woodman Point but the work was sporadic and slow. Newspaper reports suggested that the Westernport base in Victoria, nearer to the sources of political influence, was being pushed to the detriment of Cockburn Sound and the cynics were quick to note the bursts of activity at Cockburn Sound prior to federal elections. Work on the Base slowed to a stand-still and by 1918 it had been officially abandoned. £1 million had been spent on the Base and the 350 men employed there had been bringing into Fremantle and its districts a substantial weekly pay packet. The Henderson Naval Base was quickly deserted and as a few prominent Fremantle citizens began to organize protest meetings against the Government's decision the sea had already begun to erase the moles and channels from the map. By this time Australia had fought an exhausting war and was entering a period of economic recession and the high spirit of optimism of the first Labour Government was lost. In answering the Empire's call to arms from 1914 to 1918 Australia had done its bit and the initiative for naval defence returned to Britain which established its naval base in the Indian Ocean at Singapore in the 1930s.

In the long term the benefits of the work on the Henderson Naval Base to the Cockburn District were outstripped by the distortion of the District's development that it caused. The Fremantle Tramway Board was granted the concession to erect poles and lay on current through the Board's District to the Naval Base in 1915 and in the new subdivision roads were made and a number of new settlers came to the District. A new Rockingham Road was built by the Board of Naval Works, to specifications approved by the Fremantle Roads Board, from the corner of Troode Street and Rockingham Road to the southern boundary of the District, skirting the coastal strip resumed by the Australian Government. In return for these few

benefits the people of the Cockburn District had removed from their control miles of the magnificent beaches that are washed by the calm waters of Cockburn Sound. In later years, when the Commonwealth resumptions were lifted, horse-trading between the Commonwealth and State Government ensured that Cockburn's natural play-ground remained at the disposal of government instrumentalities, as it does to the present day.

NOTES

- ¹ Geoffrey Blainey, *The Tyranny of Distance*, (Macmillan, Melbourne, 1968) p. 90.
- ² *Government Gazette*, July 14th, 1838.
- ³ Frank Crowley (Ed.), *A New History of Australia*, (William Heinemann, Melbourne, 1974) pp. 291-292.
- ⁴ Frank Crowley (Ed.), *A New History of Australia*. p. 294.
- ⁵ J.S. Battye (Ed.), *Cyclopedia of Western Australia, Vol. I.*, p. 388.
- ⁶ J.K. Hitchcock, *The History of Fremantle 1829-1929*. pp. 81-82.
- ⁷ Department of Navy Works Plans, Drawings Nos 1 to 6 of Cockburn Sound Naval Base, 1914. (A.N. D665, Australian Archives, Karrakatta, W.A.).
- ⁸ *The Fremantle Herald*, May 9th, 1913. p. 4c.
- ⁹ *The Fremantle Herald*, August 8th, 1913. p. 5d.
- ¹⁰ *The Fremantle Herald*, September 29th, 1913. p. 5a.
- ¹¹ *The Fremantle Herald*, May 30th, 1913. p. 5d.
- ¹² Minutes of the Fremantle District Roads Board, November 16th, 1915.
- ¹³ *The Fremantle Herald*, June 12th, 1914. p. 5c.

CHAPTER 14.

CHANGING DISTRICT PATTERNS, 1914-20

Residential subdivisions at Hamilton Hill: Dairying at Bibra Lake: Jandakot in decline: Returned servicemen at Spearwood: New settlers at South Coogee: Outbreak of pneumonic influenza: Social life at Spearwood and Coogee.

The years during, and immediately after, the Great War saw changes to each locality within the District of Cockburn and changes in the outlook of its people. There was the feeling of a new, somewhat unwelcome, maturity as the old certainties faded and the realization came that events originating far away could impinge on the small, self-contained communities of the District.

At Hamilton Hill the Manning Estate stood as the first and the last of the sprawling estates that had occupied the Spearwood Basin since the 1840s. In 1914 the remaining 923 acres of the Estate were divided into fourteen lots ranging from 13 to 152 acres. The bulk of the lots remained in the hands of members of the Manning family and several lots were purchased by lime merchants and by the W.A. Meat Exports Company. Further north, 150 acres of Robb's original location had been further divided into residential lots as Michael Healy and Sep'. Dixon quit their holdings around Clontarf Road and Clara Rd. As workmen and tradesmen built their homes on the new lots at Hamilton Hill the locality continued to take on the character of a suburb of Fremantle, providing the work-force for the Port's growing industries.¹ The locality still retained much of its rural nature, however, and residents only had to look out of their window to see bullocks being driven along the roads or cows being taken in for milking.

Along Rockingham Road, between the Newmarket Hotel and the Hamilton Hill School, a few shops and produce stores

began to appear to service the locality and the further out localities of Bibra Lake and Jandakot. John Greenslade, from the village of North Curry in Somerset arrived in Hamilton Hill in 1913 and found work driving a two-horse lorry for Bolton's Produce Store, opposite the Newmarket Hotel. Greenslade decided that the £3 a week he was paid was a bit lean and after asking for an extra 5/- a week found himself without a job and with no prospects of getting another. Undeterred Greenslade bought a 1¼ acre block down the road from his ex-employer and, from the stone taken from the block, built a house and a new produce store. In the years that followed John Greenslade built up a prosperous business and gave his time readily to many community organisations including the Fremantle Hospital Board, the Jandakot District Roads Board and the Fremantle Districts Roads Board.²

Next to Greenslade's Store a small grocery shop was run by a Mr Callaghan and in 1917 this shop was bought by Fred Isted. Isted and his family had arrived in Western Australia from the village of Henfield in Sussex in 1911 and had taken up a 10 acre block in Jandakot at the top of Knock-up Hill. In those first weeks on the block Isted erected a tent for his family and walked to Armadale to find work. Louisa Isted, left alone with two small children in the middle of the rain-sodden bush, tucked them into bush beds (comfortable while the boughs were green) each night to the sound of bull-frogs from the nearby swamp instead of distant church bells from the next village. Work was becoming hard to find and Fred Isted was glad to find a job on Joe Bassett's dairy farm at Bibra Lake and more solid accommodation for his family.

Isted decided to strike out on his own again after a few years with Joe Bassett and leased a dairy farm on the corner of North Lake Road and Canning Highway but was badly set back by drought in his first season and moved back to Spearwood. At Spearwood Bill Strand let the family move into a stone, iron-roofed feed shed at the corner of Hamilton Road and Kent Street and Fred Isted pondered on his next move. Undaunted, Isted struggled on and, with the help of a bequest from his father's estate, bought the house and shop at the cutting on Rockingham Road. Fred Isted was one of those settlers who had had to work hard to get a living in the District and then worked just as hard to put something back into it. He served a

record 21 years on the Fremantle Roads Board and it was his boast that he had never had to ask a person for their vote. If anyone walked out to his delivery van and asked 'I suppose you want me to vote for you next week?' his measured reply was invariably, 'Please your bloody self. I've never asked anyone to vote for me and I'm not going to start now!'³

Along Clontarf Road new settlers on the small residential blocks were establishing their homes with very few amenities and with the same pioneering spirit as those on rural holdings. William and Hannah Thompson and their family stepped off the S.S. *Belgic* in June, 1912 and moved in with Mrs Sam Williamson on Clontarf Road while William Thompson built a two-roomed tin shed on the 2½ acre block he had bought next door. Work was difficult to find and for 2 years Hannah Thompson went out washing and ironing to bring in an income. Most people in the locality worked either in Fremantle or at the slaughter-yards at Robb Jetty and some still caught the early morning train to Midland Junction to their work at the Railway Workshops. While William Thompson and his son, John, worked at nights to sink a well the family carted water from a quarter of a mile away, using a yoke, a kerosene tin and a blue enamel bucket that had been the container for a large fruit-cake brought with the family on the boat. Many families found that kerosene-case furniture was serviceable enough and three white deal *White Rose Kerosene* cases nailed one upon the other and covered with a curtain made a useful wardrobe. When Inspector J.A. Klein came to examine the Standard Three class at Beaconsfield school 10 year old Emily Thompson had no trouble spelling *kerosene*, although her teacher hadn't taught it, *White Rose Kerosene* being the last words she saw before falling asleep each night.⁴

Along the strip of land, from Hamilton Hill to Bibra Lake, that had been Robb's original grant a number of dairy farms were well established by 1919, many of the herds grazing on the commonage provided by the 3,000 acres of University Endowment Land between Blackwood Avenue and Phoenix Road. At Bibra Lake most of the original gardening blocks had been taken over by dairying and only the Chinese gardeners continued to till the soil. In 1919 S. Taylor on Forrest Road was milking 35 cows; J. Enright on Bibra Road, 14 cows; Bassett and Titterton on Meller Road, 20 cows; Joseph Meller at Bibra

Lake, 38 cows and W.R. Kennack at Bibra Lake, 27 cows, supplying a large part of the daily consumption of the growing town of Fremantle.

Because of its proximity to the State's Port, the Cockburn District has always gained more than its share of run-away sailors, men who still want to hear the sound of the sea while they work the land, and the District has been richer for having them. In 1913 Jens (Jack) Ingvarson a solid 18 year-old Dane went ashore from a Norwegian barque after a 47 day passage from Montevideo and decided to see something of Western Australia. Making his way from Cliff St along Marine Terrace Ingvarson saw South Street turn away from the sea and headed off for the unknown interior. By nightfall the young sailor had reached North Lake, and judging that he must be well inland, sat on a log with a jarrah waddy to ward off the wild animals that would come from the surrounding bush. Next morning he found the sandy track that is now North Lake Road, which confirmed his judgement that he was nearing central Australia, and was startled to come across Jack Dixon at work in a garden. Dixon, taking one glance at his dungaree suit said, 'What bloody ship did you run away from?', and gave him directions away from Fremantle. Further along the road he was given a lift by Bill Kennack on a milk-cart and arrived at Kennack's dairy still clutching his waddy. Kennack got over by gestures the question, 'What can you do?' 'Averysing!' replied the young Dane and sat down to milk seven cows as though he'd been doing it all his life. The Kennacks gave Ingvarson a huge breakfast and, after they had seen him wield a scythe, decided to keep him on.

Upon the outbreak of war in 1914 Jack Ingvarson tried to join the Navy but it was the end of 1915 before naturalization papers were completed and in February, 1916 he joined the 44th Battalion at Blackboy Hill before embarking for France. The young Dane who could do 'Averysing' gained a distinguished war record as a platoon sergeant for his adopted country in France, was recommended by his unit for the Victoria Cross and was awarded the Distinguished Conduct Medal and Bar. A Military Historical Journal described him as:

'Always happy, care-free and laughing, but in moments of crisis he was the very embodiment of all the A.I.F.'s

fighting qualities . . . It seemed that he was one of the Vikings of old, reincarnated for the benefit of the A.I.F. and the confusion of its enemies.'⁵

On his return to Bibra Lake in 1919 Jack Ingvarson married the niece of Bill Kennack and two years later the young couple bought Bassett and Titterton's dairy farm and extended the property to run the forty to fifty cows necessary to make a living.

To make a go of dairying the whole family had to work at it and the dairy farmer had to have a fair knowledge of genetics as well as being his own Vet. on most occasions. On the dairy farms around Bibra Lake oats were grown on the higher land during winter and maize was grown on the low ground as the swamps receded during summer. Even then the chaff-merchant's bill was always high and during a long summer feed might be supplemented by heads of green stuff from the nearby Chinese gardeners. During the winter months herds could be grazed on University Endowment Land and could roam off as far afield as Wireless Hill in Applecross where they would feed well then settle down to sleep for the night. Alice Ingvarson often set out after dark on a pony to find their cows, listening for the cow bells, often to have the pony find them first. On a moonless night it was often the case that she found the cows but then was herself lost and simply dropped the reins to allow the pony and cows to take her home. Most Bibra Lake dairy farmers had contracts to supply Fremantle retailers and the locality was close enough for milk to go in twice a day — by train from Bibra Lake Siding in the mornings and one farmer would deliver for all in the evenings.⁶ The Ingvarsons found that they had a neighbour in Arthur Spence who returned to the District after the War and took up Gordon's *Tyrone* orchard at North Lake. Arthur Spence heard a terrible cry from a nearby gully one evening and, hastening to help whoever was in such great distress, found Jack Ingvarson calling his cows.

Next to the dairy farms around Bibra Lake the Chinese gardeners continued to cultivate their gardens in much the same way as they had always done. Hi Lory, Yee Lee, Quong Lee, Butt Fan and Chew Fung emerged from their tin shacks each morning to tend the early tomatoes, the celery and the spring onions or to fish for Red Perch in the fresh water springs

and hang them to dry like faded festival lanterns. Hi Lory's nephew, Willie Lee, was brought out from China to widen his education and moved very happily onto the hard wooden benches at the Bibra Lake School. The Chinese gardeners were respected by their neighbours and were very popular with the children. Their horses were always well looked after and in the peak of condition and in their dealings with their neighbours the Chinese gardeners paid cash on the nail and were honest to a fault. For the children there was always a slice of bread and treacle or some small knick-knack or a ride into town on top of a high dray-load of vegetables.

Further south from Bibra Lake the once flourishing market gardens at Jandakot were in decline and much of the population had drifted away. The eagerly sought railway through the locality had not been the boon that was expected and had benefited Spearwood more than its neighbouring locality. The cost of placing produce on the market was still higher for growers at Jandakot than in other localities and the boom prices of the gold-rush days had long gone. To further add to the problems of the remaining Jandakot settlers extensive cutting out of the locality's timber had caused the water table to rise and the once productive swamp fringes remained flooded throughout the year.⁷ The connection of electricity to the Spearwood locality long before it was available at Jandakot heralded the end of large scale vegetable production and *The Garden of Fremantle* gave way to Spearwood as the major market gardening locality in the Cockburn District.

By 1918 the only movement into the Jandakot locality was that of a few miners, "turned down" from the mines at Kalgoorlie with dusting of the lungs and thrust upon meagre relief funds. Unscrupulous land agents in Fremantle canvassed ex-miners living in South Fremantle and sold them worthless Jandakot blocks as their chance to rebuild their lives. One such agent, known in Fremantle as the *Fire King*, took Edwin Davis out to his property in Jandakot, gave him a slap-up Sunday dinner and a taste of good port and sold him a sour, hungry piece of land for which he would never be able to pay. Davis's strength was failing fast and he was unable to even lift the wooden frameworks of the house he was trying to build. Edwin Davis and his wife, Alice, managed to support their young

family by carting wood and blackboy into Fremantle until Davis, too weak to work, slipped away to an early death.⁸

There wasn't much money spent at the Jandakot Hotel by the remaining settlers and the proprietor, Jack Visser, was looking for another pub. Visser had landed in Fremantle in 1893 and had made his money building at Kalgoorlie, Menzies and Leonora before coming back and taking over a number of hotels in the Fremantle District and following his interest as a keen horse fancier.⁹ As the pace of life in Jandakot slowed a number of local characters appeared whose exploits were passed on, and improved upon, with wry grins. A yardman at Visser's Hotel usually topped himself up when filling the lamps with metho' each night and amused himself by chasing unsuspecting visitors around the hotel yard with an axe and on most nights of the week Black Sam and Gentle Annie could be relied upon to stir things up. Black Sam, a Kanaka from Queensland shared a stick-and-paper-bark humpy at North Lake with Gentle Annie, a far from gentle white woman and worked at any job he could get in the locality. The couple saw each day out by fighting like cat and dog, building up to a crescendo at closing time at the Jandakot Hotel each night. 'Gentle' Annie, however, was known to be very gentle with the men who rested briefly in her arms.

At Spearwood the suburban nature of the settlement closest to the railway line continued and many settlers made the daily trip to and from Fremantle. In 1916 James and Hilda Winefield and their family moved onto their block in Edeline Road and put up an iron and timber house. Winefield was a wool-classer and had followed the big sheds from New Zealand to Castlemaine before arriving at Fremantle in 1891 to work for Connor, Doherty and Durack at their wool-store near the Fish Market jetty. Winefield married Hilda Caphorn at the turn of the century and after moving to the Spearwood block made the daily journey to Fremantle by horse and cart. On the block Winefield and Sam Caphorn ring-barked the trees, planted vines, put down a deep well and built a lime-kiln in preparation for building a stone house on the block.¹⁰

After 1918 several of the blocks in Healy's paddock were taken up by returned servicemen and some of them used the opportunity to realize life-long ambitions to go onto the land. George Aberle, a man with a passion for growing things, had

been a baker before the War and had expected to be always tied to this trade. His father had left Stuttgart as a boy and had learned the pastrycook's trade in England before moving to South Australia where he built up his own business. In 1894 the Aberle family moved to Fremantle and George Aberle was apprenticed to a Beaconsfield baker, finding some outlet for his real interests by becoming an active member of the Fremantle Horticultural Society.

At the outbreak of war in 1914 Aberle served first as an instructor with the 10th Light Horse and then with the Camel Corps in Egypt. While on leave in Lebanon Aberle was struck by the beauty of its vine-covered hillsides and made up his mind that after the War he would leave his trade and go on the land. In 1921, with the help of a war-service loan from the Agricultural Bank, Aberle bought 22 acres on Shallcross Street and began his second career. Robert Rigby put up a weather-board house for the family and, as the roof was still going on, they moved into their new home.

Aberle decided to establish a vineyard and, with his wife and children working alongside him, cleared the block, put down a well and planted his first vines. At night Aberle pored over the pamphlets and books produced by the Agricultural Department and in his spare time haunted the Fremantle Markets gleaning advice from established growers. At weekends Aberle worked for Theo Hansen at the Spearwood Bakery to keep the family going until the vineyard was established and nodded over his books as the ovens roared.

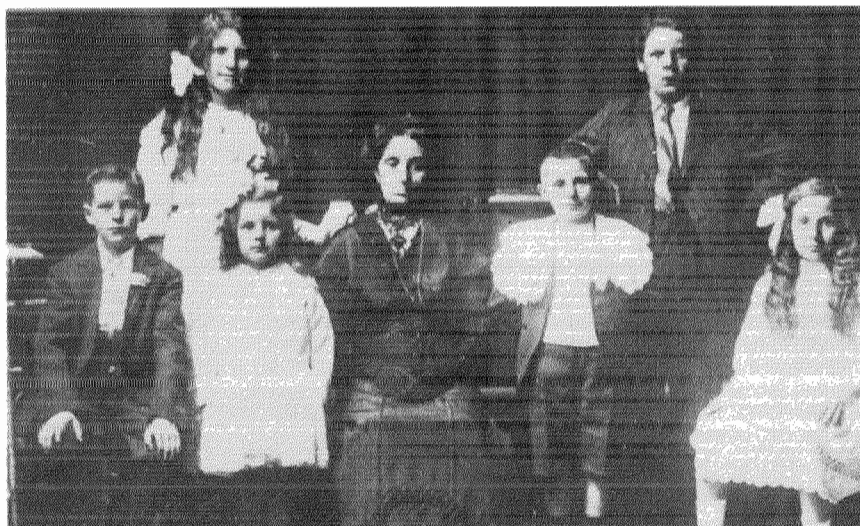
Aberle was an enthusiast and a perfectionist who could not help but succeed and before long the trellises on the block were laden with pink-tinged *Canon Hall* muscats, deep red *Flame Toquays* and long, tough-skinned *Purple Cornishons*. Each cold, clear morning found the family thinning out the vines or picking grapes and loading the sled which their big Clydesdale dragged to the packing shed. The best of the grapes were exported to England through Scanlan and Simper and at Christmas time Aberle would pack boxes of fancy grapes for Spearwood settlers to send home to their families in England. As with most Spearwood settlers, George Aberle worked hard at putting something back into the community and as well as taking on the job of Secretary of the Fruit Growers' Association he and Joe Blenkinsop began a Gymnasium Club in the Parish

Hall for the boys of the District. The community got behind the new club and raised money for new equipment and mothers busied themselves cleaning and pressing long cream trousers and working pale blue lettering onto white vests.¹¹

Not all of the soldier-settlers shared George Aberle's ambitions and some took a more leisurely approach to life's tasks. Jack Hedges and Jim Gallop decided that the best way to earn a living was to grow lucerne and each day, with a minimum of bundles barely covering the floor of the cart, they would set out from Newton Street to do business with the racehorse owners and trainers who frequented the Newmarket Hotel. If no clients turned up the pair would negotiate a barter system with the licensee of the Hotel and spend the day with good cheer in good company. Some unworthy critics of the life-style enjoyed by the two friends declared that they knew for certain that attached to their cart was a spirit-level so they would know when to get off and let the horse walk.

Beyond Shallcross Street a wood-cutter known as Johnny the Malay lived in a lean-to in the open bush with his horse, Dandy. Twice a week he would journey to Fremantle to sell firewood and on the return journey Dandy would invariably jib outside the Newmarket. By the time Dandy was ready to continue with the journey Johnny the Malay had had his fill at the Newmarket and would settle himself flat on his back on the floor of the cart and let the horse take him home. By the time the pair had reached Railway Parade Johnny the Malay would awake from his nap much refreshed and, at peace with the world, would burst into song. Anyone who attempted to investigate the driverless horse and dray making its steady way along Railway Parade risked being startled by a burst of song from the occupant who lay flat on his back inside it.¹²

At Coogee in the post-War years the locality was recovering from the disruption to its development caused by land resumptions and a short-lived land boom. The Coogee cricket ground, at the corner of Rockingham and Russell Roads had been swallowed up in a subdivision of the Pearse Estate and the Anderson, Newman and Sawle families were leading a public subscription campaign to buy back this recreation area. Some new settlers had joined the older families and Charles Collis and his family had moved from Hamilton Road to new



Mrs Perena Rocchi and family, 1912.
(L. to R: Anthony, Ann, May, Mrs Rocchi, John, Sonny, Mary.)

Spearwood Football Club, F.R.B.D. Assocn.
 Premiers 1922.

Photo T. R. PETERSON, Rensselaer Studio, Yonkers

Back Row: A. Smith (Vice-Pres.), J. Newman, F. Newman, L. Walton, H. Baynes, H. Newman.
 Mid Row: W. Edwards (Vice-Pres.), H. Ellington, A. Roeth, H. Johnston, R. Walton, F. Paschens, W. Valone (Vice-Pres.),
 Top Row: A. Bissett, D. Brown (Hon. Sec.), F. Roeth (Capt.), W. Stralghare (Vice-Capt.), K. Hamilton, K. Chish.
 Front: W. Johnson, A. Walton, J. Best, R. Bailey.

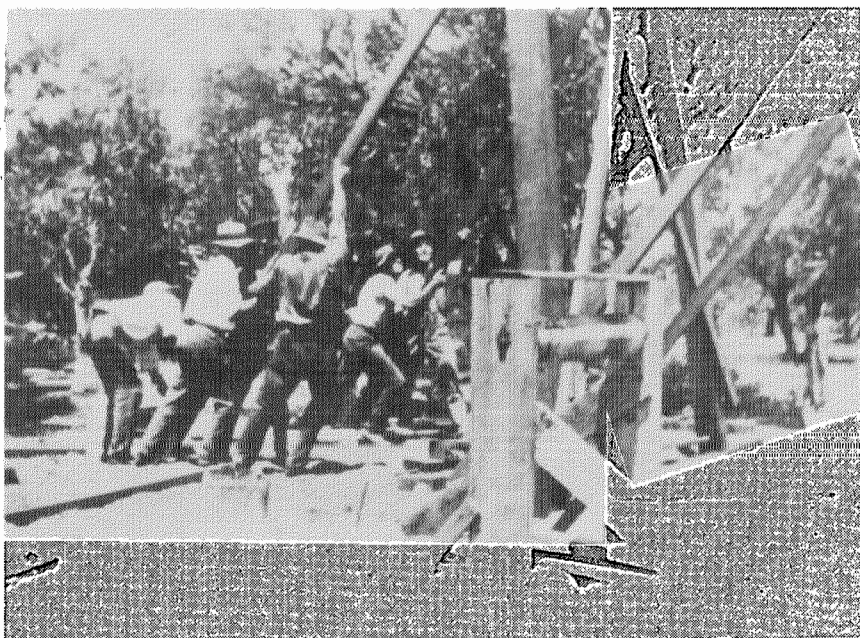


Group at Anchorage Abattoirs, 1921.

(Back row, L. to R.: Karl Stephens, Harry Vickeridge, Jim Quinlan, Dick Branch, Frank Heades, Charlie Durham, Bill Snary, Jim Quinlan (Snr), Charlie Warramarra, ———, Lew Abbott, Oscar Copley, Fred Foster.

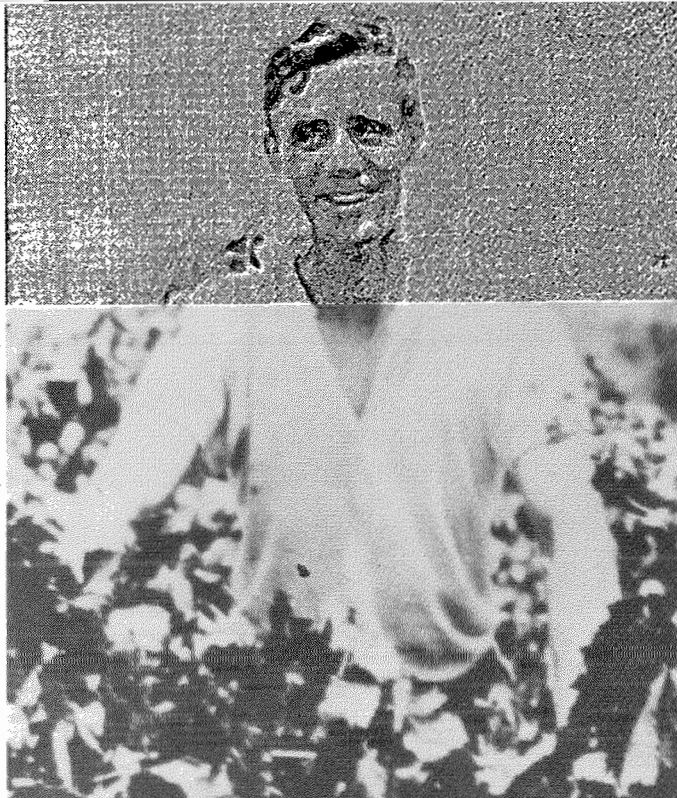
Middle row: Joe Salter, ———, Frank Dixon, Peter Vagg.

Front row: Ernie Baker, Albert Baker, George Williamson, Albert Robinson, ———, Dick Moody, Norm Dixon, Charlie Baker, Norm Snary.



A helping hand, Spearwood, 1922.

(The group includes William and Ken Dodd, Charles and Albert Bischoff, Jim Gallop and Tony Rocke.)



Albert Bischoff, Spearwood, about 1926.



**The Spearwood Vineyard, 1920.
(L. to R.: Stewart Dodd, Mrs Bowers, Mrs Rocke, Mr Bowers, Rocke children.)**



Children at Hamilton Hill School, 1920.

(Back row, L. to R.: Hilda Baker, Alec Blackwood, Charlie Heal, George Dixon, Frank Dixon, Norm Baker, Bill Kelly, Jean Davison.
 Second back row: Grace McPhee, Wally Winfield, Les Rollinson, Albert Taylor, George Taylor, Eric Davison, Chris Blackwood, Sis Winfield.
 Second front row: Pearl Clark, Eveline Quinlan, Florrie Wilson, Bronwyn Owen, Beryl Clark, Lena Peraldine, Unknown, Cecilia Isted.
 Front row: Jack Willis, David Owen, Arthur Malacari, Jack McPhee.



Isted's store, Hamilton Hill, 1920.

land on Churchill Avenue, near Lake Coogee. Collis, a Victorian, had worked as a powder-monkey blasting stone for the moles on the Naval Base until a handful of detonators blew up on him and he had given his hazardous trade away. On his new block Collis and his family cleared and trenched the ground, by moonlight often as not, and soon were producing good crops of watermelons and cauliflowers. During the day Collis worked out to supplement the income from the garden with the Andersons and Newmans and with Joseph Tylee at the nearby quarry. Charles Collis quickly became a valuable member of the small community at Coogee and served as Secretary of the South Coogee Agricultural Society for many years as well as representing the locality on the Fremantle District Roads Board.¹³

South of Lake Coogee large areas of resumed land still showed traces of abandoned gardens and homes. On Lucas Road the Ellement family's 50 acre holding was amongst those resumed and the family had shifted to Hamilton Rd, Spearwood in May, 1917. Charles and Mary Ellement had come to Fremantle from Geelong in 1902 and some years later the family had taken up land at Coogee and had soon become established members of the community. The eldest daughter, Martha, married Coogee poultry farmer, Matt'. Love, and Frederick, William, Robert and Bert worked the garden as well as working out at poultry farms in the District. In 1914 Victor and Bert Ellement had enlisted to go to France and in 1917 Victor was killed in action, while Bert was wounded and sent to England to recover. In England Bert Ellement proposed to the girl who was nursing him and the couple were married in Fremantle in 1919. The youngest of the Ellement brothers, John Roy, kept the family home going and was an active member in the community life of the District.¹⁴

During the first half of 1919 the first cases of a new type of influenza began to be reported in the District and Geoff Sudlow, the new Secretary of the Roads Board was asked to submit fortnightly reports on new cases to the Public Health Board. At first the outbreak wasn't taken too seriously and local wags remarked that the Temperance Society had finally had its prayers answered when the publicans were amongst the first to come down with the disease. (In fact, the first treatment tried by men who contracted the 'flu was to fix themselves up

with a couple of stiff brandies at the nearest hotel, and publicans were exposed to the 'flu earlier than most.) Returned soldiers at the Quarantine Station at Woodman Point slipped out for the opening Ball at the new Coogee Hall on Rockingham Road and the general opinion was that the fuss would soon be over.

With the reports of the first deaths in the District from the new 'flu people began to realize the gravity of the outbreak and to take measures against it. By now the disease had a name, pneumonic influenza, and newspaper reports from the Eastern States and from overseas recorded that it was reaching epidemic proportions. In the Cockburn District almost every child had a bag of camphor tied around its neck to ward off the disease and Geoff Sudlow suggested that the Hamilton Hill School be taken over as a hospital. In the event, staff could not be obtained and new cases in the District were sent to the quarantine station at Blackboy Hill Camp, not long vacated by the first A.I.F.

At Owen Road Sam Tripplet was one of the first in the District to die from the disease and at Blackboy Hill Camp 18 year-old Fred Bischoff, one of the surviving two sons in the family, also fell. At Hamilton Hill George Dixon died, leaving a wife and nine children, and 17 year-old Norm Dixon stepped into his father's job at Anchorage Meats taking a man's wages and slaughtering sixty sheep a day although he had just recovered from the 'flu himself. At Woodman Point fifteen returned soldiers had died and by the end of 1919 over 11,500 people throughout Australia had fallen to the epidemic.

The World War and the influenza epidemic that closely followed it left scars on the families of the Cockburn District that were a long time healing and for many people the easy optimism and old certainties of the pre-war years were lost. For others the tempo of normal life was regained quickly and they set about the business and social activities of the District. By 1920 most of the original orchards in the District had succumbed to the fruit-fly plague and the landscapes opened up as vegetable gardens replaced the orderly rows of fruit trees. Spearwood became known as the best onion growing area in the State and seed from the *Spearwood Globe* variety, developed by Frank Simper and James Brindle, was in constant demand by growers. As the acreage planted with onions

increased contract planting, at 1/- per thousand plants, was introduced and good workers could plant 15 to 20 thousand plants by hand in one day.

Several handsome vineyards remained in the District, specializing in quality table grapes for export, and as the Annual Agricultural Show came due, vignerons fussed over the prime bunches that might take off the prize. Nick Marich, Cornelius Kaptyn, George Aberle and Phil Hawkes were always among the main contenders for the silver cup and almost as soon as the berries started to form in the bunch the selection of grapes for showing began. Shape, quality and bloom were all essential; the removal of an odd berry or two allowed others to form into the shape desired and the removal of a leaf that might brush the bunch and so destroy the bloom also had to be considered.

Social life in the District was vigorous and self-contained and by 1920 was centred on the Parish Hall in Mell Road where there was something on every Saturday night of the year. Saturday night dances, with Harry Hansen as M.C., were well run and well attended and when Hansen said 'Gentlemen, take your partners for a waltz' waltz you did, and there was no messing about in the corners. The favourite pianist for dances was Joe Miguel of Hamilton Hill and on concert nights two popular turns were Jimmy Bolger's rendition of *Dangerous Dan Magrue* and Scotty Danielson's *All About Fathers*. Stewart Dodd produced a Black Minstrel Show which was a great success and a local troupe of Pierrots, Jean Aberle, Roy Ellement, Ernie McLeod, Tony Santich and Jack Headland gave a number of concerts in the Fruit Growers' Hall.

Football and cricket were played on any available vacant ground, usually on Smart's paddock in Mell Road or on the Coogee Recreation Ground on Russell Road, and the general rule was to pick-up two equal sides and get on with the game without worrying too much about the finer points. At South Coogee a very strong cricket club was formed with the boys of the Anderson, Newman and Sawle families as its nucleus and several of the players who gained their grounding at South Coogee went on to play first-grade cricket. The lack of a hotel in the centre of the District was a sore point for some and those with a thirst on weekends had to make the trip over the sand-track to Powell's Coogee Hotel on the coast road. Perhaps

because of this lack there was not much work for police in the District and an occasional visit by two mounted troopers, Chandler and Connolly, from Fremantle was the full extent of law-enforcement in the community.¹⁵

NOTES

- ¹ The original residents living near Clontarf Road and Clara Road by 1915 were:

Alfred Chamberlain	William Tinsley
Mary Ann Willis	Samuel Carpenter
Sep'. Dixon	Michael Garhey
Mrs E. Williamson	David Outram
William Thompson	John Dixon
Mrs Sophia Poole	H. & W.J. Tracey
Ellen Ann Campbell	
Mary Ann Smith	
Selina Kermode	
- ² Information from Mr John Roy Nelder Greenslade, Rockingham Road, Hamilton Hill. (May 28th, 1975).
- ³ Information from Mrs Cecilia Lazenby, nee Isted, 2 Kiesey St, Coogee; and Mr Tom Isted, 66 Ogilvie Rd, Mount Pleasant.
- ⁴ Information from Mrs Emily Patterson, nee Thompson, 182 Clontarf Rd, Hamilton Hill.
- ⁵ *Sabretoche, Journal of the Military Historical Society of Australia*. Vol. XVII, No. 3, pp. 198-200.
- ⁶ Information from Mr and Mrs Jack Ingvarson, 8 Stokes St, White Gum Valley.
- ⁷ *The Fremantle Herald*, May 16th, 1913, p. 4c and d.
- ⁸ Mr F.E. McCaw, *The Family records of the McCaw Family*.
- ⁹ Graham Wilson (Ed.), *Western Australia's Centenary 1829-1929*, (The Historic Press (W.A.), Perth, 1929) pp.292-293.
- ¹⁰ Information from Mrs A. Pratt, nee Winefield, 13A Offley St, Hamilton Hill.
- ¹¹ Information from Mrs Jean Joyce, nee Aberle, 41A Falstaff Cres, Spearwood.
- ¹² Mr Stewart Dodd, *Reminiscences of Spearwood*.
- ¹³ Information from Mr Charles Collis, 134b Clontarf Rd, Hamilton Hill.
- ¹⁴ Information from Mr Roy Ellement (Snr), 3 Churchill Ave, Munster.
- ¹⁵ Mr Stewart Dodd, *Reminiscences of Spearwood*.

CHAPTER 15.

PIONEER SLAV SETTLERS, 1911-29

First Slav settlers at Spearwood: Migration from the Dalmatian homelands: Historical background of the Dalmatian culture: Slav settlers on the goldfields: The move from the goldfields to Spearwood: Slav market gardeners at Spearwood after the Great War.

On a day late in March of 1911 Antonia Jeričević, just down from Boulder, made his way from the Fremantle Railway Station along Market Street looking for the wine saloon of a fellow countryman, Matt Kazea. Kazea and his English wife were the first contact for Slav newcomers to Fremantle and could be relied upon for a meal, conversation in a familiar language and help in finding work. By the next morning Kazea had arranged for Jeričević to go out to Isaiah Wauhup's block in Hamilton Hill where there was a job to be had trenching its 5 acres; and, as Jeričević tossed his coat over a stump and began swinging the pick with a familiar rhythm, he became the first of the Slav settlers to break the ground in the Cockburn District.

By 1913 a handful of Slav men were working at Spearwood, forming a tiny, loosely knit colony which linked Spearwood with the rugged hillsides and ancient trading ports of Yugoslavia's Dalmatian coast. Antonia Jeričević, his name now simplified to Ted Gerovich, had sent home to the Dalmatian island of Šolta for his two sons, 16 year old Jack and 14 year old Len, and the three men worked together to bring the rest of the family out to Spearwood. On Phoenix Road Steve Dobra, from the island of Sepurina had bought a high, stony block of land and on Rockingham Road Tony Vladich and Anté Ukich, also from Sepurina, worked a small vineyard.

From the middle of the nineteenth century young men from the coastal towns of Šibenik, Dubrovnik and Split and from the islands of Sepurina, Šolta, Hvar, Vis and Korčula of Central

Dalmatia had answered the call of adventure and wandered the Pacific. Dobra, Gerovich and Ukich were a small part of a restless migration which surged out from the Dalmatian coast to the goldfields of Alaska, mining towns and fruit-growing valleys in California, fishing ports in Chile, timber camps in New Zealand and the silver mines of Peru. In Australia small groups of Dalmatians could be found cutting sugar cane at Cairns, fruit-farming at Mildura, mining at Broken Hill and timber-cutting on the Eastern Goldfields of Western Australia. Each year or two the Dalmatian wanderers would return to their homeland and families before moving on to new opportunities.¹

This migration from the Dalmatian homelands was largely one of younger sons who could not inherit a part of the much sub-divided family land holdings and were forced to strike out on their own. The rugged mountains, steep coastlines and small islands of Central Dalmatia left less than one-fifth of the land suitable for cultivation and produced in the people a tremendous desire for family self-sufficiency, for becoming independent land owners and improving a property to hand down to the next generation.² If land was not to be inherited it had to be bought and the sooner the necessary money could be earned, the better.

The young men of Dalmatia had to be resourceful and adaptable, ready to leave home and turn their hand to any job, if they were to win their independence. As a nation also, the Dalmatians had a long tradition of strong independence and individuality which had been gained in their centuries-old struggle against more powerful neighbours. The history of the narrow coastal strip and the offshore islands of Dalmatia had been, from time immemorial, that of migrating peoples and invading armies, passing along the natural channel from Central Europe to the Mediterranean, and that of the rise and fall of great empires.

Seven centuries before the birth of Christ the islands of Vis, Korčula, Hvar and the city of Split had been occupied as trading colonies by the ancient Greeks and a thousand years later Dalmatia had been annexed by the Roman Emperor, Tiberius as a great recruiting ground for his armies. From the year 400 the wealthy city-states of Dalmatia provided the Roman Empire's last line of resistance against the Slavs from

the north and maintained their Latin character, making Dalmatia 'a Slavonic land with an Italian fringe.'³ From the 12th to the 15th century Dalmatia was the battleground for twenty one separate wars between Hungary and the Republic of Venice, falling to one and then the other as Hungary fought for access to the sea and Venice fought to protect its shipping lanes against Slav pirates. From 1420 to 1797 the history of Dalmatia is one of resistance to the Turkish Empire, encroaching from the East, reaching its zenith when a Dalmatian squadron gained glory in the Christian victory over the Turkish Navy at the Battle of Lepanto in 1571. In 1797 Dalmatia and Venice fell to Napoleon's advancing armies and after the defeat of Napoleon Dalmatia was annexed to Austria for a hundred years before joining the newly formed State of Yugoslavia in 1918.

During their long history of occupation and resistance to occupation the Dalmatian people took the best from the cultures of the occupying powers while retaining a strong sense of their own independence and individuality. Nature, however, proved to be the strongest of all adversaries and in the early 1890s she struck a double blow at the Dalmatian homelands. The blight of *Phylloxera* laid waste great areas of vines in many districts and a series of bad fishing seasons brought great hardship to the coastal villages and island ports. As letters home from wanderers abroad told of the opportunities that awaited in the countries around the Pacific a steadily growing stream of emigration from Dalmatia to America and Australia gained momentum.

From 1894 onwards many Slavs from Central Dalmatia arrived on the Eastern Goldfields of Western Australia and found their first work alongside Italian wood-cutters on the wood-lines that radiated from Kalgoorlie. Three main companies, at Kurrawang, Kurramia and Lakeside, employed more than a thousand cutters, truck-loaders, navvies and drivers to meet the need of the mine furnaces for 40,000 tons of wood each month and it was to these camps around Kalgoorlie that the Slav settlers came.⁴ From the hessian humpies of the wood-line camps the Slav newcomers worked from sun-up to sundown on six days of every week of the year, knocking off at noon on Sundays to wash a few clothes and sharpen tools in preparation for the next week's work. As the Italian migrants

had done the Slavs quickly established themselves as sought after workmen and many began to move into boarding houses on the Boulder Block where they found work on the mines.

The history of Australian mining towns is one of volatile communities which are quick to flare up over real or imagined wrongs and the twin cities of Kalgoorlie and Boulder were no exception. Australian miners became incensed at allegations that Italian and Slav miners were being imported into the State under agreement to work in the mines.⁵ A Royal Commission into the allegations found that no immigrant miner had accepted less than the ruling rates of pay and the only hint of irregularity was to be found in a few cases where slingbacks had been made to shift bosses. The Royal Commission found that Italian and Slav workers were shown preference on some mines, particularly at Peak Hill, Lawlers, Day Dawn, Leonora and Laverton and when seeking reasons for this preference were told by mine managers that the immigrants were reliable, hard-workers who earned their preference.⁶

The issue soon went off the boil but some resentment and distrust of Western Australia's first sizeable community of non-English-speaking settlers continued to simmer. With the outbreak of War in Europe in 1914 the Dalmatian settlers on the goldfields found themselves in a very difficult position. Although mostly anti-Hapsburg the Dalmatian settlers were Austrian subjects and were technically aliens. Anti-foreigner feeling flared again and under union pressure several mine employers refused for some time to employ Dalmatian miners and some families remained in considerable distress for many months.⁷ In the face of this renewed hostility the patience of many Southern Europeans was broken and as Greek hotel and cafe owners sold up their businesses several Dalmatian families began to look for land where they could lead their lives undisturbed.

One of the first families to make the move from the goldfields was that of Mrs Perena Rocchi and her five children. Perena Rocchi and her husband, Luke had left the Dalmatian island of Vis in the early 1890s for Broken Hill and had crossed over to the Western Australian Goldfields in 1897. In 1904 Luke Rocchi died after a long illness and Perena took on a boarding house near Boulder's Horseshoe Dump to provide for her young family. Perena Rocchi was a motherly, com-

passionate woman who could never turn anyone away and her Boulder boarding house became a home to the young Slavs and Italians who arrived on the goldfields in need of a roof over their heads, a job and the assistance of an interpreter. Perena Rocchi, and others like her, were to become the pole-stars for ever increasing numbers of migrants from their homeland as letters went home saying, 'Come and join us, and ask for Perena Rocchi. She'll help you get a start.'

In 1914 Perena Rocchi's thirty to forty boarders, mostly shift workers on the mines, were without jobs and she decided to put her children first and leave Boulder. Tony Rocke, the Fremantle land agent, showed her a block in the Upper Swan but she decided against it and chose a block in Spearwood from where her sons could find work in Fremantle. At the corner of Kent and Sussex Streets in Spearwood Perena Rocchi moved into the house built by Bill Strand and with her came her sons, Sonny, Tony and John; her daughters, Annie, Mary and May; Annie's fiance, Ivan Ivicovich; and Mrs Ilich, Perena Rocchi's sister. Sonny and Tony Rocchi quickly found work in Fremantle and the younger children went to the Spearwood School to come home each day and work with their mother in the newly established market garden. Perena Rocchi's decision to leave Boulder was a significant one for the Cockburn District, shifting as it did a large cell of Dalmatian settlers, and those who were to later join them, from the goldfields to Spearwood.⁸

In their move to Spearwood the Rocchis were joined by André and Katica Zemunik who bought the adjoining block of 10 acres for £400. Katica Zemunik had come out from Vis to work with Perena Rocchi in the Boulder boarding house and had married Andy Zemunik in Kalgoorlie 2 years before the move to Spearwood. Zemunik, also from Vis, had served in the Austrian Navy before joining the Merchant Marine and had jumped ship at Fremantle in 1906. From Fremantle the 19 year-old ex-sailor teamed up with two Australian prospectors and walked to Kalgoorlie where he found work on the Kurrawang Woodline before moving to Boulder to work underground on the mines.

At Spearwood the first months for the Rocchi and Zemunik families were hard and often dispiriting. The Zemunik's first home was a bag and sapling shed with an iron roof and the

family lived hand-to-mouth while Andy Zemunik looked for work. In this first year of the War anti-foreigner feeling was high in Fremantle and the Trades Hall Association demanded of the Government that 'Subjects of countries with which we are at war and who reside in our midst . . . ' should be barred from employment.⁹ Business owners with non-British names were harassed and frequent notices were placed in the Press disclaiming German birth and sympathy.

At Spearwood Andy Zemunik found, as others had, that Isaiah Wauhopp took people at face value and found his first job working on Wauhopp's block. Frank Chandler, the mounted trooper from Fremantle, dropped a parcel of meat into the family from time to time and before long the family could look forward further than to where the next meal was coming from. With very few exceptions the established settlers at Spearwood accepted the new Slav families as people like themselves, independent and self-sufficient and prepared to work hard for that privilege. One motion to the Fremantle District Roads Board demanding that the Board bar aliens from employment was firmly rejected and Andy Zemunik found his first permanent job knapping stone for the Board.¹⁰

Towards the end of 1914 Ted Gerovich bought a high, stony block where the Phoenix Hotel now stands and sent home for his wife and three younger children. On the block next door Steve Dobra had built a small two-roomed house and had sent home for his family now that he had found good work on the Fremantle Wharf and the Slav settlement at Spearwood started to take root. As Slav families continued to arrive in Western Australia Spearwood became recognized as a preferred place of settlement and the chain of migration from Dalmatia continued to strengthen.

Anthony Garbin, from the Dalmatian island of Šolta, arrived in Kalgoorlie in 1908 and 3 years later moved to Fremantle where he and his partner bought a fishing boat and nets to fish off Fremantle. With the future looking bright Garbin sent home for his wife Vica, and his three children Ramie, Semie and Victor who joined him at Fremantle in 1911. The reunion of the Garbin family was brief and tragic as shortly afterwards Anthony Garbin and his partner were drowned while fishing off Carnac Island. Vica Garbin was left completely destitute and turning to Matt Kazea for help was

advised to go to Kalgoorlie where she would find friends. Ramie, aged 11 years and Semie, aged 8 years were taken to St Joseph's Orphanage in Subiaco where, bewildered and frightened, and unable to tell the other children why they were crying, they spent their first months in their new country.

Vica Garbin and 5 year old Victor moved to Boulder where five other families got together £25 and built her a two-roomed bag and sapling home. There she worked, washing, ironing and mending until her fourth child, Lucy was born, faced with a bleak future. In 1914 Ramie, now aged 14 years, came up to Boulder to join her mother and the following year Vica Garbin married Marin Bavich at Boulder. Later in 1915 the family left the goldfields and at Fremantle Matt Kazea helped them to select a block on Rockingham Road at Spearwood. The clearing of the block was slow and hard but prospects were good and friends were nearby and before long the reunited Garbin children were joined by Martin, Jean and Jack Bavich to find the family life that they had lost.¹¹

During 1915 and 1916 the steady migration of Slav settlers from the goldfields to Spearwood continued. Ivan Huljich and Tom Duzevich, both from the Dalmatian island of Hvar, came down as partners from the Fields in 1915 and shortly afterwards Nick Spiriljan, from Sepurina, came down and found work at Watson's factory in Spearwood. The Furlan and Kinkella families moved into the District in the same year and Frank Strika arrived at about the same time. Frank Strika found his first work cutting timber at Jandakot and his wife and family shared a tent with him until he was able to buy a block in Spearwood and begin gardening. During 1915 also, Matt Kazea and his wife sold their Fremantle wine saloon and moved, in semi-retirement, to a block in Spearwood; taking an honoured place in the midst of the small Slav community which they had helped to establish.

By 1916 the sale of the hundred or so gardening blocks in the Healy's Paddock subdivision had slowed down as doubts about the completion of the Naval Base grew and land agents began to canvas further afield for buyers. At Kalgoorlie Tony Evas was attracted by the land agent's offer and signed up to buy a 5 acre block on Rockingham Road. Evas had left Vodice on the Dalmatian coast in 1912 and had put his time in on the Kurrawang Woodline before buying a small boarding house in Boulder.

The story of the Evas family's first years at Spearwood was to be typical of those of the early Slav settlers. Tony and Luiga Evas and their four children spent their first months on the Spearwood block under hessian while Tony Evas found work to support his family and to begin developing the block. Evas was good at stone work and soon found work road-making for the Roads Board and in the nearby quarries belonging to Morton and Tylee. After work, and on weekends, there was always work waiting on the block clearing, trenching and preparing the ground for planting. A mixed vegetable garden was put in first to get a quick return and then fruit trees and vines were established. After 4 or 5 years of working 7 days a week, every week of the year, the Evas family could feel that their future was secure.

For the Evas children long hours of work on the block became an established part of their life and was accepted without question. Each day began at 7 a.m. with an hour's work in the garden followed by a quick wash-up, breakfast, and the walk to school. At 3.30 p.m. it was straight home without lingering to chat, a change into work-clothes and a bite to eat, before getting back into the garden until nightfall. Weekends provided no let-up in the year-round work in the garden but five or six times a year, if the temperature still stood around the century in the middle of a Sunday afternoon, the family would down tools and walk across to Coogee Beach for a swim.¹²

In 1917 Tony Santich and Nick Marich, who were later to live in Spearwood, came down to Blackboy Hill Camp from Kalgoorlie to enlist in the A.I.F. Tony Santich had been on the goldfields since 1907, first on the Kurrawang Woodline and later in Kalgoorlie, and had decided to join up and go overseas. While on leave from Blackboy Hill Camp Santich met and became engaged to Irene Ellement, the daughter of Fred Ellement of Coogee, and returned to marry her at the end of the War. In 1920 Tony Santich took up a 5 acre block on Newton Road under the Soldiers' Settlement Scheme and began to establish a market garden and piggery. Nick Marich had come to Kalgoorlie to work on his uncle's fresh water condenser and had worked at nights washing dishes in hotels and restaurants to put himself through night-school and learn to speak English proficiently. After the War Marich bought Furlan's

place on Phoenix Road in Spearwood and in a few years had established a first-class vineyard. Nick Marich used his proficient English and contacts in the community to the advantage of fellow Slav settlers and was appointed Consul for Yugoslavia in recognition of his services.¹³

As the World War drew to a close Ted Gerovich, the first of the Slav settlers in Spearwood, died at his home; finally vanquished by the years of back-breaking toil he had subjected himself to. Within the next few years his sons, Jack and Len Gerovich had married the Garbin sisters, Ramie and Semie, and the three Gerovich families shared the family home on Phoenix Road living in happy confusion as both of the first grandsons were named Ted for their grandfather, both of the first granddaughters named Elizabeth for their grandmother and both the next sons named Tony for their maternal grandfather.

By 1918 Tony Vladich had also died and his partner, Anté Ukich, left the Spearwood block to go sleeper-cutting out of Boyup Brook. Two years later Ukich returned to Spearwood and bought a solid 27 foot fishing boat which he named the *Dalmatia*. When the boat was fitted out Ukich joined the small group of Slav fishermen who anchored in the lee of the mole at Woodman Point and set their nets in Cockburn Sound. By 1924 Ukich was able to send home to Sepurina for his family and was joined by his wife and his three sons, Roko, Jure and Grgo, at Spearwood. Anté Ukich had bought Tony Vladich's old block on Rockingham Road the previous year and the family moved in to the weatherboard house that stood on the block. The block carried 2 acres of vines and fruit trees but fruit fly had infested the trees and, as Anté Ukich fished each day in Cockburn Sound, his sons grubbed out the trees and vines and began to establish a vegetable garden. The first priority on any gardening block was an assured supply of water and the well was cleared out and a Southern Cross kerosene engine and jack-pump installed, driving the long-arm sprinklers with their characteristic pause and flick.¹⁴

The years during and immediately after the Great War saw a pause in migration from Yugoslavia to Australia followed by a renewed flow in the mid-1920s. The newly formed State of Yugoslavia had been formed by creating new frontiers and suppressing old loyalties and many of its people left the

homeland to find a new start overseas. In Western Australia the traditional destination of new Slav arrivals, the Eastern Goldfields, had become less attractive as returned servicemen sought and gained preference for any jobs that were available. At Spearwood the homes of earlier Slav settlers became the staging posts for a double stream of new Slav settlers, some coming directly from Yugoslavia and some following the older route down from the goldfields.

In 1925 Anté Zuvella arrived on a French cattle boat from the village of Vela-Luka and made his way to the goldfields looking for work. With no work to be had on the goldfields Zuvella moved back to the newly developing wheat-belt areas where there was work available clearing and several months later arrived in Spearwood. At Spearwood Zuvella and a partner bought a block on Railway Parade and Zuvella sent home to Vela-Luka for his fiancée, Frana. Early in 1926, Frana arrived in Fremantle with her uncle, Esav Padovan; married Anté Zuvella on the day of her arrival and moved out to Spearwood to start her new life.

Anté Zuvella had found work in Kiesey's quarry at Coogee and while he worked out Frana Zuvella put in the family's first onion crop on the block. In that first year thirty tons of onions were planted and pulled and then buried in the wake of one of the many market-gluts that hit the District's growers. Anté Zuvella was to continue as a quarry-man, eventually buying a large quarry on the Winterfold Estate with Spiro Novak, but the lesson of that first year was not forgotten and he was to play a prominent part in setting up the District's first Onion Marketing Board.¹⁵

Two other arrivals in Fremantle from Vela-Luka in 1925 were Jeri Separovich and Paul Prizmic who landed broke and homeless but secure in the knowledge that they had friends to go to. The two young men made their way down Market Street, Fremantle on a hot January morning scanning the passers-by for someone who looked like a fellow countryman. Their first tentative approach was a lucky one and Andy Zemunik was able to show them Len Gerovich's truck by the Markets and they were soon on their way to the Gerovich home in Spearwood.

From Spearwood Jeri Separovich made his way to the goldfields to find work and found a base at Steve Matkovich's

boarding house on the Boulder Block. For 11 months Separovich fronted up daily to the shift bosses on the mines to be turned away with the laconic advice, 'Come back tomorrow. Someone might get killed.' By December Separovich had found a job shovelling dirt into the horse-pulled drays at the head of the Great Boulder Mine but there was little chance of finding anything better. As the year drew to a close Separovich received a telegram from Anté Zuvella in Spearwood telling him to come down as building jobs were available around Fremantle and urging him to take up again his stone-mason's trade.

At Spearwood Jeri Separovich stayed with the Zuvellas for several months until he was about to buy a block. The block, on Rockingham Road, was 5 acres of rough, stony ground — £10 down and the balance of £410 at 8% interest. Separovich was by now in steady work on building jobs at Fremantle and Applecross and he knocked off each evening to take up the axe, mattock and shovel and begin clearing the block. The first crop from the block was the thousand yards of stone per acre Separovich took from it, and sold to the Roads Board for one shilling a yard, as he began the long job of establishing a garden. In 1927 George Separovich, aged 14 years, came out from Vela-Luka to work with his father and 2 years later Mara Separovich brought the two younger children, Katie and Ivan, to live in the little weatherboard house that had been built on the Spearwood block.¹⁶

From 1925 onwards the stream of Slav settlers to Spearwood quickened as families and friends came to join those who had preceded them. Andy Zuvella, Nick Prizmic, Mark Separovich, Anté Oreb and Tony Dragovich joined their fellow-villagers from Vela-Luka in Spearwood and to the Gerovich's home came first the men, and then their families, from the islands of Šolta and Korčula. Visko Garbin, Nick and Bob Bavich, Nick Cukela and Jeri Jakovich were to make the Gerovich home their base while they made their start in their new country. To the growing list of Slav settlers at Spearwood were soon added the names of Steve Radonich, Michael Bozanich, George Jugnovich and George Blaskovich as new settlers arrived to take up land.

The post-war Slav settlers in Spearwood found that they were quickly accepted by their Australian neighbours largely

because of the good reputation that earlier Slav settlers had established. The Slav settlers, having become recognized as being absolutely straight in business dealings, law-abiding and hard working and having the capacity to play as hard as they worked, found much in common with their neighbours and provided an added vigour and thrust to the development of the District.

The Slav settlers at Spearwood were the last of the major groups who came to the Cockburn District to work on the land, and, as such, they marked a watershed in the settlement of the District. By 1929, a hundred years after Peel's settlers had landed on the beach at Clarence, the lands of the Cockburn District were wholly settled and the first signs of the gradual south-wards extension of the metropolitan area into the District was becoming evident.

NOTES

- ¹ Charles A. Price, *Southern Europeans in Australia*, (Oxford University Press, Melbourne, 1963) pp. 105-116.
- ² Charles A. Price, *Southern Europeans in Australia*. p. 30.
- ³ Stephen Clissold (Ed.), *A Short History of Yugoslavia* (Cambridge University Press, 1968) p. 12.
- ⁴ Gavin Casey and Ted Mayman, *The Mile that Midas Touched*, (Rigby Ltd, Adelaide, 1964) p. 130.
- ⁵ *Report on the Royal Commission on the Immigration of Non-British Labour*, Western Australia Votes and Proceedings of the Parliament, Vol 2. Paper A-7, 1904. p. 7.
- ⁶ *Ibid.*, p. 13.
- ⁷ Charles A. Price, *Southern Europeans in Australia*, pp. 208-209.
- ⁸ Information from Mr John Rocchi, 64 Holmfirth St, Mt. Lawley.
- ⁹ *The Fremantle Herald*, November 27th, 1914. p. 3c.
- ¹⁰ Information from Mr Anthony Zemunik, 63 Aurelian St, Palmyra.
- ¹¹ Information from Mrs Ramie Gerovich, nee Garbin, 142 Lefroy Road, Hilton Park and Mrs Semie Gerovich, nee Garbin, 4b Rennie Cres, Hilton Park.
- ¹² Information from Mr Tom Evas, 40 Barrington St, Spearwood.
- ¹³ Information from Mrs Irene Toppi, 118 Newton Rd, Spearwood and Mr Fred Santich, 249 Churchill Ave, Munster.
- ¹⁴ Information from Mr George Ukich, Lt 4 Musson Rd, South Coogee.
- ¹⁵ Information from Mr Anthony Zuvela, 72 Moreing Rd, Attadale.
- ¹⁶ Information from Mr Ivan Separovich, 13 Keats Place, Spearwood.

CHAPTER 16.

RINDERPEST AND THE DECLINE OF DAIRYING, 1923-29

Cockburn dairies supply Fremantle: Outbreak of Rinderpest: Killing of stock: Tracing the source of the outbreak: Motorized transport and the move of dairies to the South West: Petition for supply of electricity to Bibra Lake District.

North of the Spearwood Basin the low-lying gardening ground gives way to a ridge which, in the early 1920s, carried scores of dairying herds. From Beaconsfield to Applecross neat, white-washed dairies and sleek herds of dairy cows provided most of the milk consumed daily by the residents of Fremantle and Perth. In these last years of the age of horse-drawn vehicles milk producers could not be much more than 10 miles away from their market and as each day of the week drew to a close dozens of traps and light lorries carted their loads of milk churns from the out-districts to city retailers. In the early hours of each morning retailers' milk carts plodded along their familiar rounds of suburban and city streets and pints of milk were dipped into the waiting billy-cans or saucepans on each front verandah. Most households woke each day to the milkman's clatter and the milk was got in before ants, or cats or the morning sun had a chance to spoil it. If you hadn't had your milkman long it was also a good idea to listen for the sound of a garden tap splashing into a half-filled billy can of milk.

In the Cockburn District over 2,000 acres of University Endowment land between Blackwood Avenue and Phoenix Road extended out to Bibra Lake and on this commonage most of the District's dairy herds were grazed. North of Clontarf Road Michael Healy grazed a large herd on the Winterfold Estate and a large number of smaller herds were to be found in Beaconsfield. On October 30th, 1923 Tom Smith of

Beaconsfield had a cow die and a few days later the Sheppard brothers, who had yarded 25 head of springers ready for the saleyards, recognized that the cattle had some kind of disease and decided not to forward them. In the next few days an inspection by the Department of Agriculture raised the possibility that the disease could be Rinderpest and a stock expert from the Commonwealth Department of Health in Melbourne was hurriedly sent for. On his arrival W. Robertson confirmed that the disease was Rinderpest and the hunt was on to trace and eradicate the most feared of all cattle plagues.

Rinderpest originated in Asia and spread through Europe causing enormous cattle losses in the 18th century including 30 million cattle in Germany alone. In 1890 the disease spread from Egypt to South Africa and 90% of all cattle in that country died before the disease was eradicated in 1904. Based on the South African experience Australia was about to lose 11 million cattle and Western Australia's North West pastoral industry would be wiped out in a matter of months. No effective means of inoculation had been developed and the only method of controlling the disease was by wide-scale slaughtering of stock and the establishment of buffer zones around the killed area.¹

Because of the great speed with which Rinderpest spreads the task of eradicating infected herds and tracing the origin of the outbreak was one of frightening urgency and the Department of Agriculture was galvanized into action. Reports of further outbreaks started coming in from herds along South St in Beaconsfield, from Morrison, Walters, Beasley, Curtis, Pearson, Wade, Bush, Taylor, Burrows, Thatcher, Foley and McFeteridge in turn, and it was decided to mark off a killing area bounded by Canning Highway, North Lake and Forrest Roads, the Fremantle-Jandakot railway and the coast. All cattle, pigs, sheep and goats within this cordon were to be collected, shot and buried in lime pits. Within a month 1,500 cattle, 1,000 pigs, 300 goats and 30 sheep had been killed and each afternoon the sea breeze brought the stench of burning carcasses to every part of the District. For the people whose stock was destroyed the Rinderpest outbreak was a disaster, their prize herds and carefully built up breeding stock disappearing in a day. For many the loss was something

more than an economic one and Joe Malacari remembers the day when the carters came to take away his big boar, *Billy*. Raised from a piglet the boar would come to Joe's call and roll over in the spotless sty to have his belly scratched. *Billy* knew something was up when the carter advanced on him brandishing a picket and charged the hapless man in a squealing fury until Joe Malacari was prevailed upon to act the Judas and lead *Billy* into the truck.

For those whose dairy herds had been destroyed there was immediate work to be had with the patrols that guarded the buffer zone around the District. The mounted patrols had the task of preventing the movement of all stock, fodder, vegetables, second-hand bags and manure out of the cordoned area and of making a daily head-count and health report on stock in the buffer area. Fred Smith, Tony Shanks and Alf Mortimer worked continuous 8-hour shifts on their patrol from Bibra Lake to Canning Bridge and got £5/10/- a week and an extra 10/6 to feed the horses for their efforts.²

As the killing of stock continued the officers of the Department of Agriculture applied their experience and skills to the task of tracing the origin of the outbreak. Every possibility had to be checked out quickly and thoroughly under the pressure of knowing that the survival of the Australian cattle industries was at stake. One of the first possibilities canvassed was that Rinderpest was already existent in the North West and, because of the scattered herds, had not been recognized. Approximately 30,000 tick-infested cattle were brought from the North West to Robb Jetty each year and infected cattle could have been amongst them. Hurried musters on North West stations and police reports from the scattered towns of the area all gave negative results and this possible source was crossed off the list.

Attention was then turned to a mob of 3,000 sheep which had been landed at Fremantle from the North West and had been grazed over the common adjoining Tom Smith's farm before proceeding along a stock route to the Midland Junction sale yards. The drovers had camped overnight at Belmont and over 600 head of stock were slaughtered at Belmont and Bassendean before this theory was discounted.

Then a cow belonging to Mrs Row at Spearwood died and another possibility was suggested. Each year about 2,000 tons

of straw manure were removed from North West cattle boats at Fremantle and carted to Spearwood vegetable gardens. Mrs Row's cow had been grazing alongside a dump of this manure and the investigating offices felt confident that they had found the source. The whole of the produce of the gardens came under ban at once and then, as this source became less certain, top crops were allowed to be sold under permit. Later, it was determined that Mrs Row's cow had not been affected by Rinderpest and the ban, which had lasted from December 4th to January 18th, was lifted.

Finally the most probable origin of the outbreak was identified. From Fremantle a regular shipping service to Asian ports existed and several ships carried cattle from North West ports to Fremantle on the return journey. In order to provide meat for the Mohammedan crews a number of vessels carried live sheep, goats and pigs as ship's stores and this stock was not always of Australian origin. On October 3rd the S.S. *Charon* had arrived from Singapore via Derby, where she had picked up 300 head of cattle, and via Carnarvon where she picked up 400 sheep. The *Charon* had three live pigs on board which had been embarked at Singapore and these animals were probably the source of the outbreak which infected the cattle on board, other cattle at Robb Jetty and the dairy herds at Beaconsfield and Hamilton Hill.³

The Rinderpest outbreak of 1923 in the Districts south of Fremantle is unique. It is the only occurrence of Rinderpest in Australia's history and it is also unique in the rapidity with which the outbreak was brought under control. Factors which assisted in the eradication of this rapidly spreading disease were the drastic slaughtering policy adopted, the fact that the season had been dry and hot and the fact that the dairy herds were confined to a smaller area. The overriding factor, however, was that the Sheppard brothers, a week before quarantine was imposed, held their infected stock back from the saleyards and prevented the spread of the disease throughout the South West of the State before it had been identified.

East of the area affected by Rinderpest the dairy farmers at Bibra Lake and Jandakot were not immediately troubled and continued to supply Fremantle retailers. Daniel Tapper was selling 27 gallons of milk daily, Jack Ingvarson was selling 40

gallons, Frank Marchant was selling 25 gallons and Ernest Meller was selling 80 gallons.⁴ Ernest Meller, the son of Joseph Meller, ran a herd of 50 cows on his Bibra Lake property and grew tall maize crops on the swamp verges for his summer feed. A block further along Forrest Road in Jandakot provided winter grazing for the herd and a good livelihood could be had from these larger dairying properties.

Dairying at Bibra Lake and at Jandakot, however, was soon to decline as motor vehicles came into more general use. While the distance of dairy farms from the Metropolitan Area was determined by the time it took a horse and trap to cart the milk in daily, dairy farmers had to make the best of the poorer soils and pastures on the coastal plain around the City. With the advent of the motor-truck dairy farmers were able to move further south onto better soils and still get their milk into the City daily. From 1925 onwards many Bibra Lake and Jandakot dairy farmers began to leave the Cockburn District to find better pastures than the hungry Jandakot sands could provide.

The small community at Bibra Lake, one of the oldest in the District, continued to hope for better times and worked for better services to the area. The Bibra and North Lakes Progress Association had been active since its formation in 1921 and met regularly at Arthur Spence's *Tyrone Orchard* before the community hall was built. The Association was responsible for having North Lake Road extended through to Canning Highway and for having a new school built on land donated by G. McKay in 1922. The Progress Association was small but vital and its original Executive, Phillip Jane (President), Arthur Spence (Treasurer) and Frank McCaw (Secretary), gave drive and direction to its activities.

By 1926 the settlers at Bibra Lake and Jandakot had still not solved one of their most pressing problems, the connection of electricity to the area, and 45 residents put their signatures to a petition to the Fremantle District Roads Board which read:

'We, the undersigned residents . . . desire to have the electric current extended to Bibra and North Lake and the settled localities in the vicinity.

Under the present economic conditions the handicap of not being supplied with electricity has retarded the growth of this portion of the country under your jurisdiction.

With the assistance of electric light and power we will be in a position to improve our holdings and thus be able to compete with the settlers who have the benefit of these advantages in their localities.

Notwithstanding the fact that certain University and other vacant lands exist as gaps to bridge over, we do not consider it equitable or just that such lands should be a permanent bar to our progress . . . '5

Since its first settlement in the 1840s the Bibra Lake locality had pioneered market gardening and then dairying in the Cockburn District but it was failing to attract new settlers and was to be left to the few remaining dairy farms and the surviving Chinese market gardeners. Lack of electricity, indifferent roads and distance from markets were to prevent Bibra Lake and Jandakot from catching up with the better-serviced localities of Spearwood and Hamilton Hill and to leave them more vulnerable to the effects of the approaching economic depression.

NOTES

- ¹ W.A.N. Robertson, *Rinderpest in Western Australia, 1923*, (Commonwealth Department of Health, Melbourne, 1924) pp. 7-8.
- ² Information from Mr Fred Smith, Beenyup Road, Jandakot.
- ³ W.A.N. Robertson, *Rinderpest in Western Australia, 1923*, p. 47.
- ⁴ Report of the Health Inspector to the F.D.R.B. Feb. 12th, 1925.
- ⁵ The residents of Bibra Lake and Jandakot who signed the petition were:

W. Marks, Stud Farmer D. Tapper, Dairyman J. Clark, Hotel Keeper A. Walker, Gardener F. Marchant, Dairyman E. Meller, Dairyman M. Russell, Viticulturist C. Davenport, Dairyman G. Mosedale, Farmer P. Bosci, Viticulturist T.A. Cook, Gardener R. Morasso, Viticulturist I. Merritt, Dairyman W. Jenkin, Viticulturist R. Green, Orchardist A. Krygger, Orchardist E. Ellis, Storekeeper J. O'Connell, Ganger J. Lomax, Gardener	G. McKay, Orchardist A. Stone, Orchardist R. Stokes, Orchardist A. Stefanoni, Viticulturist Chris Osborn, Orchardist C. Anning, Pig Farmer C. Stone, Apiarist J. Enright, Dairyman A. Brown, Settler H. Oliver, Tea Rooms E. Oliver, Market Gardener W. Cranshaw, Gardener F. Parkes, Gardener J. Bannister, Gardener A. Badger, Fetter M. Dadley, Poultryman Quong Fad, Gardener Hong Lee, Gardener Hi Lory, Gardener
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CHAPTER 17.

LESS OF A COUNTRY TOWN AND MORE OF A SUBURB, 1923-30

New settlers at Hamilton Hill: Electric light and power: Meter ticklers: The 'Silver Lining' Bus Service: The Board Secretary's Motor Car: Appeals against land valuations.

Throughout the 1920s the nature of settlement in the Cockburn District was gradually changing. The agricultural land in the centre of the District had all been taken up by 1929 and new settlers favoured the northern part of the District at Hamilton Hill. The old estates of George Robb, John Healy and the Manning family had been broken up into small gardening blocks and dairy farms between 1899 and 1914, and now further subdivision of this land into residential lots had begun at Hamilton Hill. In the older settled area of Hamilton Hill along Hamilton Road many of the original settlers were gone and new settlers had taken over their blocks, and from Kent Street in the South to Clontarf Road in the North the pace of settlement began to quicken.

For the people of the Cockburn District the 1920s represented the end of the old era and the beginning of a new and different way of life. Many of the District's original pioneers were dead and the horse-and-buggy days were drawing to a close. Electricity and motorized transport were soon to become commonplace and the leisurely pace of living in a country town was starting to give way to the bustle of life in a metropolitan suburb. One of the last of those who had seen the Cockburn District grow from its original settlement, Captain John Thomas, had died at his home in Fremantle in 1907 at the age of 93 years. Thomas had stepped onto the beach at Clarence with Thomas Peel in the same year that Stirling had founded the Swan River Colony and had lived to see the convict period and the gold-rush days come and go and the

Colony join the Eastern Colonies to form the Commonwealth of Australia before he died.

Captain John Thomas's early association with the Cockburn District was not to be lost with his death and in 1919 his grandson, Hamlet John Thomas, took up land in Hamilton Hill. Ham' Thomas had spent his early years at Rockingham on his father's farm and as a boy developed a life-long passion for horses and the life of the bushman. Thomas spent the years of his youth in the saddle, droving stock, rounding up brumbies and seeking work wherever a horseman was needed. In 1905 Thomas moved to Fremantle to live with his grandfather and found work with horses as a Hansom Cab driver from Fremantle Station. In 1914 Thomas married Eveline Quinlan of Hamilton Hill and moved to that District where he found work as a stockman with Copley's abattoirs.

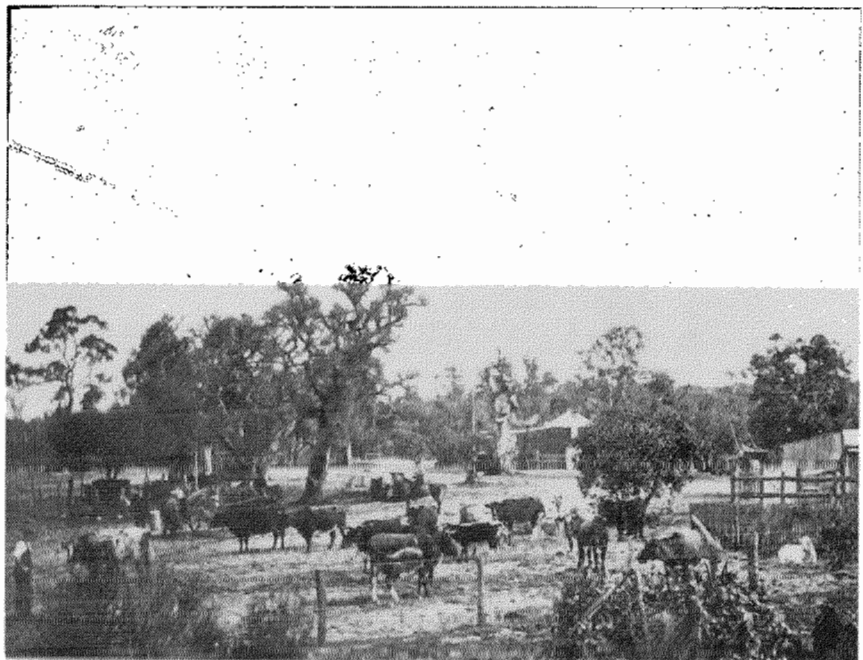
In 1919 Thomas bought 5 acres from John Owen on Hamilton Road and set to work clearing the block of tall tuarts to build a home and establish a garden. Ham' Thomas had been fortunate in his choice of a wife and he found in Eveline Thomas someone who worked at his side by hurricane lamp in the early days of clearing the block and who could turn her hand to mending a fence as readily as picking up a piece of fine embroidery. Ham' Thomas's long experience with horses quickly established him as a skilled amateur veterinarian in the District and few weeks passed when he wasn't called out to attend to someone's prized animal.¹

Between Owen Road and Phoenix Road Tom O'Beirne's *Hamilton Road Estate* had been largely settled since 1905 and many of the original settlers had been replaced by new faces. Andy Schenk had established a business collecting shells from the beach and putting them through a grist-mill to produce shellgrit which was sold to poultry farmers in the District and next to him John Bozanich had established a productive market garden. Next to Ham' Thomas Ted Humphrey had a poultry farm on David Clarke's old block and further along James Goodchild had taken up land. Goodchild was a dairyman, the first to deliver milk through Spearwood and Hamilton Hill, and his herd was grazed on the Commonage at the eastern end of Phoenix Road.

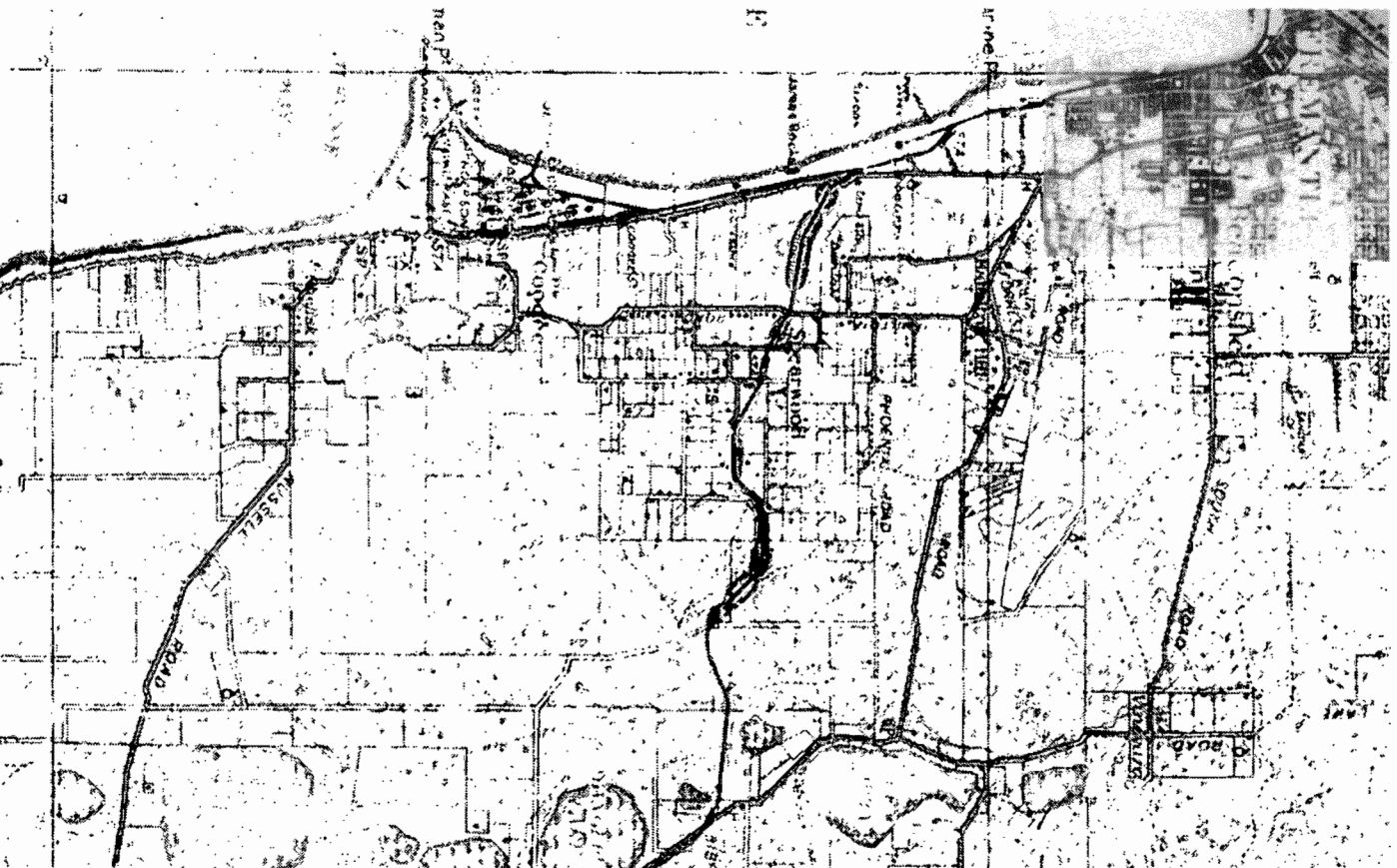
John and Margaret Owen had been forced to sell their dairy farm in 1916 when their sons went away to the War and the



Ernest Meller on milk delivery, 1916.



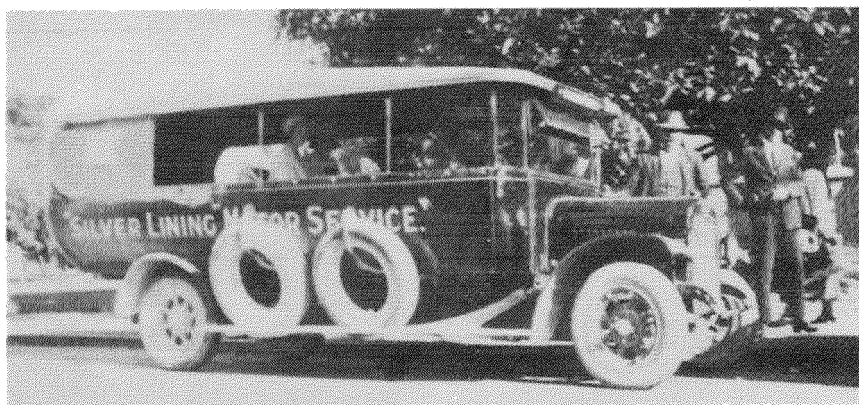
Bassett's dairy herd, Meller Rd, 1918.



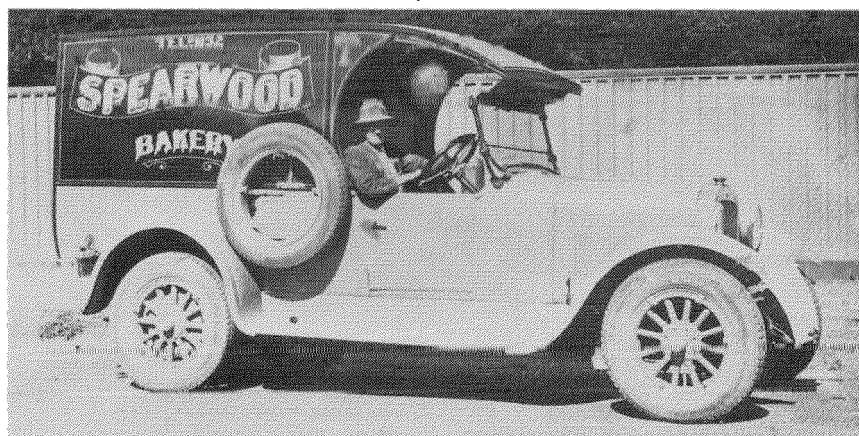
Development of districts south of Fremantle, 1921.



Heal's T-Model Ford charabanc, 1923.



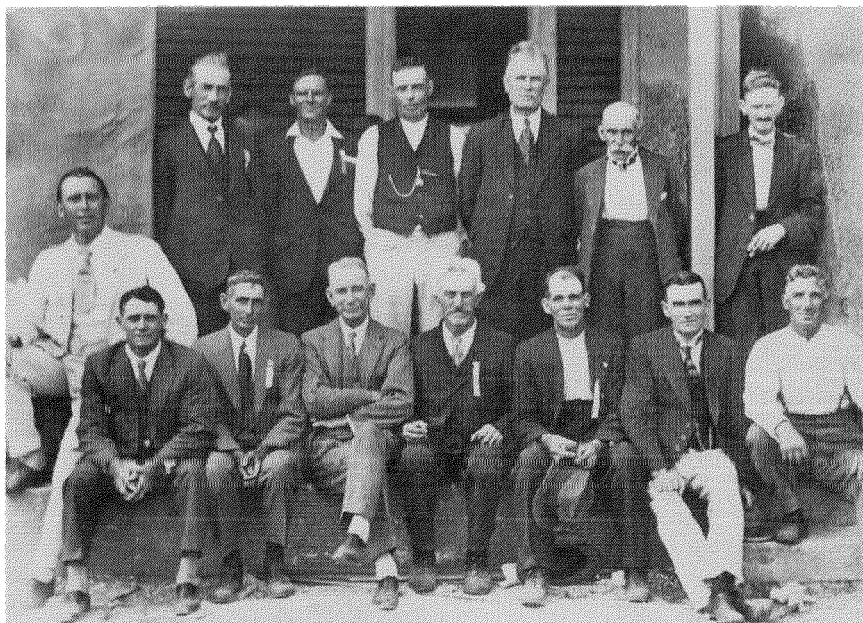
Heal's Brockway charabanc, 1925.



Charlie Hansen, 1925.



Market gardening at Spearwood, 1935.



Fruit Growers and Market Gardeners' Association, 1934.
(Back row, L. to R.: Alfred Mayor, Bill Straughair, A.J. Cain, William Pearce, Edwin Follington, Jim Brindle.
Front row: Nick Marich, George Blenkinsop, Herb. Parrott, T. Fox (M.L.A.), Niels Thorsager, James Stook, Frank Simper, George Aberle.)

dairy had been taken over by Fred Smith who also grazed his herd on the Commonage. Next to Fred Smith, Herb Parrott had established a good market garden of onions and next to Parrott, Isaiah Wauhopp's original vineyard still stood. On the block originally owned by Alfred Brown, the Fremantle boatbuilder, Jack Havel had established a good-sized piggery. Havel's piebald horse and crank-axle cart took him into Fremantle each day where he did the rounds of butchers and grocers collecting pig swill and once a year this outfit had its moment of glory at the Spearwood Show in Watson's paddock. Havel always won the event for crank-axle carts and, with braided mane and gleaming harness, his outfit stepped it out with the best of them. A story is told on Jack Havel which, true or not, is worth repeating: Havel was supposed to have been drinking heavily at one stage and was having a bad time of it. One day his wife had winched him down the well to inspect the motor and was hanging the washing when she heard the agitated cry of 'Snake! Snake! Pull me up!' from her husband who had found himself sharing the well with a large, cross dugite. The long-suffering Mrs Havel is said to have leant over the edge of the well to remark to her husband, 'You see them again, eh!' before returning to her washing.

Next to Havel's, Johann Ritz, a spare old German with a big, black beard and a booming voice had established a flower nursery. 'Daddy' Ritz had married Mary Field, one of seven sisters who emigrated from England and married settlers in the District, and in 1923 Mary Ritz sponsored her sister Bertha Hagan and her husband, Harry, to come out from Somerset. Harry and Bertha Hagan, and their five sons arrived at Ritz's place on Owen Road in 1923 and Harry Hagan found a job as a gardener on the Davilak Estate. Early in 1924 Bertha Hagan died in childbirth and Harry Hagan and his six sons were left to battle on alone.² The remaining lot on the *Hamilton Hill Estate* had originally belonged to Sylvester George, a pork-butcher and was now the home of Joe Paulik, a nurseryman. This area, between Phoenix Road and Owen Road, was as much rural as it was suburban in the 1920s and it stood between the rural settlements to the South and the suburban settlement to the North.

By 1924 the subdivision of parts of the Manning Estate into residential lots had begun and Lot 2, a wedge-shaped block of

13 acres was cut up into seventeen lots. This sub-division was bounded by Rockingham, Davilak and Lucius Roads and, being conveniently placed on the main road from Fremantle into the Cockburn District, was to become the small commercial centre for Hamilton Hill.³

In the early 1920s one of the most significant developments in the Cockburn District was the gaining of electric light and power. The Fremantle Tramway and Electric Light Board was responsible for this service and as early as 1907 the offices of the Fremantle District Roads Board at the Albany Chambers in Adelaide Street had had electric lighting installed. By 1921 the service had been extended to Spearwood and was to transform the production levels of most market gardens. The first connection to a property was to the pump-house and it was a secondary priority to run a lead from the pump-house to the house for domestic lighting. The jack-pump, driven by a kerosene motor, had been capable of delivering 1,000 gallons an hour to an irrigation system and the replacement of this pump by an electric motor and a centrifugal pump gave an output of 3,000 gallons an hour. The new electric motors were a source of wonder and of occasional frustration for the gardeners. Their compact size made them look like a toy alongside the *Southern Cross* kerosene engines and early models had their problems. The motors were installed at the bottom of the well in a recess in the well's side and drove their pump with a horizontal belt. Imperfect damp-proofing led to burnt-out coils and in summer the drive belt could expand and slip leading to yet another climb down the well.

For some of the Spearwood gardeners the boon of the electric motor was overcast a little by the fact that the meter seemed to slip around as fast as the sprinklers. It was soon discovered that by drilling a neat hole in the side of the meter and inserting a length of wire the meter could be given a rest while the sprinklers carried on with their job. The Inspectors from the Tramway Board were as inventive as the gardeners, however, and before long all meters were placed on poles well out of reach. This move caused some problems for the meter-readers who then had to cart a ladder around with them as well as a notebook and pencil — until the happy day when it was discovered that, by tilting the meters, they could be read from ground level with a pair of binoculars. The Tramway Board

seemed to have won the day, but in one case at least a gardener rose to the challenge. Where the electricity mains entered the back of his meter the insulation had worn thin to reveal a place where the power could be tapped before it started to turn over the hungry meter. The gardener pondered on the problem for a week then moved into action and hurried off to his workshop. The result of his labour was a cross between a grappling-iron and a jumper-lead and from then on, when the daylight had gone, it was twice around his head and up and over the mains with the lead before going back to bed to be lulled to sleep by the sound of the swiftly swinging sprinklers.

One person who found that the provision of electricity kept him awake at night was Bert Ellement. By 1921 Spearwood had been provided with street lights and someone had to switch them on and off each night. Bert Ellement's tender of £2 a year was accepted by the Fremantle Districts Roads Board and a control switch was installed on the front verandah of Ellement's home. Under the terms of the agreement with the Board the street lights were to be switched off at 11 o'clock on week-nights and at midnight on Saturdays and Sundays if Bert Ellement found this suitable.⁴ Hamilton Hill did not have street lights installed until 1925 and had to wait until 1926 for the connection of domestic light and power. Fred Isted had canvassed the District in 1925 and of the thirty two residents in Hamilton Hill he approached only four had refused to have the electricity connected.⁵

The mid-1920s were the last years of the horse-and-buggy age and the Fremantle District Roads Board was, perhaps, a little behind the times when it decided in 1923 to buy a horse and sulky for office use. Geoff Sudlow, the Board's Secretary, was now living in the District and could arrange for stabling and feeding a horse so the Board went ahead to consider the two choices its committee had prepared for it. Mr J. Daly had for sale a grey mare and a rubber-tyred sulky and harness, but there were no lamps on the sulky and the Board was not much impressed with his price of £42/10/-. Mrs Bowden had a turnout for sale which consisted of a chestnut pony, a rubber-tyred sulky complete with basket, lamps, harness and lap-rug — £45 the lot. The Board didn't like the horse much as it was aged, and a stallion, but agreed that it was a cheap lot and decided on immediate purchase. Mrs Bowden said that a

gentleman had been making enquiries at £50 and she would let the Board know, but agreed to sell at £45 on the following day.⁶

By the end of 1923 privately owned motor-vehicles were beginning to appear in Fremantle streets and the drivers of horse-drawn vehicles had learnt to spring out and hold their horse's head when one of the contraptions went by. At Hamilton Hill Alfred Manning had imported a *Speedwell* automobile from England but was content to confine its use to family jaunts around the track bordering Lake Davilak and the roads through the Cockburn District remained undisturbed. A number of independently owned charabanc services operated between Fremantle and Perth and the modern-minded traveller could choose between the *Bluebird* or *Red Reo* services, or could try the *Marion Bell*, *Irish Lass* or *Primrose* lines. In Cockburn the main form of public transport available was the train service into Fremantle from Spearwood, but catching the train meant staying in Fremantle for the day to wait for the return train and the trip was not undertaken lightly. For large parties attending picnics or dances a three-horse drag run by Atwell's Livery Stables was the usual means of transport and at South Coogee, on special occasions, Alf Newman would scrub out his big horse-drawn lorry and set up seats on it, back to back, for Sunday excursions.

The age of the motor-vehicle was ushered into the Cockburn District by the consequences of the Rinderpest outbreak of 1923. In the wake of the wholesale destruction of stock by the Agricultural Department substantial compensation payments were made and one of the people affected, Amos 'Tiny' Heal, decided to introduce a bus service into the Cockburn District. 'Tiny' Heal and his family had arrived from London on the *Belgic* in 1912 and he had established a large piggery between Redmond and O'Connell Streets on the *Dalydale Estate*, only to see all of his stock destroyed in 1923. Heal saw that the compensation payment could be used to find a bright side to the calamity of the Rinderpest outbreak and underlined the point by naming his bus the *Silver Lining* Motor Service.

Heal's first bus was a charabanc body fitted to a T-model Ford truck chassis, providing about twenty seats. Each of the four bench seats had a door at either side and canvas blinds could be fitted to close in the space between the doors and the canvas hood in wet weather. Heal started off on his first day by

standing at the crossing near Watson's factory to wait for passengers. Charlie Heal, his son, deciding that a more direct approach was needed, walked down to the Spearwood siding where Doreen Dowse and Bill Dodd were waiting for the train and enlisted them as passengers. The service was an immediate success and the tiny bus shuttled between its terminus points in Spearwood and Fremantle with its springs creaking as passengers found a seat on someone's knee or, occasionally, on the front mudguards.

Heal did not have the service to himself for long and in 1925 Charlie Mills began the *Alpine* service to Coogee with a Chev' Four. Heal countered this move by putting two gleaming Brockway buses on the run and by providing professional looking caps and red-trimmed white dust coats for his drivers. Mills sold out to Jack Manuel and by 1927 the two services were competing on two routes through the District. Competition for passengers was fierce and Bob and Charlie Heal, driving for their father, neither gave nor expected an inch of road from Roy Manuel who was driving for his. There were no regular bus stops along the route and waiting passengers soon learnt that it was unwise to stand too near to the edge of the road or to stand on your own if a larger group was waiting further up the road. As one bus appeared over the crest of a hill with the other close behind it both would race for the large group of passengers leaving the single passenger to dodge flying stones and clouds of dust. Eventually the Fremantle District Roads Board stepped in and established bus schedules which made the two services less exciting but more reliable.⁷

By the middle of 1924 Geoff Sudlow, the Secretary to the Fremantle District Roads Board, had his eyes firmly fixed on the new *Gray* car which was available through the agency at Wauhopp's blacksmith shop near the Newmarket Hotel. Sudlow prepared his proposition to the Board and reported as follows:

'I have made various enquiries in regard to Motor Cars. This form of conveyance is, to my mind, the only suitable one for the work I am called upon to do in my various duties as Secretary to your Board. (The cars available are:)

1. The Gray Car at £295. Mr Wauhopp will take over the sulky at £45.

2. The Ford Car at £210. Not of course up to the same same standard as the Gray.
3. The Chevrolet Car at £278. An extremely nice little car, built rather on the light side and would not give as long a service as the other two. There are hosts of others on the market.'⁸

The members of the Fremantle District Roads Board decided that, while Sudlow might be right about the need for a Motor Car, they weren't much interested in being the first with the best, and he would have to settle for something less. Consequently the Board recommended the purchase of a second-hand Ford Car at £130, subject to a satisfactory road trial by a competent and qualified driver. The terms of purchase recommended by the Board did little to cheer Sudlow up. He was to own the car and make repayments of £6/10/- a month to the Board under a hire-purchase agreement and to make the car available for Board use 6 days a week. In return he was to receive 30/- a week for the upkeep of the vehicle.

The Fremantle District Roads Board had experienced a sharp lift in revenue between 1913 and 1918 when the land boom associated with the Henderson Naval Base was at its height but by 1926 it had been forced to re-value much of the land in the District at more realistic levels. This fact, and other indications, had convinced some members of the Board that they were entering upon lean times. The Appeal Courts against valuations of land in the District were kept busy as settlers strove to keep their rates down and Robert Kinley, the Board's hardest man to beat at the Appeal Court, was put to the test as never before. A. Greenham, the owner of about 350 acres around Fancote Avenue in Munster, appealed against the valuation of his land and quoted the drop in value of land on the nearby Pearse Estate from £30 to £8 an acre. Greenham went on to argue that:

'The land won't carry more than one sheep to every 5 acres, even with hand feeding for part of the year. The ground is absolutely devoid of anything. At the present time you can buy the whole of that country for 25/- an acre. We are suffering now from the effects of the Naval Base boom.'

Robert Kinley was not pressed to rebut this argument and argued, as he had done before, that if the land was no good on top dig it up and see what you can find underneath:

'When a man goes into a Suburb of Fremantle and expects to run sheep and cattle and to make a pastoral country out of it, I am not at all surprised that he is disappointed. That land contains some of the best and finest limestone in the country.'⁹

By the end of the decade of the 1920s it was becoming apparent that the old days of comparative isolation and self-sufficiency had gone for the small localities that made up the Cockburn District. Readily accessible public transport to and from Fremantle drew people out of the District for their shopping and for their weekend entertainment and the attendance at local functions began to slip. For better or for worse Cockburn was becoming less of a country town and more of a metropolitan suburb.

NOTES

¹ Information from Mr Alan Thomas, 62 Hamilton Rd, Hamilton Hill.

² Information from Mr Wallace Hagan, 12 Quarry Rd, Hamilton Hill.

³ Original land-owners on Davilak 2 were:

Lot 1. Ethel Matthews

2. Mary Simons

3. Ralph Johnson

4. Mrs T. Baker

6. Alice Kelly

7. Charles Baker

8. Mrs R. Poole

9. Alice Kelly

Lot 10. Thomas Pitt

11. George Triplett

12. Horace Merevale

13. Thomas Pitt

14. Alfred Lydon

15. John Greenslade

16. Alfred Isted

17. Robert Kinley

⁴ Minutes of the F.D.R.B. February 1st, 1921.

⁵ Report to the F.D.R.B. December 8th, 1925.

⁶ Report to the F.D.R.B. June 5th, 1923.

⁷ Information from Mrs Rose Mann, nee Heal, 44b Aurelian St, Palmyra and Mr Charlie Heal, Chesham Way, Hamilton Hill.

⁸ Report to the F.D.R.B. November 17th, 1924.

⁹ Minutes of the F.D.R.B. Appeal Court. February 2nd, 1926.

CHAPTER 18.

LOCAL GOVERNMENT, A STRUGGLE FOR INDEPENDENCE, 1920-40

*District representation on the Fremantle Roads Board:
New Board offices at Hamilton Hill: The Jandakot
Roads Board disbanded: Depression years and rate
collectors: Sustenance work and cut-backs in
spending.*

Since the formation of the Fremantle District Roads Board in 1871 representation on the Board had been slowly changing to become more in accord with the District it administered. In the first years of the Board's existence most of its members served concurrently on the Fremantle Town Council and thus were able to look after their town and their country interests. The function of the Roads Board was simply to provide the roads that linked Fremantle to other parts of the Colony and the concern of the Board members was that this should be done without levying rates on their extensive land holdings in the Roads Board District.

By 1900 the opening of the Jandakot Agricultural Area had brought an influx of settlers to the eastern parts of the District and such settlers as James Hammond, Thomas Briggs, Walter Lawrence and James Hicks gained membership on the Board and fought successfully for District rather than Fremantle priorities. Better roads were constructed, halls were built and the needs of the District as an independent entity were kept before the Colonial Government. By 1913 the new locality of Spearwood had become established and the question of proper representation on the Board had become a lively issue. Angus McLeod had been arguing for the merits of the Ward system for some time and in October, 1913 the Roads Board District was divided into Wards. The Fremantle District Roads Board had reached a turning point and for the first time could be said to be

fully representative of the people it served. Arthur Davies, the last of the Fremantle businessmen to Chair the Board, had resigned in 1911 and was succeeded by William Pearce, a Jandakot gardener. By 1914 five new members had taken seats on the Board: Henry Dixon, a farmer from Hamilton Hill; Joseph Bassett, a dairy-farmer from Bibra Lake; Angus McLeod, a new settler at Spearwood; Matt'. Love, a poultry farmer at Coogee; and Frank Whitham, a market gardener at South Coogee.

The next move in asserting the Roads Board's independence of the Town of Fremantle was to come a few years later when the Board decided to build its own offices within the District's boundaries. The Board's first office had been a spare room in the offices of the Fremantle Town Council and later moves to Adelaide Street and then to 11 South Terrace had still left the headquarters of the Board in the centre of the Town of Fremantle. In August, 1920 a committee made up of John Dowse, Edwin Follington and Herbert Parrott reported to the Board on possible sites for its new offices. The committee mentioned a 1 acre block next to Isted's store, another block near the Newmarket Hotel, a small block next to the Hamilton Hill School, a block known as *The Peak* at the junction of Forrest and Rockingham Roads and strongly recommended a 5 acre block midway between Blackwood Avenue and Owen Road belonging to Major Victor Manning. This block was on level ground and was offered to the Board at £40 an acre, £100 down and the balance over 3 years at 5% interest. A referendum was held in October, 1920 to choose a site for the new office and *The Peak* was chosen by a majority of 23 votes. The Hamilton Hill school house was rented by the Board as temporary offices and in 1922 the new offices of the Fremantle District Roads Board were built at the corner of Forrest and Rockingham Roads at a cost of about £700.

In July, 1923 the boundaries of the Fremantle District Roads Board were extended to include part of the Jandakot Roads Board District and were fixed at what are approximately today's boundaries. The Jandakot Roads Board had been in existence from 1892 when it was formed to serve the needs of the newly opened Jandakot Agricultural Area and its fortunes fluctuated with those of that venture. By 1923 the Public Works Department had decided that the Jandakot District Roads

Board was no longer able to maintain itself and disbanded the Board, transferring its District to neighbouring Boards. As a result of this transfer the Fremantle District Roads Board gained the localities of Atwell and Banjup and about three-quarters of the locality of Jandakot. The Board did not, however, consider that it had come out in front: it now had almost twice the length of roads to maintain and only a marginal increase in rates to do it with. It was becoming apparent to many Board members that hard times were just around the corner.

In 1929 the sudden collapse of prices for primary products brought Western Australia's prosperity to a sudden end and the State entered into a period of financial depression and widespread unemployment. Local Government bodies were in close contact with people most affected by the Depression and had the difficult task of raising revenue without increasing the burden on those who were most badly off. By 1932 the Fremantle District Roads Board had been forced to appoint a collection officer for outstanding rates and was considering, on its merits, each case that was brought before it. In most cases payment was promised just as soon as the breadwinner of the family found work and the Board gave latitude in these cases of genuine need. In other cases the Board could be won over by an appeal to its sporting instincts: Edward Temby, a racehorse owner of Jandakot, promised to pay his rates and arrears after the Christmas Racing Carnival and found that there were enough punters on the Board to give him this period of grace. In many cases ratepayers who were unable to pay their rates through lack of employment were given the opportunity to work them off with the Board.

A National response to the crisis of the Depression, the Premier's Plan, had severely curtailed borrowing by State Governments and strong pressure was put upon Local Authorities to utilize their borrowing powers and provide extra employment. In March, 1932 the State Executive of the Returned Serviceman's League called an Unemployment Conference which was attended by representatives of all Roads Boards and Municipalities and put their proposition to the gathering. The R.S.L.'s proposition was that the unused borrowing powers of Road Boards represented 86% of the total

for the State and that Metropolitan Boards had borrowed only to the extent of 41% of their statutory powers and Country Boards only to the extent of 5%. These untapped funds could be utilized to finance public works, carried out by Local Authorities, which would create badly needed employment. The proposition was received without enthusiasm by the Roads Board delegates in attendance; the Lord Mayor stated that the scheme was just removing the onus of unemployment from the Government to Local Government Bodies and one delegate stood to proclaim: 'The Commonwealth Government is broke! The State Governments are broke! And now they want us to borrow so we will all be broke!' Finally, the resolution was carried with some amendments and Local Authorities began the task of providing sustenance work for the unemployed within their Districts.

For the Fremantle District Roads Board the 1930s were a period of cut-back and retrenchment which allowed no scope for forward planning and little time to further the Board's status as an independent unit of local government. Geoff Sudlow's allowance was reduced twice by 5 shilling a week; the Office Assistant, Grace Simons, was given notice and the Leading Hand, Jack Headland had his wages reduced by 5 shillings a week. The works programme was curtailed so that only works in hand were completed and a letter was sent out with rate notices advising that the Board would accept small instalments on rates as the money was urgently required to carry on necessary work, and to help provide employment in the District.

For the Cockburn District, as for most other places in Western Australia, the depression years of the 1930s and the war years of the early 1940s which followed were a period when the District marked time while these national crises ran their course. It would not be until the post-war years that local problems and aspirations could claim people's attention and they could turn their energies towards the development and improvement of their District. The strong moves made during the 1920s to establish an independent and viable unit of local government in the Cockburn District had been cut short by the set-backs of the depression years and question would not re-emerge for another 40 years.

CHAPTER 19.

POST-WAR DEVELOPMENT, 1945-65

Expansion of market gardening: Market gardens begin to move southwards: New members on the Fremantle Roads Board: Housing developments at Hamilton Hill and Coolbellup: Industry and noxious trades on the coast: Subdivision bans on gardening blocks: Rapid population increases.

Market gardening, the traditional industry of the Cockburn District, had undergone significant changes during the years of the Second World War and in these changes lay an indication of the direction that the post-war development of the District would take. In the years immediately before the outbreak of war market gardeners had found that the introduction of the tractor was changing their traditional methods. Stan Sawle organized one of the first demonstrations of the new machine on Newman's block at South Coogee and the older generation of gardeners had to concede that the tractor wouldn't come to grief in the mud on the lake verges or on the limestone pinnacles in the sand. With the efficiency of mechanized cultivation proved many gardeners found that they could cultivate more of their block and could think about taking up more land.

During the Second World War market garden crops were withheld from the markets and were purchased directly by agents responsible for supplying the Armed Forces. Production increased dramatically and large-scale, specialized vegetable growing began to replace pre-war 'a bit of everything' gardening on small holdings. South Coogee, the oldest market gardening area in the District and the furthest from the City, led the way in the change towards larger holdings and specialized crops. At the end of the War market gardeners found that their production was too great for the

domestic market and turned towards export markets in South-East Asia in order to be able to maintain their level of production. J. & J. Anderson, W. Anderson and Sons, A. Newman and S. & K. Sawle at South Coogee turned their generations of market gardening experience to the export market and were soon followed by many growers in the District. The Anderson family, descendants of the original market gardeners at South Coogee, were the first to see the consequences of this trend and pioneered the move south to the Baldivis area where bigger holdings were possible. With the movement of the market gardens to the south begun, the future use of the fertile lands of the Spearwood Basin now lay in question.

The first indication of the direction that new development in the Cockburn District would take came in the early 1950s when twenty-seven pine-board houses were built on Baker's Estate at Hamilton Hill to house the crews of Dutch dredges working in Cockburn Sound. The Cockburn District lay mid-way between the City and the State's new industrial complex at Kwinana and was ideally placed to serve as a dormitory suburb for the area's rapidly increasing post-war population. The State Housing Commission, financed jointly by the Federal and State Governments, was looking for land for low-cost housing and found ready co-operation from the Fremantle District Roads Board.

The membership of the Fremantle District Roads Board had begun to change in the post-war years and the Board's priorities began to move away from its traditional concerns. While the Board's membership had been made up mainly of market gardeners the provision of good roads through the District remained of the highest priority. For men who still remembered rutted limestone tracks and plank roads across sand good roads were essential and would always take the bulk of the Board's limited revenue. With the beginnings of a rapidly growing residential area in the north of the District came new rate-payers who were looking for better amenities for their children and new members of the Board who were of like mind.

In 1948 Joseph Cooper was elected to the Fremantle District Roads Board and 5 years later he became its Chairman, an office he was to hold for the next 20 years. Cooper's

background was far removed from that of a market gardener as was his approach to the business of local government. Cooper had been born in Sussex and had joined the British Merchant Marine at the age of 15 years. Four years later, in October, 1925, his ship was at Fremantle when a world-wide strike of British seamen was called. Cooper walked off the ship and found a bed on the floor at the Fremantle Trade's Hall while he considered his future. The Britain of the mid-1920s was no place for a union man and in 1926, the year of Britain's General Strike, Cooper joined the Australian Seaman's Union and sailed on the *Dimboola* to Australian ports.

By 1938 family responsibilities had decided Cooper to leave the sea and he joined the Fremantle Waterside Workers' Federation and bought a home at Hamilton Hill. Cooper found, as others had before him, that both the business of the Port and the affairs of the District claimed his attention and for several years he served as both President of the Fremantle Waterside Workers' Federation and Chairman of the Fremantle District Roads Board. During the rapid development of the 1950s Joe Cooper and the Board were well served by its new Secretary, Eugene Edwardes, who ensured that the Board would be able to meet its new commitments by building up first-class plant and obtaining scarce road-building materials.

In 1951 the State Housing Commission resumed Baker's Estate, a large wedge of land between Forrest and Healy Roads which had been the site of the District's first abattoirs, and began the first of the new housing developments in the Cockburn District. In the same year the Fremantle District Roads Board broke with a long-standing policy and undertook the first of a series of loans in order to provide better District amenities. The Davilak Reserve, once a part of the Manning Estate and later the site of Watson's first piggery was developed into a top-class playing field to cater for the growing population.

Four years later the State Housing Commission resumed 1,200 acres of high land between Carrington Street and Bibra Lake and began one of the biggest housing projects in the Metropolitan Area at Coolbellup. During the 1950s new industries in the south and the east of the District began as Cockburn Cement was established at South Coogee and

Australian Paper Mills began at Bibra Lake and the question of the co-existence of housing developments and industry in the District was raised once again. On the sea-coast a string of abattoirs, wool-scouring works and fellmongers linked up with the explosives magazine and the quarantine station to form a barrier from Robb Jetty to Woodman Point between the Cockburn District and the ocean. The Fremantle District Roads Board was faced with the task of making what gains it could against private enterprise and the State Government.

During the State's first great surge of population from 1895 to 1905 the Port of Fremantle and its adjacent districts were the natural focus for the distribution of food and building and mining materials to the goldfields and to other growing population centres. The State's railway system was in its infancy, consisting only of the Midland Line to Walkaway and the Great Southern Line to Albany, and shipping services had the major role in supporting the State's booming economy. During the post-war years the State received its second great influx of population and it became apparent that, in the Cockburn District, the industries established to service the new-comers of the 1890s could stand in the way of the new population of the 1950s.

The Fremantle District Roads Board set itself to the task of limiting the industry and noxious trades on the coast and found itself blocked at almost every turn. The model was at hand to show where industry could go other than on the sea-coast in the successful operation of the Jandakot Wool Scouring Company. This Company drew its water supply in millions of gallons per week from underground supplies and returned its effluent to the deep, porous sands at Jandakot, drawing off the solids which were sold to market gardeners as a useful fertiliser. Any new applications to establish noxious trades on the coast were refused by the Fremantle District Roads Board but in each case the Board's decision was overridden by a successful appeal to the State Government. From 1945 onwards the Board made a number of approaches to the State Government to have the coast declared an area where offensive trades may not be established but all applications were refused. In one case only did the Board have a victory. After receiving a number of deputations from the Board the State Government declared the Coogee Beach an 'A' Class

Reserve and this small access to the ocean was preserved from the encroachment of the surrounding industries.

The Stephenson Report of 1955, in its plan for the Metropolitan Region, proposed that the Cockburn District should remain in an ancillary role to the needs of the Metropolitan Area and the Report seemed to have its attention firmly fixed on the past rather than on the future. The coastal strip was confirmed as a special industrial area intended for industries of a noxious nature, and particularly those which needed to dispose of liquid trade-waste. Any suggestions that these industries should be relocated were dismissed as being impracticable. In its policy for rural lands the Report proposed the retention of the Spearwood Basin as market gardening land, despite the movement southwards of many gardeners.

The consequent ban on the subdivision of 5 and 10 acre blocks at Spearwood was particularly hard on the older generation of market gardeners. In many cases there was no intention that the next generation should follow their fathers onto the land and many of the older gardeners found that they were prevented from providing for themselves and their children as they came towards the end of their working life. Instead of cutting up their block, building a new home to replace that which they had built in the 1920s, and providing adjacent building blocks for their children, the older gardeners were left with a gardening block which they could no longer work and the loss of their children from the District.

Despite the check to the District's development foreshadowed by the Stephenson Report the residential population of Cockburn continued to grow. The attraction of the District's proximity to Fremantle and Perth and the open vistas across the market-gardens to Cockburn Sound drew an increasing number of residents to the high land in the District's north-west corner. Between 1951 and 1963 the population doubled from 4,400 to 8,200 and by 1965 it had risen to 12,000, a figure which was to be doubled by 1970 providing the fastest rate of increase in the Metropolitan Area. As the spread of new housing moved southwards from Hamilton Hill into the Spearwood Basin the old, clear divisions between one locality and the next were lost and the question last asked in the 1920s was once again in people's minds: 'Can we grow next to Fremantle without becoming a part of Fremantle?'



**Pioneer's Dinner,
and opening of Cockburn Civic Centre, 1977:**





(L. to R.: Mrs Cecilia Lazenby, Mr George Taylor, Mr Wally Paulik.)



(L. to R.: Messrs Mihaljevich, Poole, Ukich, Zemunik, Dowse, Bavich and Santich.)



(L. to R.: Mr Ray Lees, Mr Teddy Dixon, Mr Herb. Caple, Mrs Teddy Dixon, Mrs Rose Lees.)



(L. to R.: Mr Roy Ellement, Mrs Elsie Bowser, Mrs Rose Lees, Mrs Irene Toppi.)



Mr Alan Thomas.



Mrs Ramie Gerovich and Mr Alan Thomas.

CHAPTER 20.

PROSPECT AND RETROSPECT, 1967-77

*Fremantle attempts to absorb the Shire of Cockburn:
Last of the big Housing Commission projects: Access
to recreation facilities on the Coast: Declaration of
the Town of Cockburn: Picking up the threads of
Cockburn's history: The National Estate Study:
Future residential developments: The quest for
identity.*

The question of the Cockburn District's independence of the City of Fremantle sprang to the forefront in July, 1969 when it was proposed that the Shire of Cockburn be split up between the City of Fremantle and the Shire of Kwinana. The Shire of Cockburn's reaction to this was ably summed up in the press:

'Ratepayers in the City of Fremantle and the Shire of Cockburn are waiting for the next move in a proposed marriage between the two bodies. As far as the Shire of Cockburn is concerned any marriage will be a shotgun affair'.¹

The City of Fremantle, with an area of 7 square miles, contended that its small area hampered its efforts to provide an efficient and economical unit of local government. Its officers pointed out that Fremantle provided expensive, urban facilities which were used by the people of adjacent Shires with no contribution towards the cost.

In 1968 the newly established Local Government Assessment Committee, consisting of the former State Chief Electoral Officer, a former Kalgoorlie Council member and the former Fremantle Town Clerk, had recommended that Fremantle should absorb the Mosman Park Town Council, the East Fremantle Town Council, part of the Melville Town Council and about half of the Shire of Cockburn. It was recommended

that the Kwinana Shire Council absorb the southern half of Cockburn. This committee had no power to enforce its recommendations but the Shire of Cockburn believed that Fremantle would soon apply to the Boundaries Commission to have the committee's recommendations put into effect.

Fremantle's Town Clerk wrote to the Shire of Cockburn requesting a meeting but was told firmly that there was nothing to discuss and the Shire turned its full attention to mounting a campaign against the proposed take-over. In its President, Joe Cooper, the Shire of Cockburn had a fighter and a man who was not held in awe by the size, the influence or the celebrated past of his opponent. Cooper moved quickly to the attack and determined to give no ground in the ensuing struggle.

In its publicity campaign the Shire of Cockburn pointed out that the two local government bodies were approximately equal in their population and revenue, Fremantle with 25,000 people and just over \$2,000,000 and Cockburn with 24,000 people and just under \$2,000,000, but Fremantle had reached the limits of its development while Cockburn was just beginning. In a circular letter to ratepayers Joe Cooper put the question:

'Why should a large area of economic size, with a balanced development of Housing, Industry and Rural pursuits be combined with a sea-port with considerable redevelopment problems and of limited scope for expansion?'²

In the event that this line of argument did not stir the ratepayers of Cockburn the circular letter went on to present an analysis of the rates paid by residents on either side of Winterfold Road, the boundary between Fremantle and Cockburn. The analysis showed rates of \$45 on the Fremantle side of Winterfold Road and \$28 on the Cockburn side and this proved to be a telling argument. As a result of the campaign the proposal to merge the Shire of Cockburn with the City of Fremantle was dropped and the Shire was able to return to development within its own District.

For decades the large piece of land between Blackwood Avenue and Phoenix Road had been controlled by interests outside the District and had formed a barrier to the natural

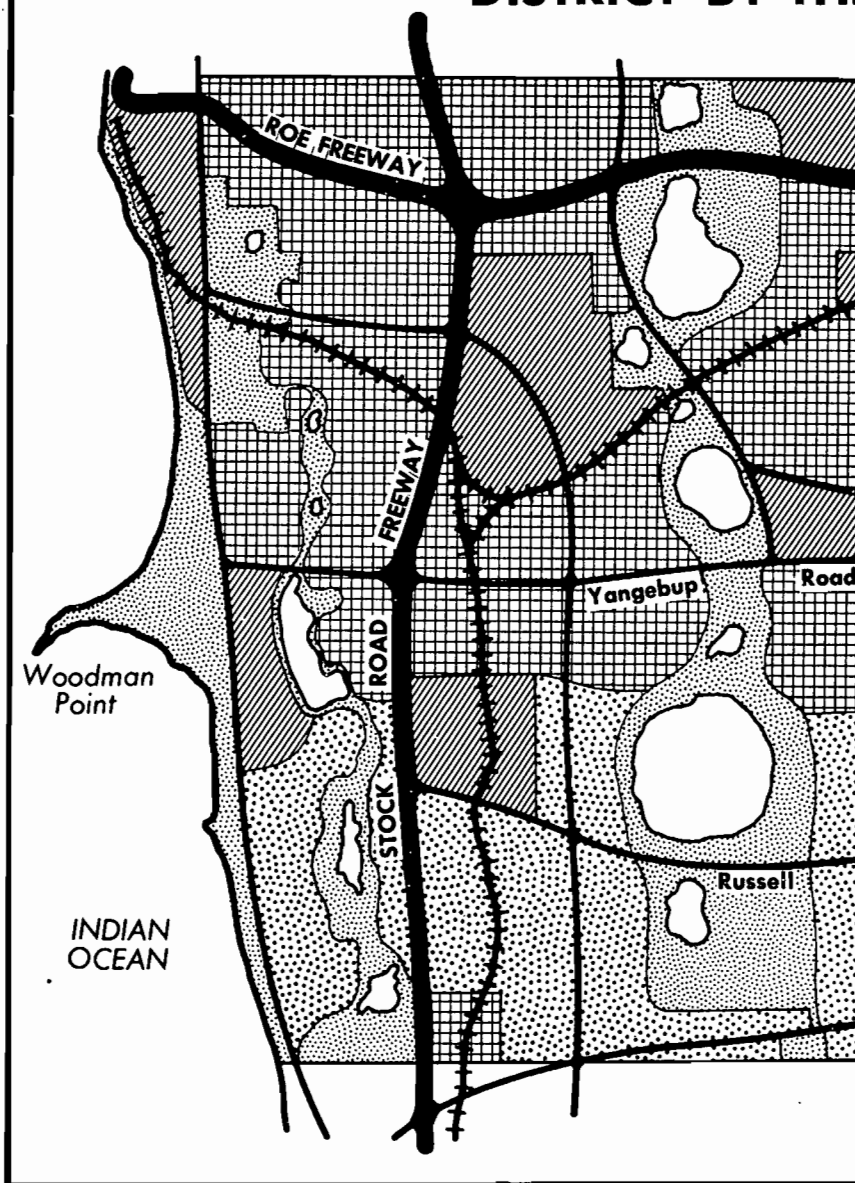
development of the District. Its 3,000 acres had been purchased by the Fremantle Town Council as an investment in the late 1890s and had then been bought by the University of Western Australia and held as endowment lands since 1904. The Shire of Cockburn began negotiations with the University Endowment Trust and the State Housing Commission with a view to arranging an exchange of land between the two bodies. After many meetings the advantages of the exchange were accepted and the University Trust gained new land at Murdoch, leaving the State Housing Commission to begin the Southwell Estate, the last of the big Housing Commission projects in Cockburn.³

By 1970 the population of the Cockburn District had reached 25,000 and the Town Planning Department was ready to listen to further requests from the Shire of Cockburn for the opening up of the coast to the people of the District. This time attention centred on the Woodman Point Reserve, an area fenced off from the District since the last century. Dr Carr, the Head of the Town Planning Department, conceded that it was essential to provide recreational facilities to serve an eventual population of 100,000 people in the District and that the land at Woodman Point was the logical choice for development. A representative of the Department of Health agreed that the need to locate a Quarantine Station on the coast no longer held and a representative of the Mines Department agreed that the Explosives Depot should be relocated, perhaps at Dongara. A small beginning had been made to allowing the people of Cockburn access to the beaches and waters of Cockburn Sound.⁴

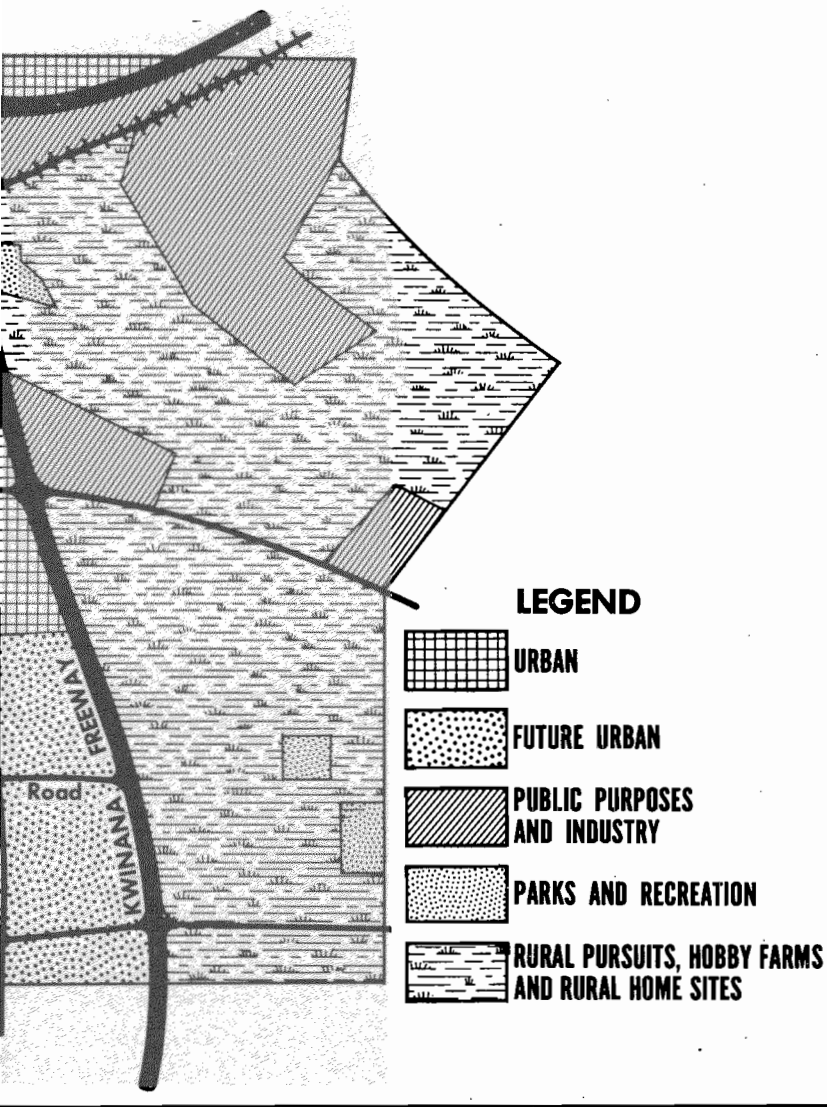
From the beginning of 1971 the issue of retaining the identity of Cockburn as an independent District was a matter of growing concern to its people and its administrators. 1971 was the Centenary of Local Government in Western Australia and in the Cockburn District and the Shire of Cockburn decided to mark this occasion by asking the Minister for Local Government to declare Cockburn a Town. On January 24th, 1971 a week of local celebration and pageant culminated in the Declaration of the Town of Cockburn at a short ceremony and, with this enhanced status achieved, the Town set itself to the task of picking up the threads of its history.

Alan Thomas, the newly elected Mayor of Cockburn, was to

PROPOSED DEVELOPMENT DISTRICT BY THE



OF THE COCKBURN YEAR 2000



provide the drive and the direction in this endeavour and few men could have been better suited to the task. Alan Thomas, the son of Ham' Thomas and the great-grandson of Captain John Thomas, was to draw on his close and long-standing ties with the Cockburn District in the task of re-kindling an awareness of those threads of continuity which have strengthened the community since its earliest settlement. Thomas had been born in the District in 1921 and grew up at a time when many people in the District were battling to make a living there. Hard times did not stifle the strong social life of the District and the great satisfaction which it afforded, however, and Thomas grew up to appreciate that although life in the District could be hard, it needn't be miserable.

As an adult Alan Thomas found that his plumbing business kept him in contact with most people in the Cockburn District and in particular with the fluctuating fortunes of those working the market gardens — the traditional occupation of the District's settlers. As in most Districts the focus of much of the community life in Cockburn had swung over to the organization of junior sport and Thomas applied his enthusiasm and organizing skills to the promotion of junior football and the social life associated with it. By 1957 a growing number of District sporting organizations were competing for playing areas and amenities and Thomas was instrumental in reviving the District Sports Council. The Cockburn Domestic Sports Council functions as a co-ordinating body for all sporting clubs operating in the District and has a major role in promoting sport in Cockburn. Well attended meetings of club delegates reconcile the competing demands of clubs for new facilities in the growing District and the Council's meetings provide a lively centre of community participation.⁵ The job of serving on the Sports Council required well seasoned political skills as well as sound organization and Thomas was to give these skills wider scope in the service of the District when he gained election to the Cockburn Shire Council in 1961.

To have a feeling for the history and the past community life of a District can be a private, academic interest but in the case of Alan Thomas this personal concern was given wider scope and practical application in the Cockburn District. The first move in reviving an appreciation of the community spirit that had invigorated the Cockburn District during its long history was

to identify surviving early settlers and to bring them together. Accordingly the Town of Cockburn instituted an annual Pioneers' Dinner, to be held on each Foundation Day, and this function was to become a highlight of the year. The first Pioneers' Dinners were held at the Hamilton Hill Memorial Hall, the largest in the District, and then at the new Civic Centre at Spearwood. At the Pioneers' Dinners a large gathering of the early settlers of Cockburn are feted by the Town, a few speeches of welcome are made and then the afternoon and early evening are given over to entertainment and to the clustering of old friends. Solid Slav gardeners, uncomfortable in suit and tie; slight, greying widows in soft pastels and large groups in the corners who find that a District celebration is also a family affair pack the Hall and add to the hubbub of conversations which rises and falls throughout the afternoon. The hard times are forgotten and it is the things that made you laugh which spark off another round of reminiscences.

Another and a more complex task was begun in 1974 when the Town of Cockburn commissioned a wide-ranging study for the National Estate. The aim of the National Estate Study was to identify those aspects of Cockburn's natural and man-made environments which could contribute to that sense of continuity necessary for the cohesive growth of the community. The Study assessed the existing state of the eastern and western lake-chains in the District and recommended that a detailed Wetlands Study be undertaken to assess the likely impact of urban development on these valuable natural assets.

The major part of the Study made a number of incisive recommendations concerning the identification and preservation of those aspects of the District's past which would contribute to an enhanced sense of its identity and unity. The National Estate Study recommended that a comprehensive history of the District should be written and that this history should emphasize the strong community life that has been a feature of the Cockburn District. The Study further recommended that part of the Davilak Estate should be acquired by the Town and retained as public open space and that the Davilak farm-house should be renovated to serve as a rural museum. The ruins of the Davilak Homestead were beyond restoration and the Study recommended that their

further deterioration should be prevented. A major part of the Study was to identify those buildings with long historical associations in the District and to preserve them during the growth of new roads and developments. The National Estate Study was to fulfil its purpose very effectively and its comprehensive recommendations were to generate and guide a number of more detailed studies which would help to direct the growth of the Cockburn District.⁶

The Corridor Plan for Perth, released in 1970, had ensured that the growth of the Cockburn District would constitute one of the major urban expansion areas in the Metropolitan Region and had predicted that the population in Cockburn would increase to more than 90,000 by 1989. The Corridor Plan noted the mixture of residential areas, industrial activity, coastal recreation, and inland lake-systems within the District and allowed that this diversified land-use would call for careful planning to gain balanced development.⁷

In 1974 a report on the South West Corridor outlined two alternative strategies for the development of the Cockburn District and outlined the consequences of each. Strategy One proposed that residential development should extend as far south as Rowley Road in the Peel Estate, on the eastern side of the lakes and as far south as Mt Brown on the western side. If this strategy were adopted the population of Cockburn would reach 149,000 by the year 2,000 and a new regional centre would be developed between Yangebup Road and Thomsons Lake to supplement those at Spearwood and Hamilton Hill. The adoption of Strategy One would be contingent on overcoming the constraints on development south of Yangebup Road posed by the existence of industry, unworked limestone deposits and a Flora and Fauna Reserve. Strategy Two proposed halting the southward spread of residential development at Yangebup Road if these environmental problems could not be overcome.⁸

Whichever Strategy is adopted, early and extensive residential development as far south as Yangebup Road will occur in the Cockburn District where industry and the Murdoch University and its associated hospital will generate substantial employment and a work-force to be housed. A detailed study of the development of the Town of Cockburn made for the M.R.P.A. in 1974⁹ has made a number of

recommendations concerning future land-use as far south as Yangebup Road. These recommendations include the zoning of 2,063 hectares for urban and urban deferred purposes to allow for the settlement of another 70,000 people by the year 2,000; the zoning of 635 hectares for industry, which will make Cockburn a major Metropolitan manufacturing work-place; the reservation of land for open space along the coast and along the eastern lake chain to ensure that residential settlement is matched by open space for recreational activities; and the provision of road systems which will allow easy access through and within the District. By 1974 this rapid expansion of residential development had already begun and the growth rates of Hamilton Hill, at 25%; Coolbellup, 140%; and Spearwood, 150% marked its progress southwards.

In the original settlement of the Cockburn District as agricultural land settlers sought the pockets of fertile soil around the lakes and on the swamp-verges and, as a result, formed small, isolated communities which nurtured a strong sense of community. In the re-settlement of the Cockburn District the new residential developments will skirt the low-lying land and will seek the high ridges overlooking Cockburn Sound and the well-drained sand plains east of the ridges. The new settlements along the ridges and on either side of the lake-chains will have natural boundaries which will give them that clear identification and self-containment which helped form the original agricultural settlements into strong and enduring communities.

The new residential developments will be spread across the Cockburn District and will cover land where previous settlement has reflected almost every phase of Western Australia's history. In the area centred on Barrington Street an additional population of 13,000 people will be settled by the year 2,000 and suburban housing will extend from the rich market gardens of the Slav settlers across the grazing lands of the Pearse Estate to the Colonial land grants of Peel's settlers. Further north, in an area centred on Phoenix Road, an additional population of 2,000 people will find homes on the Manning and Troode Estates of the convict period and on the high ridges where the Gerovich, Dobra and Peraldine families raised their children in their new country. West of Lake Yangebup the grazing paddocks of Joseph and Levi Baker will

gain a population of 1,300 people and south of the Lake, a new population of 7,700 people will find homes where Samuel Buckley struggled to cultivate his Immigrant Grant of the 1880s.

North of the Jandakot Townsite, on the site of the 'Bodalla Estate' and the wide market gardens of Anham and Thomas Briggs, the sand plains which were made to yield abundant garden produce during the gold-rushes will support a new housing development of 8,400 people. East of Bibra Lake the dairy farms of the Currie Brothers, the Tapper family, the Meller family and Jack Ingvarson will be re-settled by 4,200 suburban families and west of Bibra Lake another 2,200 people will find homes on the Immigrant Grants of the 1880s.

In this process of re-settling the Cockburn District new settlers will not be faced with the physical hardships which tested earlier settlers but they will have to overcome the more complex constraints of a delicately balanced natural environment, established industries and access to recreation space on the coastline in their efforts to build a community. In this endeavour the people of Cockburn may be well-served by that vital sense of community which served the first settlers of the Cockburn District so well.

NOTES

- ¹ *The West Australian*, July 16th, 1969, p. 5c,d,e.
- ² Circular Letter from the President of the Shire of Cockburn, June 4th, 1969.
- ³ Information from Mr J. Cooper, 4 Kiesey St, Coogee.
- ⁴ Minutes of a meeting held at the offices of the Town Planning Department, May 29th, 1970.
- ⁵ Ian Cox, 'The History of the Cockburn Domestic Sports Council', 1977. (W.A. Secondary Teachers' College.)
- ⁶ Technic 10 (W.A.) Pty Ltd, 'National Estate Study. A Report prepared for the Town of Cockburn', 1975.
- ⁷ M.R.P.A., 'The Corridor Plan for Perth', 1970, pp. 48-9.
- ⁸ T.S. Martin & Associates, 'South West Corridor. A Report on Strategy for Future Development on behalf of the M.R.P.A.', 1974. pp. 33-4.
- ⁹ T.S. Martin & Associates, 'Town of Cockburn. Amendment to the Metropolitan Region Scheme', 1974. pp. 5-11.

APPENDIX A

LOCAL GOVERNMENT

The first Local Government body to serve the Cockburn District, The Fremantle District Roads Board, held its first meeting at the home of Mrs Mary Higham in Fremantle on February 6th, 1871. During the first years of its existence the Board held its Committee Meetings at Mrs Higham's home and Electors' Meetings were held at the Oddfellows' Hall, Fremantle.

The original Roads Board District was bounded on the north by the Swan River from Fremantle to the mouth of the Canning River; on the east by a line from Bull Creek to the junction of the Bunbury and Albany Roads at the Narrogin Inn; on the south by a line from the Narrogin Inn to, and including, the Rockingham Townsite; and on the west by the sea-coast.

In 1877 the Fremantle District Roads Board moved into its first offices in High Street, Fremantle, sharing them with the Fremantle Town Council and in subsequent years had offices in Adelaide Street and South Terrace, Fremantle before building its own offices at Forrest Road, Hamilton Hill in 1922.

The Fremantle District Roads Board continued in existence from 1871 to 1955 when a District referendum favoured the change of name to the Cockburn District Roads Board, underlining the desire for recognition of the District's independence of Fremantle. Members and Officers of the Fremantle District Roads Board from 1871 to 1955 were:

CHAIRMEN

Edward Higham, 1871-76	*1878-80, 1882
Henry Lefroy, 1876-79	*1876
William Pearse, 1879	*1870-72
Walter Easton, 1880, 1892-93	
Joshua Harwood, 1881-86	
James Herbert, 1887-91	
Walter Powell, 1893-99	
Robert Holmes, 1900-04	
Arthur Davies, 1905-10	
John Cooke, 1911-15, 1919-20	*1924-26
William Pearce, 1916-17, 1921-25	

Henry Dixon, 1917-18
 Edwin Follington, 1925, 1930-31
 Angus Mcleod, 1926-28
 Alfred Newman, 1929
 Alfred Mayor, 1932-34, 1949
 Walton Winfield, 1935-38
 John Willis, 1939-44
 Andrew Bailey, 1944
 Alfred Isted, 1945
 George Wells, 1946
 Sydney Hammond, 1947-48
 Edward Smith, 1950-52
 Joseph Cooper, 1953-55

**Also served as Chairman of the Fremantle Town Council.*

MEMBERS

J. Duffield, 1871-75, 1877-89	*1879-81
J. Herbert, 1871-91	*1880-83, 1883-85
E. Higham, 1871-78, 1880-86	*1872-76
J. Harwood, 1871-86	*1875, 1877-82
W. Pearse, 1871-94	*1873-74
J. Chester, 1871-72	*1871-75
R. Davis, 1871-77	*1874-75
W. Easton, 1873-75, 1878-93	
E. Troode, 1876-81	
H. Lefroy, 1876-78	*1875-76
L. Manning, 1882-89	*1871-75, 1887-88
J. Ferres, 1886-98	
W. Powell, 1887-1900	
E. Duffield, 1889-91	
T. Smirk, 1890-94	
W. Williams, 1892-93, 1894-96	
W. Warthwyke, 1893-94	
T. Briggs, 1894-98	
R. Holmes, 1895-1908	
W. Lawrence, 1895-98, 1902-03	
W. Reynolds, 1897	
A. Davies, 1898-1911	*1905-09
H. Dixon, 1898-1903, 1914-19	
J. Bryant, 1898-99	
J. Hicks, 1899-1901	
G. Willis, 1900	*1900-02
J. Mell, 1901-07	
A. Bray, 1902-04	

- W. Watson, 1903-04
 J. Cooke, 1904-23 *1906-23
 J. Healy, 1905-06 *1905-12
 A. Watson, 1906-07
 T. Wildman, 1907-12
 G. King, 1907-09
 S. Rodd, 1908-14
 W. Roche, 1909-12
 G. Crooke, 1910-12
 W. Pearce, 1911-17, 1918-25
 M. Love, 1912-19
 C. Atwell, 1912
 J. Stevens, 1913, 1922 *1905-07, 1908-29
 J. Bassett, 1913-18, 1924-25
 A. McLeod, 1913-18, 1921, 1924-28
 F. Whitham, 1914-15
 F. Simpson, 1915-16
 A. Callaghan, 1917
 J. Dowse, 1917-20
 A. Isted, 1919, 1921-26, 1929-31, 1934-45
 E. Follington, 1919-41
 J. Tylee, 1919-20
 H. Parrott, 1920, 1926
 W. Johnson, 1920-22
 R. Kinley, 1921-27
 A. Rocke, 1923
 C. Stone, 1923
 S. Hammond, 1924, 1946-48
 A. Newman, 1924-31
 A. Whitehead, 1924-26
 J. Greenslade, 1925-35
 E. Atwell, 1926-36
 A. Sage, 1927-28
 A. Bailey, 1927-45
 A. Mayor, 1927-38, 1946-51
 J. Rollinson, 1928-33
 J. Willis, 1929-44
 W. Winfield, 1931-39
 A. Lydon, 1932-33
 F. Rendell, 1933-35
 W. Deller, 1936-40
 J. Polkinghorne, 1936-43
 E. Smith, 1937-51
 C. Bailey, 1939-42
 G. Wells, 1940-48

A. Winfield, 1941-43
 A. Joyce, 1941-46
 R. Sayers, 1942-43, 1945-46
 H. Briggs, 1944-45
 C. Collis, 1944-54
 T. Whitton, 1944-46
 A. Stone, 1945
 W. Spencer, 1946-48, 1954
 A. Dowse, 1946-48
 A. Grundy, 1947-49
 G. Berry, 1947-51
 J. Strother, 1948-50
 J. Cooper, 1948-54
 J. Fuller, 1948-50
 A. Zemunik, 1949-50, 1953-54
 C. Baker, 1950-54
 J. Thompson, 1951-54
 M. Robson, 1951-53
 W. Straughair, 1951-54
 A. Dunn, 1952-54
 G. Forster, 1954

**Also served as member of the Fremantle Town Council*

OFFICERS

T. Skaife, Clerk to the Board, 1873-88
 F. Easton, Secretary, 1889-1917
 G. Sudlow, Secretary, 1917-44
 A. Andrew, Secretary, 1945-50
 E. Edwardes, Secretary, 1951-54

The members of the Cockburn District Roads Board from 1955 to 1960 were:

CHAIRMAN

J. Cooper, 1955-60

MEMBERS

W. Straughair, 1955-60
 J. Cooper, 1955-60
 C. Collis, 1955
 A. Zemunik, 1955-61
 C. Baker, 1955-60
 G. Forster, 1955-58
 W. Spencer, 1955-57
 A. Dunn, 1955-60

C. Fleming, 1955-57
 D. Kemp, 1955-60
 L. McTaggart, 1955-60
 S. Elliman, 1956-60
 A. Pedersen, 1958-60
 E. Jacobs, 1958-60
 S. Matkovich, 1958
 R. Piercy, 1959-60

OFFICERS

E. Edwardes, Secretary, 1955-60

In 1961 the Cockburn Roads Board District became the Shire of Cockburn and retained this status until 1971. The members of the Shire were:

PRESIDENT

J. Cooper, 1961-70

MEMBERS

J. Cooper, 1961-70
A. Pedersen, 1961-65
D. Kemp, 1961-62
W. Straughair, 1961-68
S. Elliman, 1961-67
A. Zemunik, 1961
C. Baker, 1961-64
A. Thomas, 1961-70
R. Piercy, 1961-66
A. Dunn, 1961-63
L. McTaggart, 1961-70

L. Gerovich, 1962-63
C. Anning, 1963-70
H. Nineham, 1964-70
M. Tasic, 1964-70
D. Miguel, 1965-70
W. Hagan, 1965-70
M. Wilson, 1967-68
C. Tanner, 1968-70
L. Marchesi, 1969-70
D. De Young, 1969-70

OFFICERS

E. Edwardes, Shire Clerk, 1961-1970
A. Armarego, Assistant Shire Clerk, 1962-70.

In February, 1971, 100 years after the formation of the Fremantle District Roads Board, the Town of Cockburn was proclaimed. The Councillors and Officers of the Town of Cockburn from 1971 to 1977 were:

MAYOR

Joseph Cooper, 1971-72
Alan Thomas, 1972-77

COUNCILLORS

J. Cooper, 1971-72
W. Hagan, 1971-77
M. Fortini, 1971
L. Marchesi, 1971-74
M. Srdarov, 1971-77
D. Tomasich, 1971-77
D. Miguel, 1971-77
A. Thomas, 1971-77
D. De Young, 1971-77

M. Tasic, 1971-72
L. McTaggart, 1971-77
G. Chalwell, 1972-77
I. Rudan, 1973-75
R. Lees, 1973-77
A. Santich, 1975-77
J. Hardy, 1976-77
N. Waters, 1976-77
L. Humphreys, 1976-77

OFFICERS

E. Edwardes, Town Clerk, 1971-72

A. Armarego, Deputy Town Clerk, 1971-72

A. Armarego, Town Clerk, 1973-77

R. Brown, Deputy Town Clerk, 1973-77

THE JANDAKOT DISTRICT ROADS BOARD

The Jandakot Roads Board District was gazetted in November, 1891 and was excised from the Fremantle Roads Board District. The District formed a large wedge which had as its base a line running along the eastern banks of North, Bibra and Thomson Lakes and as its apex the township of Wugong on the Bunbury Highway. The Jandakot District Roads Board was formed to serve the newly opened Jandakot Agricultural Area and remained in existence until 1923. The records of the Board were destroyed in 1925 and very little information about its activities has survived. The members of the Board during the first ten years of its existence were:

CHAIRMEN

William Nicholson, 1892-98

W.J. Gutteridge, 1899

George Morgan, 1900-1901

J.A. Hicks, 1902

MEMBERS

W. Nicholson, 1892-98

J. Newton, 1892-99

R. Chase, 1892

W. Woodhead, 1892

J. Campbell, 1892-1901

G. Imlah, 1892

W. Clements, 1892-96

J. Blackburn, 1893-97

J. Edey, 1893-94

J. McConnell, 1893-94

H. Murdoch, 1895-99

J. Simpson, 1895-96

S. McConnell, 1895-96

J. Ethell, 1897-98

W. Gutteridge, 1897-1900

G. Hay, 1898-99

J. Conigrave, 1899

R. Taylor, 1900-02

A. Waddington, 1900

J. Allen, 1900-1901

A. Skeet, 1900-02

J. Bosworth, 1901

H. Bailey, 1901

F. Ribe, 1901-02

F. Spour, 1902

F. Moennich, 1902

APPENDIX B

NOMENCLATURE

In the Cockburn District a continuing link with the people and events of the past is provided in the names given to places in the District. In this appendix the origins of some of these names are traced.

LOCAL GOVERNMENT DISTRICTS

CLARENCE: The first settlement in the District, commenced in December, 1829, was named *Clarence* for the Duke of Clarence, heir to the British Throne. The original boundaries of the Town of Clarence were approximately Mayor and Yangebup Roads to the north; Stock Road to the east; Wattleup Road to the south and the coastline to the west, taking in the current Postal Districts of Munster and Henderson and part of Wattleup.

COCKBURN: The District as a whole was known as the Fremantle Road Board's District from 1871; as the Cockburn Road Board's District from 1955; as the Shire of Cockburn from 1961 and has been known as the Town of Cockburn since 1971.

POSTAL DISTRICTS

The Town of Cockburn has thirteen Postal Districts within its boundaries which have been named as follows:

ATWELL: Named in 1973 after Ernest Atwell. The Atwell brothers owned several livery stables in Fremantle around the turn of the century and Ernest Atwell had owned land in the area named after him since 1896. In the 1840s a pastoral lease of 10,000 acres had been held in the area by J.H. Monger and another of 4,000 acres by Henry Albert. The first development of the area came in 1890 with the opening of the Jandakot Agricultural Area.

BANJUP: Named in the mid-1950s from the lake in the District. During the survey of J.A.A. Lots in 1889, surveyor James Oxley recorded the name of *Lake Bangup*. A siding on the Fremantle-Armadale railway was named *Banjupp* in 1907 and this name was altered to *Banjup* in the 1930s. Amongst the earliest landholders in the District were W.F. Ribe, F. O'Farrell and W. Maclagan and some who were resident for many years were George and Harol Treeby, William Tait and John Shanks.

BIBRA LAKE: Named after Benedict von Bibra who selected land in the District in 1844. In 1898 Bibra Lake was reserved for recreation and all applications to lease land fronting the lake were strenuously opposed by the Fremantle District Roads Board, which was given control over the Reserve in 1902. Tearooms were erected and the Reserve became a popular venue for picnics and sports gatherings. Early landholders around the Lake were W. Turner, A. Davis, J. Brown, D. Joslyn, T. Cook, J. Liddelow and the Tapper family.

COOGEE: Named from nearby Lake Coogee. Originally this lake was named *Lake Munster* after Prince William, the Earl of Munster, and later King William IV. The aboriginal name *Kou-gee* was recorded in 1841 by Thomas Watson and has been variously spelt *Koojee*, *Coojee* and *Coogee*.

COOLBELLUP: Named in 1957 from the aboriginal name for North Lake. Coolbellup was originally the eastern portion of George Robb's Cockburn Sound Location 10 and *Coolbellup* was recorded as the aboriginal name of a lake near the eastern boundary of the grant in 1842. In 1954 most of the land west of the lake was resumed by the State Housing Commission and an intensive housing scheme in the area was developed. Early landholders in the District were G. Jarvis, Joseph Meller and the Dixon family.

HAMILTON HILL: Named in 1830 after the farm established by George Robb. Robb applied for 2,000 acres of land, starting 'from the summit of a small hill bordering the west side of a swamp 'from which place we take our distance 1¼ miles from the sea'. The hill is situated near present day Cardigan Street and Robb's grant stretched as far east as North Lake. Letters written by Sidney Smith, Robb's manager on the farm, give his address as *Hamilton Hill* in August, 1830.

HENDERSON: Named in 1873 after Admiral Sir Reginald Henderson whose report in 1911 led to the beginning of the *Henderson Naval Base* at Woodman Point. The first to acquire land in the District were Richard Goldsmith Meares, Thomas Peel and Wallace Bickley. In later years a large part of the area was held under pastoral lease and freehold by the graziers, W.S. and G. Pearse. In 1915 the whole area was resumed by the Commonwealth Government for defence purposes and in 1950 the land was transferred to the State Government in connection with the Kwinana Oil Refinery Project.

JANDAKOT: Originally named from Lake Jandakot which was renamed *Forrestdale Lake* in 1973. Maps of the Swan River Colony produced in the early 1830s show a lake of vast extent situated south west of Kelmscott. The original discoverer remains unknown but, in February 1833, Surveyor General Roe found that the size of the lake had been greatly exaggerated. The lake became well known as a watering place on the original track between Canning River and

Pinjarra and in 1844 its aboriginal name was recorded as *Jandacot* by surveyor, J.W. Gregory. During subsequent years the name was recorded variously as *Jandicott*, *Jandakoot* and *Jandakott* but the spelling eventually adopted was *Jandakot*. The aboriginal meaning of the word is said to be, 'place of the Whistling Eagle'.

MUNSTER: Named in 1954 from the original name of *Lake Munster* given to Lake Coogee. The District had been known as *South Coogee* since the 1870s and this earlier name remains in local use by older settlers. The District contains the site of Peel's original settlement, the first recorded land grants in the Cockburn District, and around Lake Coogee the remains of the cottages built by Pensioner Guards in the 1880s. The Munster District is unique in the continuous occupation of the Anderson, Newman and Sawle properties by those families since the last century.

NAVAL BASE: The northern part of this District lies within the Town of Cockburn and the District is named from the Henderson Naval Base which was commenced in 1913. The northern part of the District was first granted to Thomas Peel in 1829 as Cockburn Sound Location 14.

SPEARWOOD: Early surveyors recognized the *Spearwood* bush as a common growth in the area and in 1897 the name *Spearwood Gardens Estate* was given to one of the first subdivisions in the Cockburn District. Settlement appears to have begun in Spearwood in the 1850s when Alfred Hooker took up Cockburn Sound Location 97. Although several adjoining blocks were taken up during the same period by Charles Manning, a survey carried out in 1859 shows that Hooker's block contained the only improvements in the area, a small house and a fenced enclosure. Hooker's block was bought by E.T. Troode in 1860 and by George Smart in 1895.

SUCCESS: Named in 1973 for the ship commanded by Captain James Stirling when he visited the Swan River in 1827. The District was originally part of the grant selected by George Dunnage who arrived in the Colony aboard the *Gilmore* in 1829. Dunnage and his seven servants constructed a cottage, outbuildings and a well on the grant and cleared a road to the Clarence Townsite. In 1911 the grant was purchased by the Government in connection with a drainage scheme for the Jandakot Agricultural Area and over the years has had various uses. It was once an Agricultural Department depot for bullocks and was later used to agist starving stock during periods of drought. An old homestead near the lake was used by campers and duck-shooters and a great deal of banksia was removed by firewood cutters. A scheme for soldier settlement was undertaken north of the lake in 1919. The area was extensively drained and a tramway was constructed from Jandakot along what is now Branch Circus but a

rising water table caused the land to be withheld from selection until many years later. In 1954 the area was proclaimed a Class 'A' Flora and Fauna Reserve.

WATTLEUP: Named in 1962 from a road in the District known as *Wattleup Road* since 1931. The greatest part of the District was selected as a timber grant by Thomas Watson in 1831 and was later sold to George Leake, a Fremantle merchant. When Leake died in 1849 the land passed into the hands of his daughter, the wife of William Brown, and was retained by various members of the Brown family until 1930. In the latter year it was acquired by Isodore Walters and Whitfords Ltd. and subdivision was commenced at the western end of the location in 1931. In 1961 T. and T. Enterprises Pty. Ltd. subdivided the eastern section into 10 acre garden lots and proposed naming their subdivision *Wattleup Gardens Estate*.

NATURAL FEATURES

BANGANUP LAKE: The meaning of this aboriginal name is unknown. The name was first recorded by Thomas Watson during surveys in 1841.

BANJUP LAKE: Recorded as *Lake Bangup* by surveyor James Oxley in 1889 and later altered to *Banjup*.

BIBRA LAKE: Named after Benedict von Bibra who selected land south of the Lake in 1844.

CATHERINE POINT: The origin of the name is, at this time, uncertain. It was first recorded on Admiralty Charts in 1873.

COCKBURN SOUND: This was named in 1827 by Captain James Stirling, probably after Admiral Sir George Cockburn. Cockburn was born in London in 1772 and was a renowned British naval officer. It was he who took Napoleon to exile on the island of Saint Helena after the Battle of Waterloo in 1815.

COOGEE LAKE: Recorded as *Kou-gee* by surveyor Thomas Watson in 1841 and later recorded as *Koojee* on public plans.

DAVILAK LAKE: The aboriginal name was said to be *Dgilgie's Lake* which was changed to *Devil's Lake* by L.A. Manning. The Aborigines then pronounced the name *Davilak*.

JAMES ROCKS: From the ship, *James*, wrecked there in May, 1830.

JERVOISE BAY: First recorded in 1841 and probably named after Captain W. Jervoise who took over the command of H.M.S. *Success* from Captain James Stirling and was in command of that vessel when she visited the newly established Colony on November 28th, 1829.

KOGOLUP LAKE: The meaning of this aboriginal name is unknown. The name was first recorded by surveyor A.C. Gregory in 1842.

LUKIN SWAMP: The Lukin family were early settlers in Western Australia but precisely which member of the family this feature is named after is unknown. In May 1888 surveyor H.S. Ranford passed the swamp, and mentioned that 'Lukin's Camp' was situated at a good supply of water there and it is probable that a member of the Lukin family was stock-keeping or shepherding there.

MOUNT BROWN: Named after Peter Brown, the first Colonial Secretary of Western Australia. It is possible that the feature was named by Surveyor General Roe who, according to Captain Fremantle's diary, was attempting the survey of a passage into Cockburn Sound as early as June 12th, 1829. Mount Brown may have been named at that time because of its importance as a navigational marker. It is mentioned as *Brown Hill* by Roe during surveys in March, 1831 and sailing directions by Roe establish it as an important navigational marker for the Challenger Passage.

NORTH LAKE: Recorded as *Lake Coolbellup* by surveyor A.C. Gregory in 1842 and known locally as *North Lake* since about 1895.

OWEN ANCHORAGE: First recorded on a map of the Colony published in London by John Arrowsmith in 1833. There are several theories regarding the origin of the name. In his book *Land Looking West*, Malcolm Uren suggests that the anchorage may have been named after Admiral Sir Edward Owen. Another possibility, though a doubtful one, is that it was named after William Owen, a farmer who arrived in the Colony aboard the *Parmelia*. The most likely theory is that the anchorage perpetuates the name of Captain William Owen, master of the brig *Amity*, which anchored in Cockburn Sound on September 21st, 1829.

THOMSONS LAKE: Recorded in 1841 and believed to be named after Robert Thomson, an early settler who arrived in the Colony in October, 1829.

WOODMAN POINT: Named by Captain James Stirling in 1827, presumably after Thomas Woodman the Purser of his ship, H.M.S. *Success*.

YANGEBUP LAKE: First recorded in 1841 and may be derived from *Yanget* an aboriginal word for a species of rush.

[The author wishes to acknowledge the original research undertaken by the Department of Lands and Surveys in providing the above information which is published with the authority of the Surveyor General, Chairman of the Nomenclature Advisory Committee.]

OTHER FEATURES

BAKERS RESERVE: The original sub-dividers of the surrounding area were Joseph and Levi Baker.

BEALE PARK: Allan Beale, past President and Coach of the Spearwood Soccer Club.

DAVILAK OVAL: Originally part of the Davilak Estate subdivided by the Manning family in 1924.

ENRIGHT RESERVE: James Enright, dairy farmer and early resident of Hamilton Hill.

MACFAULL PARK: Charles Macfaull was an original landholder in the Cockburn District from 1830.

ROBB JETTY: George Robb was an original landholder in the Cockburn District from 1830.

WATSON OVAL: William Watson, the founder of Watsons Foods Holdings Pty. Ltd., was an active patron and supporter of many District organizations from 1912 onwards.

STREET NAMES IN HAMILTON HILL AND COOLBELLUP

Some of the earliest street names in Hamilton Hill have associations with families who owned large estates there at the turn of the century.

ANNIE St: Annie Healy, daughter of John Healy whose Winterfold Estate took in much of Hamilton Hill and Beaconsfield.

CLONTARF Rd: Named by John Healy.

HEALY Rd: John Healy, owner of the Winterfold Estate and a life-long supporter of Home Rule for Ireland.

JEAN St: Jean Healy, daughter of John Healy.

O'CONNELL St: Named by John Healy in honour of Daniel O'Connell the Irish orator who worked for Catholic emancipation and an Irish Parliament between 1800 and 1830.

PARNELL Rd: Named by John Healy in honour of Charles Stewart Parnell who began the militant agitation for Irish Home Rule in 1870.

PHOENIX Rd (Spearwood): Named by John Healy after Phoenix Park, Dublin where the British Chief Secretary for Ireland was assassinated by Fenians in 1882. (*See street names in Spearwood for another possible origin of the name 'Phoenix'.*)

REDMOND Rd: Named by John Healy in honour of John E. Redmond, a leader in the struggle for Irish Home Rule.

WINTERFOLD Rd: The Winterfold Estate, Hamilton Hill, was the home of the Healy family.

CLARA Rd: Clara Burnett, nee Dixon. The Dixon family bought a large part of George Robb's original grant of 2,000 acres when it was subdivided in 1899.

DIXON Rd: John Dixon, pioneer at North Lake from 1900.

FREDERICK Rd: Frederick Dixon of the pioneer Hamilton Hill family.

IVERMEY Rd: A family name of the Dixon's.

WILLIAMS Rd: Originally William Rd after William Dixon.

BAKER Rd: Joseph and Levi Baker, pioneers of the meat industry in Hamilton Hill.

AZELIA Rd (Spearwood): Azelia Ley, nee Manning, born in 1872.

DAVILAK Ave: The Davilak Estate was the home of the Manning family from the 1850s.

LUCIUS Rd: Lucius Alexander Manning, born 1841, married Florence Bickley in 1866.

STRODE Ave: Florence Strode-Hall, born 1849, married C.E. Strode-Hall after the death of her first husband, L.A. Manning.

Other street names in Hamilton Hill and Coolbellup which have long historical associations are:

BIBRA Rd: Benedict von Bibra, the original selector of land at Bibra Lake in 1844.

CARDIGAN St: The Earl of Cardigan (1797-1868), the officer who rode at the head of the Light Brigade during its famous charge at Balaclava.

COCKBURN Rd: Admiral Sir George Cockburn. Cockburn Rd is one of the oldest in the District and traces the original colonial track between Fremantle and the Town of Clarence.

FORREST Rd: Gazetted in 1898 to link the Jandakot Agricultural Area to the markets at Fremantle and named after Sir John Forrest, then Surveyor General.

HAMILTON Rd: Takes its name from *Hamilton Hill*, the name George Robb gave to his farm in 1830.

NEWMARKET St: The Newmarket Hotel in Hamilton Hill was the headquarters for the Fremantle Racing fraternity in the early 1900s and takes its name from Newmarket, the centre of British horse-racing.

VARNA Pl: The Battle of Varna, 1877, took place in Bulgaria during the Crimean War.

STOCK Rd: Was originally part of a stock route from Robb Jetty to Midland Junction.

Service on the Fremantle District Roads Board has been recognised in the selection of several street names:

ARTHUR Rd: Arthur Elvin Davies, Fremantle Undertaker and Chairman of the F.D.R.B. 1905-1910.

BERRY St: George Berry, Spearwood butcher and member of the F.D.R.B. 1947-1951.

COOKE Rd: John Cooke, storekeeper and Chairman of the F.D.R.B. 1911-1915 and 1919-1920.

DUFFIELD Ave: John Duffield, foundation member of the F.D.R.B. in 1871.

GREENSLADE St: J.R.N. Greenslade, produce merchant and member of the F.D.R.B. 1925-1935.

ISTED Ave: Alfred Isted, storekeeper and member of the F.D.R.B. in 1919; 1921-1926; 1929-1931; 1934-1945.

ROLLINSON Rd: J.W. Rollinson, member of the F.D.R.B. 1928-1933.

WHITTON St: T.P. Whitton, member of the F.D.R.B. 1944-1946.

WINFIELD St: Walton M. Winfield, Chairman of the F.D.R.B. 1935-1938.

WILLIS Rd: John Willis, Chairman of the F.D.R.B. 1939-1944.

In 1951 the *Baker Estate* was subdivided and the streets constructed to service the subdivision were named after passengers on George Robb's ship the *Leda*:

BOTTRILL St: Kerry Bottrill.

DIANNE St: Dianne Gardiner.

HOOD St: Arthur Hood.

HURFORD St: John Hurford.

KERRY Pl: Kerry Bottrill.

LEDA St: George Robb's ship, the *Leda*, arrived in Fremantle early in 1830.

MORTLOCK St: Henry Mortlock Omanney.

OMANNEY St: Henry Mortlock Omanney.

SMULLIN St: John Smullin.

STARLING St: Edward Starling.

STRATTON St: Thomas Stratton.

WEAVELL St: John Weavell.

Part of Hamilton Hill came within the boundaries of the Fremantle City Council until an adjustment in 1952 and streets within that area are named after early Fremantle residents:

CALDWELL St, COLE St, DERMER Rd, IVES Rd, MATHER Rd, NAYLOR St, STRANG St and WARDLE Pl.

In 1957 the State Housing Commission provided a list of names of soldiers who had enlisted from within and around Hamilton Hill

and who had lost their lives overseas. Street names selected from this list were:

BITTON St, BRADBURY Rd, BURRIDGE Way, CARMODY St, CHURM St, COATES St, CURVEN Rd, CUTTS St, DAVON St, DEARLE St, ENGLAND St, FIRBANK Rd, FULTON St, GOSCH St, GRAY St, GUMMOW St, HALSTEAD St, HAMES St, HEADLAND Rd, HILLIER Cr, INGRAM St, JAKOB Pl, KEENAN St, LONGSON St, LORRAINE Pl, MAINSTONE Pl, PURVIS St, RASTON St, RIGGS Wy, SCHOFIELD St, SHOWELL St, WHEELER Rd, WILKES St.

In 1962 the Shire of Cockburn submitted a list of names of early settlers in the District and from this list the following street names were selected:

ABERLE St: George Aberle, vigneron and Secretary of the Fruit Growers' Association in the 1920s.

AHERN St: Alexander A'Hern, carrier and pioneer at Bibra Lake.

BAILEY St: Andrew Bailey, market gardener and member of the F.D.R.B. 1927-1945.

BATTEN St: Norm and Bill Batten, market gardeners at Spearwood in the 1920s.

BENNETT Ave: Cliff Bennett, former Manager of W.A. Meat Exports.

BICKFORD Pl: R.F. Bickford, employee of the F.D.R.B. and early resident of Hamilton Hill.

BLACKWOOD Ave: Matthew Blackwood, carpenter and resident on Stock Rd from 1899.

BACK Ct: E.J. Back, served in the Great War.

COUNSEL Rd: Charlie Counsel (Snr.), early resident of Hamilton Hill.

COVICH Ave: Mrs Danica Covich. The Covich market garden extended from Jean Street to Annie Street and Covich Avenue was originally the entrance to the Covich property.

CULVER St: Jim Culver, early resident of Hamilton Hill and worker for the Olivet Church.

DADLEY St: M.H. Dadley, early settler in the District and poultry farmer at South Coogee.

DODD St: William Dodd, gardener and pioneer at Spearwood from 1912.

EBERT St: Peter Ebert, early storekeeper at Jandakot.

FORTINI Ct: Tony Fortini, farmer and early resident at Bibra Lake.

- GARRY St: Probably Michael Garhey, labourer and early resident of Hamilton Hill from 1910.
- GORDON Rd: Robert Gordon was the owner of the *Tyrone* Orchard, North Lake until 1920.
- HANLON St: George Hanlon, early resident at Hamilton Hill.
- HANSEN St: Theo Hansen, baker at Spearwood from 1916.
- HARGREAVES Rd: Walter Hargreaves, early resident in Spearwood who worked for Mayor and Brindle in the 1920s.
- HARTLEY St: Hartley had the first butcher's round in Jandakot.
- HAWKES St: Phillip Hawkes, vigneron at Spearwood from 1901 to 1921.
- HEAL St: Amos, 'Tiny', Heal, lived in Redmond Rd, Hamilton Hill and started the District's first bus service in 1923.
- HILORY St: Hi Lory, one of the last of the Chinese market gardeners at North Lake.
- HOSKINS St: Jack Hoskins, waterside worker and early resident of Hamilton Hill.
- HYAM St: Fred Hyam, market gardener at Spearwood in the 1920s.
- HYNES Pl: Arthur and James Hines, poultry farmers and builders at Spearwood from 1911.
- JOYCE Ave: Arthur Joyce, early poultry farmer on Newton Rd, Spearwood.
- LEECE St: Thomas Leece, wagon-builder and early resident on Frederick Rd, Hamilton Hill.
- LOCKETT St: John Lockett, bricklayer and early resident on Davilak Rd, Hamilton Hill.
- MALACARI Ct: Joseph Malacari, pioneer at Hamilton Hill from 1905.
- MILLAN Pl: Harry Millan, who spent his early years at Coogee and whose father, Thomas Millan, was killed at the Henderson Naval Base works in 1915.
- MORTON Rd: Robert Morton, quarryman and road-maker at Spearwood from 1913.
- OUTRAM Pl: Frederick Outram, pioneer lime-burner at 'The Peak', Hamilton Hill from 1899.
- OWEN Pl: John Owen, pioneer dairyman at Hamilton Hill from 1905.
- PACKHAM Rd: Frank Packham, market gardener at Spearwood from 1911.
- PAULIK Wy: Joe Paulik, early gardener at Hamilton Hill.

QUINLAN St: James Quinlan, butcher and early resident of Hamilton Hill from 1901.

RADNOR Wy: Radnor, a small market town in Wales.

ROCKE St: Tony Rocke, early Fremantle land agent and owner of the *Spearwood Vineyard* from 1921.

ROWLAND Pl: William Rowland, bricklayer and gardener and resident at Hamilton Hill from 1920.

RUDDICK Pl: 'Bill' Ruddick, early poultry farmer in Hamilton Hill.

SAWLE Rd: Richard Sawle, pioneer gardener at South Coogee from 1895.

SIMMS Rd: Robert Simms, early quarryman and stone-carter.

SIMONS St: Mrs Queenie Simons, office assistant to the Fremantle Roads Board and resident of Hamilton Hill from 1912 to 1960.

SMART Ct: George Smart, pioneer of Spearwood from 1895.

STRAUGHAIR St: The Straughair family, Robert, Sarah and their son, William were pioneer settlers in Spearwood.

THORSAGER St: Niels Thorsager, pioneer gardener at Spearwood from 1898.

TREEBY St: Joseph Treeby, pioneer gardener at Jandakot from 1897.

VISSER St: Jack Visser, early proprietor of the Jandakot Hotel.

In 1964 a large number of streets in Hamilton Hill, Coolbellup and Spearwood were given the names of characters from Shakespearean plays. This theme was chosen because in that year the world was celebrating the 400th anniversary of Shakespeare's birth. A few of the less obvious street names selected for this reason are:

ALFRED St, AUMERLE Rd, BARDOLPH Rd, CADE St, COLEVILLE Cr, CURAN St, EXTON Pl, GREGORY Wy, MACMORRIS Wy, PISTOL St, REGAN St, SCALES Wy, TYBALT Pl, VERNON Pl.

STREET NAMES IN SPEARWOOD

ANGUS Ave: Angus McLeod, early resident in Spearwood from 1912 and Chairman of the F.D.R.B. 1926-1928.

BARRINGTON St: Barrington C. Wood, first Mayor of Fremantle, 1883-1885.

BULLFINCH St: Bullfinch was the site of a gold strike in 1910 which caused a new boom on the goldfields.

- COBINE St: Joseph Cobine served in the Colony's 63rd Regiment in 1828.
- DELLER St: W.E. Deller, member of the F.D.R.B. 1936-1940.
- DENHAM St: Sir Frederick George Denham Bedford was Governor of W.A. from 1903 to 1909.
- DOOLETTE St: Dorham Doolette discovered a rich pocket of gold at Bullfinch in 1910.
- EDELINE St: Lady Edeline Strickland, wife of Sir Gerald Strickland, Governor of W.A. in 1912.
- FOX St: J.E. Fox, served in the Great War.
- FREETH Rd: The Hon. Gordon Freeth, Minister for the Interior in 1963.
- GERALD St: Sir Gerald Strickland, Governor of W.A. in 1912.
- KENT St: Named after the English County and constructed to service the *Woodlands* subdivision in 1897.
- KIESEY St: Carl George Kiesewetter, Coogee lime merchant who bought adjoining land in 1925.
- MEARS Pl: Charles Mears, early resident on Forrest Rd, Hamilton Hill from 1914.
- MELL Rd: John Barker Mell, owner of the *Woodlands* Estate and member of the F.D.R.B. 1901-1907.
- MIGUEL Rd: Angel de San Miguel, pioneer settler at Hope Valley from 1880.
- NEWTON St: Sir Newton J. Moore, Premier of W.A. from 1906 to 1910.
- PARROTT Wy: Herbert Charles Parrott, gardener and member of the F.D.R.B. 1920-1926.
- PHOENIX Rd: Possibly named by Steve Dobra, the first settler on Phoenix Rd, who had worked in Phoenix, Arizona before coming to Western Australia in 1912.
- RIGBY Ave: Robert Marsden Rigby, orchardist and builder in Spearwood from 1910.
- ROSS Ct: John Ross, served with the 63rd Regiment in W.A. in 1828.
- SPEARWOOD Ave: Originally the name given to that part of Rockingham Rd between Kent St and Troode St.
- SUDLOW Rd: Geoff Sudlow, Secretary to the F.D.R.B. 1917-1944.
- SUSSEX St: named after the English County and constructed to service the *Woodlands* subdivision.
- WELLARD St: John Wellard, pioneer of the North West pastoral industry.

STREET NAMES IN JANDAKOT

BANINGAN Rd: Baningan was one of the Jandakot settlers who petitioned for the proclamation of a townsite at Bibra Lake in 1897.

BRANCH Cs: Henry Branch, storekeeper of Broad Arrow, held the lease of J.A.A. Lot 148 in 1897.

BRIGGS St: Thomas Henry Briggs, pioneer gardener at Jandakot on J.A.A. Lot 245 from 1893.

BUCKLEY St: Samuel Buckley received an Immigrant Grant, Co. Sd. Location 391, at Jandakot in 1883.

CHRISTIE Ave: Samuel Thomas Christie, confectioner and leaseholder of J.A.A. Lot 203 in 1895.

COOPER Rd: Joseph Cooper, Chairman of the F.D.R.B. 1953-1960 and first Mayor of the Town of Cockburn.

CUTLER Rd: D. Cutler, served in the Great War.

GADD St: William Gadd, pioneer at Jandakot on J.A.A. Lot 1 from 1897.

HAMMOND Rd: James Hammond was the original owner of Co. Sd. Loc. 458 in 1887.

HIRD Rd: J. Moyland and C.M. Hird were Land Agents in Jandakot in the 1890s.

JOHNSTON Rd: Robert Johnston, gardener on J.A.A. Lot 414 from 1900.

KEMP Rd: George Kemp, leaseholder of J.A.A. Lot 193 in 1908.

LEEMING Rd: G.W. Leeming, surveyor working in the Jandakot Agricultural Area in 1886.

MAR Rd: A Jandakot settler from 1888.

McKINNON St: Hugh McKinnon, original settler on J.A.A. Lot 146 in 1896.

MACLAGAN St: William MacLagan, leaseholder of J.A.A. Lot 225 in 1893.

PARKES St: The Parkes family were early poultry farmers on Forrest Rd, Jandakot.

PRINSEP Rd: Charles Robert Prinsep owned the *Prinsep* Estate at Leschenault Inlet from 1839.

SPENCER St: William E. Spencer, leaseholder of J.A.A. Lots 250 and 252 in 1901.

SULLIVAN St: Thomas Sullivan, original owner of J.A.A. Lot 173 in 1896.

THOMAS St: Hamlet John Thomas, early resident of Hamilton Hill whose services as a Vet'. were often called upon by Jandakot settlers.

TICHBORNE St: Teresa Tichborne, leaseholder of J.A.A. Lot 127 in 1896.

WAKELY Cr: Louisa Ann Wakely, leaseholder of J.A.A. Lot 297 in 1893.

WEARNE Rd: John Wearne, original owner of J.A.A. Lot 154 in 1892.

WEDGE Rd: Frederick Arundel Wedge, leaseholder of J.A.A. Lot 153 in 1892.

STREET NAMES IN ATWELL

BARFIELD Rd: William Henry and John Henry Barfield took up the lease on J.A.A. Lot 204 in 1912.

COFFEY Rd: John Coffey was the original leaseholder of J.A.A. Lot 164 in 1895.

GAEBLER Rd: Waldemar Gaebler, owner of J.A.A. Lot 291 in 1904.

FRANKLAND Ave: Frankland was a pioneer at Jandakot in 1893.

KINLEY Rd: R.W. Kinley was a member of the F.D.R.B. from 1921 to 1927.

LIDDELOW Rd: J. Liddelow held a pastoral lease in the area in 1888.

LYON Rs: John McMurray Lyon took up the lease on J.A.A. Lot 214 in 1894.

OXLEY Rd: Surveyor J.O. Oxley who carried out surveys for the Jandakot Agricultural Area in 1889.

WOLFE Rd: Robert Thomas Wolfe, retired Colonel of Surrey, England and proprietor of the City Hotel, Perth owned J.A.A. Lots 215, 223 and 224 from 1891.

STREET NAMES IN BANJUP

FRASER Rd: Malcolm Fraser, succeeded John Septimus Roe as Surveyor General in 1870.

MASON Rd: Mason and Bird were timber merchants in the Canning District who built the old Long Jetty at Fremantle in 1873.

SOLOMON Rd: Elias Solomon, Mayor of Fremantle 1889-1901 and first Federal Member for Fremantle.

STREET NAMES IN BIBRA LAKE

ANNOIS Rd: Charles Annois, bought Samuel Caphorn's Co. Sd. Location 25 in 1871.

AUBIN Rd: Henry John Aubin took up the lease of J.A.A. Lot 212 in 1897.

BASSETT Rd: Joseph Bassett, pioneer dairy-farmer at Bibra Lake and member of the F.D.R.B. 1913-1918 and 1924-1925.

FORREST Rd: Sir John Forrest, Surveyor General in 1898 when this road was gazetted to link the Jandakot Agricultural Area to the markets at Fremantle.

HATCH Pl: H.G. Hatch, an early settler south of Bibra Lake.

MELLER Rd: Joseph Meller, pioneer gardener and dairy farmer at Bibra Lake from 1890.

STREET NAMES IN COOGEE

COCKBURN Rd: Admiral Sir George Cockburn.

ELLEMENT Pde: Herbert Arthur Ellement, early resident of South Coogee from 1911.

FAIRBAIRN Rd: Robert Fairbairn, appointed Resident Magistrate at Fremantle in 1886.

MILLS St: Mrs Mills subdivided the 50 acre block overlooking the Coogee Beach Reserve originally granted to Letitia Powell.

PEEL Rd: Thomas Peel, began the first settlement in Cockburn on December 15th, 1829.

POWELL Rd: Walter Powell, proprietor of Coogee Hotel from 1901 and Chairman of the F.D.R.B. 1893-1899.

RICHARDSON Rd: Alexander Richardson, manager of the Agricultural Bank, 1888.

STREET NAMES IN HENDERSON

ANDERSON Rd: Alexander Anderson, pioneer market gardener at South Coogee from 1890.

COCKBURN Rd: Admiral Sir George Cockburn.

HURST Rd: Hurst was an early Jandakot settler who petitioned for the proclamation of a townsite at Bibra Lake in 1897.

MUSSON Rd: Musson was an early Jandakot settler who petitioned for the proclamation of a townsite at Bibra Lake in 1897.

SPARKS Rd: Alec Sparks, a lime-burner, lived on Russell Road in the 1930s.

STREET NAMES IN MUNSTER

ATWELL Rd: Mrs M.A. Atwell, wife of Charles Atwell and widow of W.H. Allen of South Coogee.

BRITANNIA Ave: Constructed in 1913 during the land boom associated with the Henderson Naval Base.

- CHURCHILL Ave: Sir Winston Churchill, First Lord of the Admiralty, 1911-1914.
- ERCEG Rd: Marijan Erceg, market gardener and early resident in Spearwood.
- FANSTONE Ave: Fanstone was the Australian Director of Naval Works, 1913-1917.
- GARDEN Rd: Constructed in 1897 to service the *Spearwood Gardens* subdivision.
- GARDINER Ave: Dianne Gardiner, a passenger on Robb's ship *Leda* in 1830.
- HENDERSON Rd: Admiral Sir Reginald Henderson, whose report in 1911 led to the commencement of the Henderson Naval Base.
- HOLMES Rd: Robert Hardy Holmes, butcher and Chairman of the F.D.R.B., 1900-1904.
- JERVOIS St: Captain W. Jervois, Commander of the *Success* in 1829.
- MAYOR Rd: Alred Mayor, pioneer gardener at Spearwood from 1906 and Chairman of the F.D.R.B., 1932-1934.
- RUSSELL Rd: Lord John Russell, British Prime Minister who succeeded Sir Robert Peel in 1846.
- SIMPER Rd: Frank Simper, founder of the marketing firm, Scanlan and Simper.
- TROODE St: Edward Thomas Troode, original owner of the *Woodlands* Estate from 1860.
- WATSON Rd: William Watson, an active patron and supporter of many District organizations from 1912.
- WELLS Rd: George Wells. Chairman of the F.D.R.B. 1946.

STREET NAMES IN NAVAL BASE

- BURNETT Wy: A.J. Burnett, killed in action in the Great War.
- CLARENCE Rd: The Town of Clarence was the site of Peel's settlement at Woodman Point in 1829.
- HART Pde: A.O. Hart, killed in action in the Great War.
- MEAD Ave: Henry Mead, pioneer settler at Rockingham.
- PETTIT St: W. Pettit, killed in action in the Great War.

STREET NAMES IN SUCCESS

- HAMMOND Rd: James Hammond was the original leaseholder of Co. Sd. Loc. 458 in 1887.

HARING Rd: Otto Haring was the original leaseholder of J.A.A. Lot 169 in 1896.

RUSSELL Rd: Lord John Russell, British Prime Minister who succeeded Sir Robert Peel in 1846.

STREET NAMES IN WATTLEUP

COLLIS Rd: Charles G. Collis, South Coogee gardener and Vice Chairman of the F.D.R.B. 1951-1955.

COLLOVA Wy: B.C. Collova, early resident at Wattleup.

DALISON Ave: Dalison was the original owner of J.A.A. Lot 204 in 1895.

JAGGS St: Mac Jaggs, an early resident on Rockingham Rd at South Coogee.

LORIMER Rd: Lorimer was an early settler on Co. Sd. Location 541.

MIRO St: Miro Srdarov, early settler at Wattleup.

MCLEOD Rd: Angus McLeod, Chairman of the F.D.R.B. 1926-1928.

PEARSE Rd: William Silas Pearse, grazier and a foundation member of the F.D.R.B. in 1871.

PHILLIPS Rd: Matthew Phillips, Foreman for the F.D.R.B. 1903-1920.

POWER Ave: George Andrew Power took up the lease of J.A.A. Lot 159 in 1902.

TOMISLAV Wy: Tomislav, first King of Croatia.

VODICE St: A town on the Dalmatian coast of Yugoslavia.

ABBREVIATIONS

B.L.	Battye Library, Perth. (State Reference Library)
C.S.O.	Colonial Secretary's Office. (Perth)
C.S.R.	Colonial Secretary's Office Records, Inward Correspondence
F.D.R.B.	Fremantle District Roads Board
J.A.A.	Jandakot Agricultural Area
L.S.	Lands and Surveys Department, Perth
L.T.O.	Land Titles Office, Perth
M.R.P.A.	Metropolitan Region Planning Authority, Perth
S.D.U.R.	Survey's Department Unregistered Correspondence
S.W.P.	Swan River Papers

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COMMONWEALTH OF AUSTRALIA

COCKBURN SOUTH NAVAL BASE. — PROPOSED COMPLETED PROJECT —

TO ACCOMPANY REPORT BY
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THE PROPOSED WORKS ARE SHOWN BY RED COLOUR.

